



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

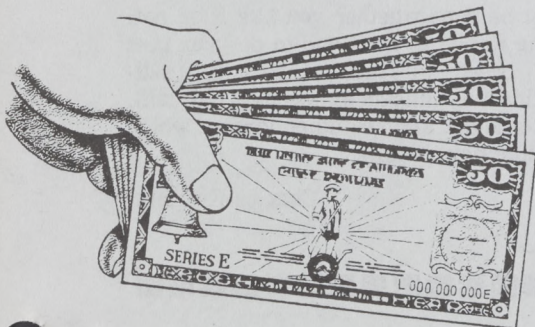
78-1 January 5, 1978

UNENDEARING DEERS

Recently, INTERCOM reported that NAFEC researchers were testing new chemical repellents designed to keep deer off the active runways at the NAFEC airport. Now a word about the results of those efforts. Two repellents have been tried to date and both have been unsuccessful. In fact, after the last spraying, the number of deer spotted crossing the runways increased from a nightly average of seven to 17. Moreover, a commuter aircraft had to land long to avoid striking a deer and there have been several near strikes involving FAA aircraft. NAFEC Director Robert Faith has termed the situation critical. Representatives of the New Jersey Division of Fish, Game and Shell Fisheries have recommended that a "controlled harvest" be conducted. Hunters will be selected by lottery for the hunt scheduled to be held later this month.

TOP AF SECTORS NAMED

For maintaining a consistently high rate of productivity across the board, Grand Junction, Colo., and Memphis Tenn., Sectors have been named Airway Facilities Sectors of the Year for 1977. Winners were selected in two categories: Grand Junction won the award in the General National Airspace System sector category, and Memphis in the ARTCC sector category. The Director or Deputy Director of the Airway Facilities Service will present national award plaques to the winning sectors at regional ceremonies later this month. Each employee of the winning sectors will receive a personal certificate of accomplishment. In order to win the award both sectors had to be outstanding in such areas as facility performance, general sector and personnel management and manpower/workload factors.



**Winning
Hand.**

**Take
stock
in America.**

AUTHOR: AUTHOR:

The November 1977 issue of the Bulletin of the American Meteorological Society is a best seller with Systems Research and Development Service personnel in Washington headquarters. And that's quite understandable when you consider that three of the five feature articles in the issue were authored or co-authored by SRDS people. Ed Bromley, Assistant Chief of the Airports Division, wrote "Aeronautical Meteorology: Progress and Challenges--Today and Tomorrow;" Captain Jim Lindquist, an Air Force liaison officer assigned to Flight Information Services, produced "Automation--Some Potential Applications to Aviation Weather;" and Frank Coons, a meteorologist with the Wind Shear and Wake Vortex Branch, co-authored "Airport Weather Service; Some Future Trends." FAA'ers also will find the other two articles in the issue of interest since they deal with aviation weather. Copies of the journal are available in the regional and headquarters libraries. You will have to make your own arrangements for autographed copies.

ATC TRAINING STUDIED

Application of technology to training in air traffic control will be investigated in depth during a meeting of the Society for Applied Learning Technology to be held in Orlando, Fl, Feb. 14-15. Among the FAA representatives scheduled to attend is Dr. Helen Hamilton, an engineering psychologist at NAFEC, who will chair the ATC session. According to Dr. Hamilton, the symposium was designed to interest anyone involved in using, developing, manufacturing or marketing systems for use in the general field of air traffic control. Presentations at the meeting, called the Second International Learning Technology Congress and Exposition, will cover automated air traffic control training, real-time simulations for training and evaluation research on controller and system performance measurement, and ways of using visual image generation systems and speech understanding technology for ATC training.

FSS STANDARDS

Although no basic changes have been proposed in overall grade level, some revisions to current classification criteria for flight service station specialist positions were suggested by the Civil Service Commission in a recently completed Tentative Standards proposal. After extensive study, which included questioning FAA management, representatives of the National Association of Air Traffic Specialists, and individual employees about duties and responsibilities, the CSC concluded that overall, "the variances in difficulty of pilot briefing are not sufficient to reflect meaningful grade level distinctions." The study went on to suggest that traffic volume be retained as a primary consideration in classifying grades with some modifications to the formula used currently. Essentially the changes would eliminate credit for flight plans originating by the flight service stations and retain from the current formula credit for the number of pilot briefings (multiplied by two) plus the number of aircraft contacted. FAA's comments and views will be submitted to CSC on February 27.

AT ORDER CANCELED

Order 6690.1, Operational Description of 30I A Switching System, dated 9/14/70, is canceled. It has served its purpose and is no longer required.



Thank God every morning when you get up that you have something to do which must be done whether you like it or not. Being forced to work and to do your best will breed in you temperance, self-confidence, diligence, strength of will, contentment and 100 other virtues which the idle never know.

Charles Kingsley



SUMMER JOBS

Don't let the cold weather, the skiers, or the ice skaters fool you. Summer is just around the corner. How do we know? Well, the Civil Service Commission has said its Announcement 414, "Summer Jobs" will be available beginning January 4. And this is as much a matter of interest to Federal managers as it is to college students. Once again, Federal agencies have been granted authority to reappoint undergraduate college students who have worked for them the previous summer. This provision covers only undergraduates in positions up to GS-4. These students no longer are required to take the CSC Summer Employment Examination or renew their eligibility to be reappointed. However, the examination procedures still apply to students seeking employment with agencies for which they did not work the previous summer, and to those seeking employment for the first time. Please note also that this change generally does not apply to graduate students. For further information concerning the Summer Employment Program, contact the Employment Branch, AAC-14, X4507.



BENEFICIARIES

Is your list of beneficiaries accurate and up-to-date? Beneficiaries are persons named by you to receive money from your government life insurance policy, the Civil Service retirement fund and any unpaid compensation due to you in the event of your death. Beneficiaries also can be firms, corporations, or other legal entities. An accurate designation of beneficiaries is very important because it can prevent costly, time-consuming and sometimes tragic legal delays. A designation of beneficiaries can become out-of-date in several ways: A designation of beneficiaries for life insurance or unpaid compensation is cancelled at once if you transfer between Federal agencies. It must be renewed in your new agency. Changes in family status without a corresponding change in designation may result in a settlement to an heir other than the one you may desire. If you have named a beneficiary for your retirement fund other than your spouse, that beneficiary may become ineligible under certain circumstances. Remember also that not all designations are acceptable, e.g., "payment of just debts," "to John if he uses the money for educational purposes," "to Susie when she reaches age 21." In such cases you should designate your estate and stipulate in a will the conditions or restrictions the executor is to follow in handling the benefits. Beneficiary designation forms are available in Room 102, Headquarters Building.

EMPLOYEE ASSOCIATION

The following services are available at the Employees Association Office:

Gaslight Dinner Theater tickets, \$9.90 each

FAA Business Cards: 250 for \$7.50, 1000 for \$10.00

Duplicating machine, 10 cents per copy

Fruitcakes: 3 lbs \$8.35, 5 lbs \$13.50

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 12, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
	FAA DEPOT		
AAC-78-6	Shipment Clerk (Data Transcribing), GS-2134-4	AAC-430	2100

Applicant must be a qualified typist or data transcriber.



"service to those who fly"

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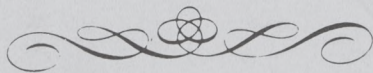
AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-2 January 11, 1978

AIRPORT PLANS

High capital costs and strong public opposition have virtually halted construction of new major airports in the U.S., the agency's 10-year National Airport System Plan points out. The report, which went to the Congress last week, noted that the Dallas/Ft. Worth Airport is the only new major aviation facility to open in this country in the past five years and said that a new airport at Palmdale, Calif., to serve the Los Angeles basin may be the only one to open in the decade ahead.

The plan says that additional major airports serving large metropolitan areas will be needed mainly to increase the capacity of existing well-developed airport systems, but because of high costs and local resistance to large scale airport construction, development will be undertaken only when other alternatives have been exhausted. For the most part, the report notes, development of new major airports during the 1978-87 time period will be limited to those areas where planning is well underway such as at the new Palmdale facility. Also, preliminary steps may be taken for airports at Atlanta and San Diego. On the other hand, the plan recommends the construction of a number of new air carrier airports to serve smaller urban areas as well as more than 450 general aviation airports. Copies of the 400-page plan are expected to be available in March.



Published by Public Affairs, AAC-5

Distribution: C-8

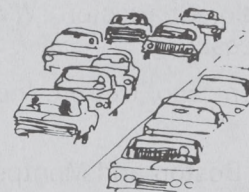
GROUND TRAFFIC SAFETY

Numerous incidents have occurred in recent weeks involving vehicles speeding on Aeronautical Center streets and parking lots. Fortunately, none of the incidents have caused bodily harm.

Because of the high volume of people and cars at the Aeronautical Center, it is necessary to keep your speed down to posted levels. The maximum speed limit in parking lots is 10 MPH and the maximum on the streets, except MacArthur, is 15 MPH.

Pedestrians should watch that they use marked crosswalks when crossing streets. Students and employees are encouraged to use the tunnel system whenever possible and especially during hours of darkness.

The security guards have the authority to issue traffic citations for speeding and jaywalking and will increase their surveillance in these areas in order to prevent possible accidents from happening.



... AND WHEN YOU LEAVE

It has long been the unofficial policy at the Aeronautical Center to help everyone leave quickly and efficiently by allowing side traffic to merge with main traffic — taking turns at intersections.

Employees who have been here a long time assume they will be allowed to take their turn entering the main flow of traffic, and potential accidents are abundant unless everyone is aware of this policy.



EFAS ON LINE

FAA's special "Flight Watch" service, which provides pilots with up-to-the-minute enroute weather information, is now in operation on a virtual nationwide basis. Since the December 29 commissioning of the Boise, Idaho, facility, all but one of the 44 flight service stations in the program are on the line with the new service.

The exception is the Walla Walla, Wash., FSS, where final implementation is being delayed until next summer while the station undergoes a major modification.

The especially equipped and staffed stations are providing a new service, called Enroute Flight Advisory Service (EFAS). Advisories which give enroute pilots current weather information reported by other pilots and seen on radar are being radioed to pilots in answer to their requests. The special service is available throughout the conterminous U.S., along heavily-traveled flyways. The system is manned by flight service station specialists who have received special training. The locations of Flight Watch Control Centers in each region are as follows:

CENTRAL: Des Moines, Kansas City, Omaha and St. Louis

EASTERN: Buffalo, Charleston, WV., Pittsburgh, Teterboro and Leesburg

GREAT LAKES: Chicago, Detroit, Indianapolis and Minneapolis

NEW ENGLAND: Boston and Montpelier

NORTHWEST: Portland, Seattle and Boise

ROCKY MOUNTAIN: Casper, Denver, Grand Forks, Great Falls, Huron and Salt Lake City

SOUTHERN: Atlanta, Birmingham, Charleston, Jackson, Memphis, Miami and Raleigh

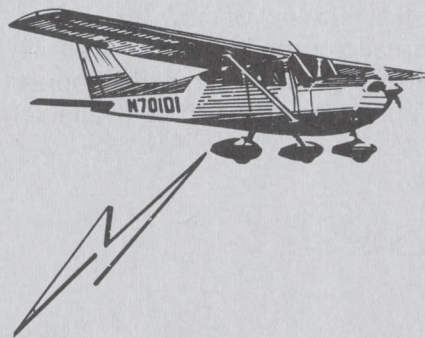
SOUTHWEST: Houston, New Orleans, Oklahoma City, El Paso, Albuquerque, Lubbock, Fort Worth and San Antonio

WESTERN: Oakland, Los Angeles, Las Vegas and Phoenix



NAV STANDARDS SET

The agency has taken the first step to implement an international agreement to reduce aircraft separation standards in the busy North Atlantic corridor while insuring that safety is not compromised. The agency amended the Federal Aviation Regulations (FARs), effective December 29, 1977, to require that aircraft operated in certain airspace over the North Atlantic meet a specified level of navigation performance capability. In this way, navigational errors will be minimized and ensure that an adequate level of safety is maintained when lateral traffic separation standards are reduced from the 120 miles to 60 miles on October 5, 1978. The reduced separation will increase the capacity of the busy North Atlantic flight corridor and yield substantial fuel savings since more aircraft will be able to use the optimum routes.





CONFLICT ALERT ON LINE

After weeks of full operational testing, the automated conflict alert system that warns controllers when aircraft are on converging courses in busy terminal areas was commissioned at Houston Intercontinental Airport. Houston is the first of more than 60 airports where the system will be implemented.

Both visual (flashing letters) and aural (a buzzer) alarms are triggered when traffic conflicts above certain altitudes are detected by the system. The warnings give controllers time to analyze the situation and issue any instructions necessary to assure the safety of controlled air traffic. The conflict alert feature works in conjunction with the computerized Automated Radar Terminal System (ARTS III). The system tested and now operational at Houston is of the single beacon variety. Testing of a program which will provide the conflict alert capability for ARTS III Tracons, served by more than one beacon system, will begin at Miami International early this year.



FAA FLYING CLUB

The January meeting of the Aeronautical Center's FAA Flying Club will be held Saturday morning, January 14 at the Hilton Inn West, Interstate 40 and Meridian, Room 201. Breakfast will be served at 8:00 a.m. The meeting will start at 9:00 a.m. Visitors are always welcome. If you plan to arrive for breakfast, please call Bob Wells at 76-2955 to provide a head count for planning purposes.



DIRECTORY UPDATE

The last Aeronautical Center Directory was printed in July 1977 and many changes have occurred since then. INTERCOM will begin listing changes in routing symbols or telephone extensions so pen & ink corrections can be made in your books. If the information given for you in the alphabetical listing of the directory is incorrect, or if your name was omitted, notify Public Affairs, AAC-5, giving your name, current routing symbol and extension as it should appear.



**PEOPLE
are the key**

CAREER GUIDE

Aeronautical Center employees at the GS-6 level and below, and their supervisors, recently received a booklet, "Aeronautical Center Careers." This guide to career planning was developed with the idea that one important means of achieving organizational excellence is through development of employees.

This guide lists 30 some career fields at the Aeronautical Center and gives duties and qualification standards on each. Those of you who received this booklet should take the time to read it carefully and talk with your supervisor about your own career plans. If you are a GS-6 or below and did not receive the book, or if you have any questions, contact the Training Branch, AAC-17, X4156.



HANDICAPPED TRAVELERS HELPED

In order to identify possible obstacles for handicapped air travelers, the FAA Headquarters Handicapped Employee Advisory Committee conducted an informal survey recently of the two U.S.-owned airports, Dulles International and Washington National. Both FAA-run facilities were given high marks.

Accompanied by the DOT Selective Placement Coordinator, the committee traced the paths of handicapped travelers at the airports from arrival to departure. Parking facilities, doors, ramps, telephones, elevators, and lavatories were inspected for accessibility. Also checked were accommodations such as restaurants, car rentals, baggage checking services, vending machines, transportation facilities as well as medical and escort services. The committee found that most of these facilities are accessible to the handicapped traveler even without the personal escort service available upon request at both airports. Areas found to be inaccessible were pointed out to airport officials.

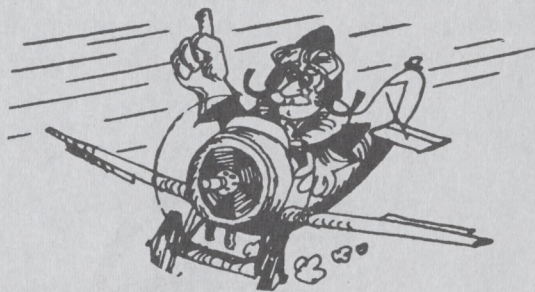
PARKING LOT REOPENED

The parking lot west of the Academy Building is reopened for parking due to delay in beginning construction of the Radar Training Facility.



AIRPORTS MAY CLOSE

Forty percent of nearly 300 busy privately-owned airports used by the public will be forced to close over the next ten years unless they get outside financial help and other assistance, according to a new agency report. The report cites rising property taxes, the high cost of capital improvements and maintenance, and lack of land for expansion as some of the most common causes for the expected closing. It suggests, therefore, that the most effective measures for preventing certain airports from closing rest with state and local governments in the form of tax exemptions, zoning and other land-use controls, financial grants, and, in some cases, public acquisition or maintenance of the troubled airports. The FAA report recommends that efforts should be made to keep open those airports that serve significant numbers of aircraft, and especially those that help relieve congestion at busy air carrier airports.



OLD PILOT RULES

U.S. Air Service rules of 1920 included the following instructions for pilots:

Don't turn sharply while taxiing. Instead, have someone lift the tail around.

Pilots should carry handkerchiefs to wipe off their goggles.

Hedgemooring won't be tolerated.

Pilots will not wear spurs while flying.

If an emergency occurs while flying, land as soon as you can.

Taken from an AP story, Dallas, TX

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: January 18, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
PERSONNEL MANAGEMENT DIVISION			
AAC-78-7	Staffing Clerk (Typing), GS-203-4 Position has promotion potential to GS-5 without further competition.	AAC-14	203
ACCOUNTING AND AUDIT DIVISION			
AAC-78-8	Operating Accountant, GS-510-5 Position has promotion potential to GS-9 without further competition.	AAC-23	510
FACILITY SUPPORT DIVISION			
AAC-78-9	Utility Systems Operator Helper, WG-5406-5 This position has promotion potential to WG-9 without further competition.	AAC-55	JE-0001
AIRMEN AND AIRCRAFT REGISTRY			
AAC-78-10	Chief, Support Section, GS-301-7 Specialized experience in the airmen certification program is required.	AAC-260	301-7
AIRCRAFT SERVICES BASE			
AAC-78-11	Production Controller, GS-1152-11	AAC-850	1152
FAA ACADEMY			
AAC-78-12	Clerk-Stenographer, GS-312-4	AAC-950	312
AAC-78-13	Education Specialist, GS-1710-11	AAC-930	1710

Closing Date for the following five announcements: January 27, 1978

AAC-77-287*	Electronics Technician (Instruction), GS-856-11 or Electronics Engineer (Instruction), GS-855-11	AAC-954	856 or 800
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A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or technician/specialist at an FAA Flight Standards avionics operational or maintenance facility. At least 1 year of the specialized experience must be directly related to avionics.

AAC-77-288*	Electronics Technician (Instruction), GS-856-11	AAC-954	856
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A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, engineer or technician/specialist at a Flight Standards office, (Washington, region/NAFEC, NFO or field). At least 1 year of the specialized experience must be directly related to flight inspection.

AAC-77-289*	Air Traffic Control Specialist (Terminal-Instruction), GS-2152-13 (Data Systems Position)	AAC-934	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 Facility, Regional AT Division, the Washington office of AT Service or in an AT position with the FAA Systems Research and Development.

AAC-77-290*	Airspace System Inspection Pilot (Instruction), GS-2181-12/13 (Flight Inspection Position)	AAC-954	2181
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A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at 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-77-291*	Supervisory Air Traffic Control Specialist, (Center-Instruction), GS-2152-14	AAG-931	2152
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* Employees selected for these positions must sign an agreement to rotate out of the Academy; therefore, a positive statement will be obtained from the division chief as to whether or not a selectable candidate is considered worthy of moving into management and possesses necessary potential for becoming an effective instructor.

Present Academy instructors exempt from the above statement.

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: January 25, 1978

<i>FSNFO NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-3	Clerk-Stenographer, GS-213-4	AFS-507	312
Area of Consideration: FSNFO Headquarters, OKC FIFO and Aeronautical Center.			
FSNFO-78-4	Aviation Safety Inspector (Airworthiness), GS-1825-9	AFS-580	1825

Position has promotion potential to GS-11 without further competition.

Area of Consideration: FSNFO-wide

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Richard E. Cardon	ATC Specialist (Center-Instruction)	AAC-930	AAC-77-47
Richard P. Madri	Supervisory ATC Specialist (Station-Instruction)	AAC-930	AAC-77-126
*Wilbur J. Edds	ATC Specialist (Terminal-Instruction)	AAC-930	AAC-77-176
*Gary A. Rose	ATC Specialist (Terminal-Instruction)	AAC-930	AAC-77-176
*Wayne Lynch	Operating Accountant	AAC-21	AAC-77-186
*Linda Story	Peripheral Equip. Operator	AAC-340	AAC-77-214
William Horstman	Supervisory Electronics Engineer (Instruction)	AAC-940	AAC-77-220
Glen E. McClain	Packer	AAC-430	AAC-77-224
Donald E. McKillop	Supervisory ATC Specialist (Center-Instruction)	AAC-934	AAC-77-237

*Competitive reassignment or change to lower grade.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-3 January 18, 1978

'77 SAFETY RECORD

1977 wasn't the best year for aviation safety but, depending on which figures you look at, it wasn't the worst either. On the bright side, the National Transportation Safety Board reported 26 air carrier accidents in all operations last year, the lowest number in U.S. air carrier history. On the dark side, fatalities associated with U.S. air operations in 1977 were a record 654. This unprecedented number of deaths, 246 of which were on an aircraft of foreign registry, resulted from the ground collision of two chartered B-747s in the Canary Islands.

In the busiest area of commercial flying, U.S. certificated air route carriers in domestic passenger service, there were only 64 passenger fatalities among a record breaking 236 million passengers. In addition, two crew members and nine people on the ground died as a result of accidents.

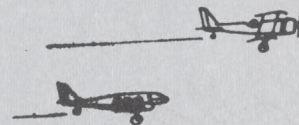
In U.S. international scheduled passenger service, there were no passenger fatalities last year as compared with 35 in 1976.

The air taxi safety record was essentially the same as the previous year. The number of fatal accidents was down by one, from 47 to 46, but the number of fatalities were up from 133 to 156. Again, the increase was due primarily to a single crash. In this case it was the loss of 29 lives in the December 13 Evansville, Indiana, DC-3 accident that upped the year-end figure.

Data on the general aviation safety record is expected to be available in about two weeks and will be reported in INTERCOM.

PEAK TRAFFIC YEAR

A year-end look at 22 air traffic control facilities - 13 towers and 9 en route centers - shows operations were up across the board during 1977. Chicago O'Hare, Boston Logan, Philadelphia and Denver Stapleton Airports all had peak years. O'Hare, the busiest airport in the world, recorded 741,329 operations. This is up four percent over the previous peak year of 1976. Average daily operations at O'Hare were 2,031. At other airports having peak years, daily averages were: Boston Logan, 938; Philadelphia, 906; and Denver, 1,278. Of the nine ARTCCs monitored, all handled more traffic last year than in 1976 and seven recorded all time busy years. The Chicago center led all the others with 5,237 daily operations. The Cleveland center had 4,877, New York 4,427, and Atlanta 4,274.



UPMO PROGRAM SUSPENDED

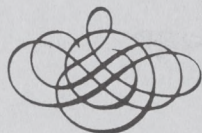
Due to the limited use of the UPMO registers during the hiring freeze and our continuing need to stabilize the Center work force, the General Career Opportunities Program provided for in Order AC 3300.9B is temporarily suspended. The program will be reactivated when overall employment conditions indicate it can be used efficiently and effectively.

SAFE ON THIRD TRY

When the plane was first advised that visibility at the local airports, including Spokane International, was marginal and the airports were open for instrument approaches only, there didn't seem to be any problem. The pilot replied that he would file IFR and was, in fact, already flying on instruments. But as time went by, controllers David P. Dalsanders, Ralph Luke, Buddy Bennett and Robert Dodson of the Spokane Tower had to give the wandering pilot more and more help. First the light twin was instructed to fly an ILS course, but this proved impossible.

The plane wandered all over the cloudy sky. At that point the controllers suggest an Airport Surveillance Radar (ASR) approach. The pilot concurred with the suggestion. "Nothing seems to work in this airplane," he said. He was quite right. Nothing was working very well, but on the third attempt, while controllers hand-carried the aircraft, a successful landing was made. After the landing, the only equipment on the aircraft found to be malfunctioning by FAA inspectors was the pilot who, to no one's great surprise, was not instrument rated.

During the month of December, 240 flight assists were reported, 66 by flight service stations, 127 by towers and 47 by centers. There were a total of 432 people reported on board the aircraft involved. Primary causes for the assists included 113 lost pilots, 24 low on fuel, 46 involved with precarious weather and 68 with equipment malfunctions.



A REMINDER

During peak hours in the cafeterias, we must use all available places to speed the dining process. Therefore, to accommodate the maximum number of diners, it is not possible to reserve a place at a table or chair by putting personal objects on it while going through the cafeteria line.

STREAMLINING FAA

Since joining FAA almost a year ago, Administrator Bond has been taking a close personal look at the agency. He has visited several regions and a number of facilities, with more on the schedule for the near future. In conjunction with these efforts, the agency is awarding a contract to a transportation consulting firm to take an objective, in-depth look at the FAA management and make recommendations to improve efficiency. The Administrator characterized this study as "one of the final steps in my review of the agency and the way it operates." According to current estimates, the first report of this study being conducted by Booz, Allen and Hamilton, Inc., of Bethesda, Maryland, will be finished in about six weeks with an expanded final report expected in about five months.



CONCORDE REPORT

The agency last week released its first full-month noise monitoring report covering 90 Concorde operations during December at New York's JFK Airport. The aircraft's average effective perceived noise level (EPNL) on departure was 95.7 decibels at Howard Beach and 97.5 at Belle Harbor. On approaches, the average EPNL at Cedarhurst was 101.6 decibels. Departure noise levels at JFK continue to be significantly lower than those measured for Concorde operations at Dulles because the aircraft makes an immediate left turn over Jamaica Bay and away from Howard Beach where the monitoring equipment is located. In addition, the takeoff gross weight at New York is less than at Dulles because of the reduced fuel requirements. During the first month of operation, there were no sonic booms recorded on the FAA's monitoring equipment located at sites along the coast below the Concorde flight paths.

FEDERAL FLIERS

If you think FAA has more airplanes than any other civil government agency, you're wrong. A new report from the Government Accounting Office shows FAA almost half way down a list of 11 Federal agencies covered by the GAO survey. The Interior Department was listed as owning 78 aircraft and leasing 273 others for such tasks as fire fighting, geological surveys and park and range management. The Coast Guard has 172 aircraft and uses them for search and rescue, law enforcement and marine environmental protection work. NASA was next on the list with 101 airplanes, 20 of which are borrowed from the military, and Customs has 73 aircraft, including 11 borrowed military planes. FAA was listed by GAO as having 73 aircraft also, but that since has dropped to 69 due to DC-3 retirements.



ROTORCRAFT JOINS FLEET

The agency has leased a Bell 206L helicopter to permit testing of new helicopter navigation techniques and provide proficiency flying for agency personnel. The copter, the first rotorcraft to become part of the agency's aircraft inventory, will be fully instrument-equipped. This will include RNAV (Area Navigation) equipment which will allow FAA helicopter specialists to fly and evaluate the new RNAV helicopter routes being established in the Northeast corridor. Delivery of the aircraft is expected in early April.

JANUARY 'WORLD' HONORS WRIGHTS

This year marks the 75th anniversary of powered flight and the January *FAA World* has a special section chronicling the events leading up to that historic achievement of the Wright Brothers in 1903. It's something every FAAer will want to pull from the magazine and save. And for those mystified by the term "Zero Base Budgeting," the January *World* has an article that makes it all perfectly clear. In fact, the article says ZBB is nothing more than "common sense." You will also find other interesting articles as well as the regular features. Just look for the *World* with the big zero on the cover.



EMPLOYEE AWARDS

The following employees received awards during December 1977:

QUALITY INCREASE AWARDS: James M. Busbee, AAC-931E; Joan T. Carpenter, ACY FIFO; Gary Wullenwaber, AFS-510.

SPECIAL ACHIEVEMENT AWARDS: Barbara D. Jeanguneat, AAC-490; Terry K. Davidson, AAC-482A; James L. Griffin, AAC-49I; E. Lavonne States, AAC-482A; Leonard Dutton, AAC-834; Coulter C. Houchens, AAC-93IB; Irene Bell, AFS-510; John Best, AFS-580; Carol Elrod, AFS-580; Gary Henning, MSP FIFO.

OFFICIAL LETTERS OF COMMENDATION: Gerald E. Woock, AAC-39IE; Don Herndon, AFS-510; William D. King, AFS-510; Bruce F. McGahee, ATL FIFO; Billy E. Shipp, ATL FIFO; Gerald L. Thompson, ATL FIFO

ADOPTED SUGGESTIONS: Homer E. Rogers, Data Services Division; Mary E. Young, Daryl L. Hill, and Cleo M. Hale, Aircraft Services Base; and William C. Sauble, FSNFO.

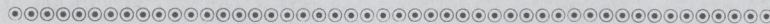
AC DIRECTORY CHANGES

The names, routing symbols, locations, and/or phone numbers listed below are changes to be made to the July 1977 Aeronautical Center phone directory:

- Brown, Oliver C.**, AAC-56B, X2419
- deSteiguer, Don**, AAC-119D, X4853 (changed from **De Steiguer, Don**)
- Fleming, Patricia F.**, AAC-942B, X4613 (changed from **Fout, Patricia F.**)
- Griffin, Homer E.**, AAC-854A, rm 207E, H-9, X2220
- Koonce, Guy**, AAC-442, rm 14 Acad, X2600
- Landers, Frank R.**, AAC-854A, rm 32IE, H-9, X4498
- McClain, E. Lee**, AAC-485C, rm 23I Hq, X4681 (addition)
- Miers, Donald R.**, AAC-44B, rm 26I Hq, X2123
- Sedgwick, Harold G.**, AAC-944E, rm 219 ANF-2, X4175
- Shankles, Gary D.**, AAC-73B, rm 316 MPB, X4443
- Suiter, Cynthia**, AAC-854A, rm 32IE H-9, X4498
- Wanless, Robert E.**, AAC-944E, rm 209 ANF-2, X4288
- Wilborn, Betty J.**, AFS-560, rm B-15 ARB, X4164
- Young, Joseph W.**, AAC-119C, rm 113 CAMI, X4851 (addition)

New telephone extensions were installed in AAC-954. The following personnel can be reached at X4652:

- AAC-954A **Billings, Samuel M.**
Castro, Albert
Duea, James G.
Hanks, Douglas G.
Jones, John W., Jr.
Lindsay, Samuel C.
Livesay, William M.
Prewitt, William D.
Reddin, Joseph W., Jr.
Schofield, William E.
Slattery, James H.
Warnica, Billy M.
- AAC-954B **Anders, Maurice C.**
Boles, James N.
Cornine, Harold L.
Leigh, Don R., Sr.
LeWand, Marc E.
Presson, Russel B.
Taylor, Edward E.
- AAC-954C **Ayling, Jack E. Ericson, Kenneth A.**
Hunt, Harry C.
Mooney, John R.
Stymerski, John W.
Vorheis, Larry D.
Whiten, John H., Jr.



EMPLOYEE ASSOCIATION

The following services are available at the Employee Association Office:

- Gaslight Dinner Theater tickets, \$9.90 each
- FAA Business Cards: 250 for \$7.50, 1000 for \$10.00
- Duplicating machine, 10 cents per copy
- Fruit cakes: 3 lbs \$6.00 and 5 lbs \$10.00

The annual EA membership drive will begin January 18, 1978. You will be contacted by your EA representative soon.

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 25, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ACCOUNTING AND AUDIT DIVISION			
AAC-78-2*	Accounting Officer, GS-510-14	AAC-20	510
PROCUREMENT DIVISION			
AAC-78-17	Purchasing Agent, GS-1105-5	AAC-72	1105
AAC-78-18	Purchasing Agent, GS-1105-6	AAC-72	1105
AAC-78-19	Purchasing Agent, GS-1105-7	AAC-72	1105
FAA DEPOT			
AAC-78-20	Supply Clerk (Typing), GS-2005-4	AAC-480	2005
AIRCRAFT SERVICES BASE			
AAC-78-21	Electronics Technician, GS-856-5	AAC-830	856
This position has promotion potential to GS-9 without further competition.			
AAC-77-286**	Supervisory Aircraft Maintenance Specialist, GS-301-14	AAC-830	301-7
FAA ACADEMY			
AAC-78-1***	Supervisory Air Traffic Control Specialist (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 exempt from the above statement.

AIRWAY ENGINEERING SUPPORT DIVISION

AAC-78-3****	Electronics Engineer, GS-855-13 Specialization is in ground radar.	AAC-1010	800
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Closing Dates are as follows:

* January 26, 1978

** Extended to January 25, 1978

*** February 2, 1978

**** January 31, 1978

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Jeralie Scanlan	Supply Clerk	AAC-480	AAC-77-250
Ben F. Crook	Supervisory Electronics Technician	AAC-442	AAC-77-251
Michael Heflin	Electronics Technician	AAC-442	AAC-77-255
Paul A. Casey	Maintenance Mechanic	AAC-55	AAC-77-264
Walter C. Rupprecht	Electronics Technician	AAC-52	AAC-77-266
*Patricia Wiles	Legal Clerk (Typing)	AAC-7	AAC-77-278
Eugene N. Beauchemin	Aircraft Mechanic Foreman	SEA FIFO	FSNFO-77-69
Larry L. Patterson	Airspace System Insp. Pilot	ATL FIFO	FSNFO-77-78
Douglas L. Engvall	Aircraft Mechanic Leader	MSP FIFO	FSNFO-77-82
Dana James	Secretary (Stenography)	AAC-72	AAC-SR-77-2
Mary E. Fugett	Secretary (Stenography)	AAC-450	AAC-SR-77-2

*Competitive reassignment or change to lower grade.



EEO AFFIRMATION

FAA Administrator Bond recently sent an official memorandum on Equal Employment Opportunity to all Associate Administrators, Heads of Offices and Services and Regional and Center Directors. Enclosed with the memorandum was a copy of Secretary of Transportation Brock Adams' Civil Rights Policy Statement (see below). In his memorandum, Bond said: "I expect the Secretary's policy to be fully implemented in the Federal Aviation Administration by every employee. I am holding each official reporting to me accountable for assuring that the policy is effectively carried out."

DOT CIVIL RIGHTS POLICY STATEMENT

Transportation vitally affects the social and economic development of our urban and rural communities and influences the mobility patterns and provides employment and recreational opportunities for millions of Americans. It is the policy of the Department of Transportation, in carrying out its programs, that there shall be no discrimination based on race, color, religion, sex, national origin or age. There shall be vigorous affirmative action to assure full, fair and representative participation of minorities and women. Minorities and women shall be involved actively in the formulation of transportation policies, and shall participate fully in the department's decision-making process. Equal employment must become a reality in this Department, expressed by substantial increases in the number of minorities and women at all grade levels in the DOT work force. The Department shall aggressively enforce contract compliance requirements and nondiscrimination provisions applicable to all federally assisted programs. Businesses and firms owned by minorities and women will receive an equitable share of the procurement arising from the Department's programs. The implementation of this policy shall be a top priority. I shall insist that it be thoroughly understood, rigorously followed and recognized as an integral part of every program of this Department. I shall hold the administrators, managers and supervisors at every level in the Department accountable for the implementation of this policy and the full realization of these goals. The Department of Transportation will be a leader in the provision of equal opportunity for all Americans.

January 18, 1978

PROMOTION PLAN ANNOUNCEMENT

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

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 Registers for this occupation. Registers were established for Calendar Year 1977. These Standing Registers were opened for competition every 90 days. For Calendar Year 1978, the current registers will be maintained and used to fill vacancies. Candidates presently on the registers will keep their original assessment score; however, those who have been on the registers for 1 year will have the points gained from education, training, experience, PER, and awards updated by AAC-14. These points will be added to their present assessment center score. This procedure will be used to update their file and placement on the Standing Register.

This announcement is open only to those who have not been assessed previously. During Calendar Year 1978, the Standing Registers will be opened for competition every 120 days to employees who have not been ranked by the Assessment Center.

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

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

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

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

Closing Date: January 25, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	QUAL.
AAC-SR-78-2	Secretary (Stenography), GS-318-5	318
AAC-SR-78-3	Secretary (Stenography), GS-318-6	318
AAC-SR-78-4	Secretary (Stenography), GS-318-7	318

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



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-4 January 25, 1978

WEATHER RADAR TESTS

Testing the National Weather Service (NWS)/FAA weather radar hookup got underway at the Atlanta En Route Center early this month. Three NWS radars are being remoted to the Center where returns are displayed on a special console being manned by an FAA weather coordinator. A unique and invaluable feature of the system is that 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 the weather disturbance can be determined. The specially-trained FAA weather specialist, who is also a controller, analyzes the weather and passes on pertinent information to sector controllers who subsequently pass on the info to pilots upon request. The test and evaluation, which is expected to last at least until June, 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, Alabama; Athens, Georgia; and Volens, Virginia.



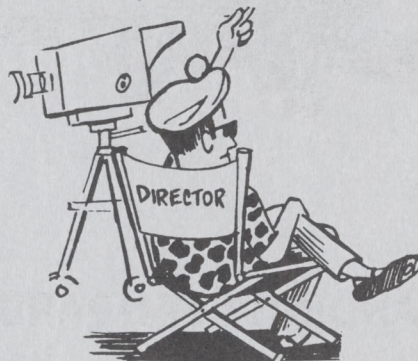
LIBRARY HOURS

New hours of operation for the Aeronautical Center Library, January 23 through February 17, are 10:00 a.m. to 4:30 p.m.

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

BETTY ON "QUINCY"

Be sure to watch "Quincy" this Friday night, January 27, at 9:00 o'clock on Channel 4. Our own Betty Gatliff of CAMI served as technical advisor on the show in a story where Betty's skill at facial reconstruction helps Quincy solve the murder of an unidentified body. An actress, Zora Lampert, played the part of the sculptress, but Betty's hands are actually working the clay.

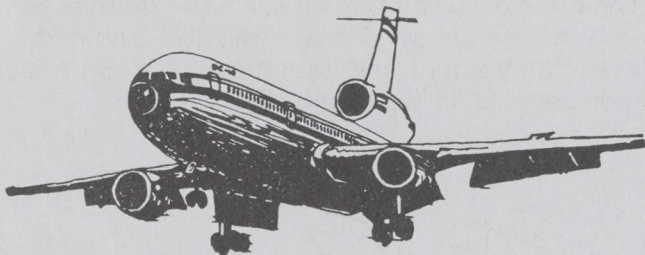


NASA PICKS WOMEN

Six women, the first to be chosen as potential space pilots, have been selected by the National Aeronautics and Space Administration as astronaut candidates, the space agency announced last week. (One of these six is Dr. Lucid of Oklahoma City.) The women were included in a group of 35 candidates who will help fly the space shuttle. Minorities in the group selected included three blacks and one oriental. This is the first team of potential space pilots to be selected in 11 years. After two years of rigorous training, the aviators will be ready for their first flight in space.

TOWER GETS AWARD

The air traffic control tower in Anchorage received architectural kudos recently when it was picked as a winner in the Washington Precast Concrete Industry's annual awards program. The tower, designed by Harold Wirum and Associates of Anchorage, is a prototype of a type that can be used for heights between 75 and 200 feet with little or no change in structural design. The tower uses an inner steel frame and an external precast concrete shaft that was cast in modular segments.

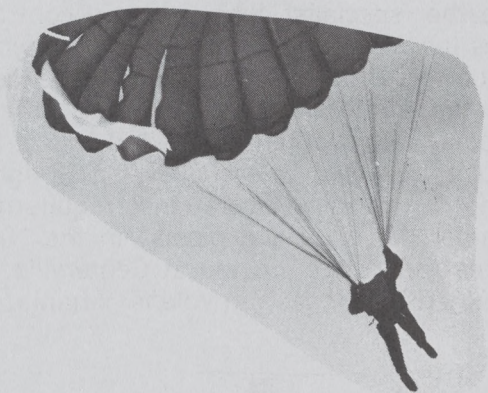


LANDING STANDARDS

The agency has established new criteria permitting specially equipped airline aircraft to land at more than 30 airports under reduced weather minimums. The FAA said the action was based on operating experience that showed that aircraft equipped with sophisticated automatic landing systems can land safely in conditions in which the visibility along the runway is as low as 700 feet. But before an airline can make landings under the new criteria, it will have to satisfy the FAA that its flight crews have received the necessary training and that its aircraft have been equipped with the required automatic landing systems. The new criteria will allow landings when the runway visibility is in the 1,200 to 700-foot range. At present, only four airports in this country are certified for landings under the lower visibility conditions. They are Washington's Dulles Airport, Atlanta International, Denver Stapleton, and San Francisco International.

GENERAL AVIATION SAFETY

The National Transportation Safety Board reported last week that the 1977 safety record for general aviation remained relatively the same as 1976. The NTSB report was a mixed bag revealing a slight decrease in fatal accidents, but an increase in total accidents as well as fatalities. With regard to fatal accidents, there were two less than in the previous year, down from 695 in 1976 to 693 in 1977. However, total accidents increased from 4,193 in 1976 to 4,476 in 1977, and fatalities jumped from 1,320 in 1976 to 1,395 in 1977. NTSB noted that while there was an increase in the total accident rate, the rate for fatal accidents was down in 1977. These rates are based on 100,000 aircraft hours flown. They were: total accidents, 11.6 in 1976 and 11.8 in 1977; fatal accidents, 1.92 in 1976 to 1.82 in 1977. In spite of the slight increase in the total accident rate for 1977, the overall trends in all accident rates generally have been decreasing for the past 11 years, dropping from 27.6 in 1967 to 11.8 in 1977 and the fatal accident rate down from 2.72 in 1967 to 1.82 in 1977.



U.S. JUMPERS

The U.S. Parachute Team last month won championship honors in eight-man team competition at the World Parachuting Championships in Gatton, Australia. Overall, the Americans finished third, in a field of 19 countries from all around the world. Canadian jumpers finished in first place in the world championship with the Federal Republic of Germany in second. The American team included 14 national skydiving champions selected at the U.S. National Championships held at Tulsa, Oklahoma, last summer. (See **EXIT, EXIT, EXIT**, in the October 1977 *FAA World*)

AC DIRECTORY CHANGES

The following names, routing symbols, locations, and/or phone numbers are given so pen & ink corrections can be made to your Aeronautical Center telephone directory where appropriate:

- Lawton, Marilyn**, AAC-44B1, X2266
- Pollard, Donnel W.**, AAC-119B, rm 136 CAMI, X4853
- Wiles, Patricia**, AAC-7, rm 306 Hq, X2296

New telephone extensions were installed in AAC-95I. The following people can be reached at X4394:

- Brewer, Mary L.**
- Poston, Manning H.**

The following can be reached at X4395:
AAC-95IA

- Fass, Leland H.**
- Graham, William G.**
- Mitchell, Harvest B.**
- Tourte, Robert L.**

AAC-95IB

- Blackwell, Charles A.**
- Davis, Ira A.**
- Dawkins, Arthur F.**
- Ellard, Norman E.**
- Grice, Douglas H.**
- Hansen, Carl T.**
- Kerr, James T.**
- Lovasz, Daniel J.**
- Mayberry, Byron L.**
- Robinson, Claremont L.**
- Thorpe, John E.**
- Trewet, Glenn E.**
- Walters, Donald E.**
- Williams, Jimmie O.**

AAC-95IC

- Budde, George L.**
- Evans, Burl E.**
- Geho, Theodore Q.**
- Reid, John R.**
- Sanchez, Armando E.**

SUPER BOWL TRAFFIC

Air traffic was about twice the normal amount in the New Orleans area over the Super Bowl weekend, but no one was surprised and there were no accidents or even incidents. Ways to handle the traffic surge had been worked out well ahead of time by the Air Traffic and Flight Standards FAAers in the area. Something of a parking jam did occur, but that problem was solved also.

While the Dallas Cowboys and the Denver Broncos faced off in the Super Dome, millions of dollars of aircraft were parked at the city's major airports. At New Orleans (Moisant) International, the air carrier airport, there were 400 extra planes parked on the field. In fact, parking space was at such a premium that runway 5/23 was closed and used exclusively as a parking lot. At Lakefront Airport, there were 350 itinerant planes on the field at game time, and they showed that a lot of the fans came first class.

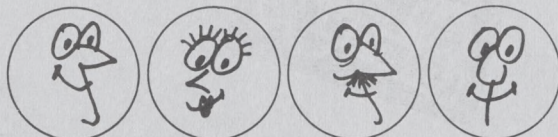
Of the planes, almost 100 were pure jet and over 100 were turbo-prop.



THE GOOD OLD DAYS

In the "good old days" flying was more adventurous - 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:

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



ICAO URGENT REQUEST

The International Civil Aviation Organization (ICAO), Technical Assistance Program (TAP), is seeking qualified candidates for its technical assistance projects for initial periods of one year with prospects of renewal in:

INDONESIA: TA-77/95 Nav aids Instructor, Level 4, Step 4.

QATAR: TA-77/158 Civil Aviation Technical Advisor, Level 5, Step 1.

TURKEY: TA-77/157 Civil Aviation Advisor/Project Manager, Level 6, Step 1.

AFGHANISTAN: TA-77/93 Electrical Engineer, Level 5, Step 1.

JORDAN: TA-77/156 Flight Operations Director (OPAS), Level 5, Step 1.

Applications are due in AIA-19 ASAP.

BRAZIL: TA-77/103 Flight Test Engineer, Level 5, Step 1.

VENEZUELA: Project Manager (Civil Aviation and Training Advisor), Level 6, Step 1. TA-77/02 Air Traffic Services Instructor, Level 4, Step 5.

Applications due in AIA-19 no later than 2/17/78. The positions in Venezuela require a command of Spanish.

SALARY LEVELS: Level 6, Step 1, Gross: \$43,890; Net (free of tax): \$26,931 without dependents and \$29,245 with dependents.

Level 5, Step 1, Gross: \$38,190; Net (free of tax): \$24,298 without dependents and \$26,299 with dependents.

Level 4, Step 5, Gross: \$33,860; Net (free of tax): \$22,202 without dependents and \$23,964 with dependents.

Level 4, Step 4, Gross: \$32,860; Net (free of tax): \$21,713 without dependents and \$23,420 with dependents.

In addition to basic salary, employees may be eligible for allowances such as: dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Additional information about duties, salary, qualifications and benefits is available in the Personnel Office. You may obtain appropriate announcements and applications (ICAO, Technical Assistance Personal History Statement) from the Personnel Office.

Applications should be completed and forwarded to AIA-19 by specified date. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

TRAVEL



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: February 1, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-23	Computerized Typesetting Equipment Operator, WG-4401-5	AAC-45B	JE-4401C
	This position has promotion potential to WG-9 without further competition. Demonstrated proficiency on typewriter required.		
AAC-78-30	Librarian, GS-1410-11	AAC-44D	1410
	Temporary NTE 1 year. May be made permanent without further competition. This position contains projected duties which may affect the grade. A classification audit will be conducted 6 months after the position is filled to determine the proper grade level.		
PROCUREMENT DIVISION			
AAC-78-24	Procurement Clerk, (Stenography), GS-1106-4	AAC-74	1106
CIVIL AEROMEDICAL INSTITUTE			
AAC-78-25	Mathematical Statistician, GS-1529-5	AAC-112	1529
	This position has promotion potential to GS-9 without further competition.		
FAA DEPOT			
AAC-78-26	Electrical-Mechanical Accessory Repairer, WG-2864-10	AAC-443	JE-2864
	This position has promotion potential to WG-11 without further competition.		
AAC-78-5*	General Engineer, GS-801-13	AAC-445	800
	Applicant must have professional engineer experience in two or more of the following fields: electronics, electrical, mechanical, structural or civil.		
AIRCRAFT SERVICES BASE			
AAC-78-27	Clerk-Stenographer, GS-312-4	AAC-820	312
AAC-77-28	Quality Assurance Specialist (Aerospace), GS-1910-9	AAC-830	1910

A & P License required.

*Closing Date: February 8, 1978

January 25, 1978

: 6 :

FAA ACADEMY

AAC-78-29 Supervisory Electronics Engineer (Instruction), AAC-943 800
GS-855-13

Temporary promotion NTE 6 months.

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 exempt from the above statement.

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-78-5	Supervisory Airspace System Inspection Pilot, GS-2181-14	LAX-FIFO	2181

Closing Date: February 17, 1978

Area of Consideration: FAA-wide

FSNFO-78-7*	Electronics Technician, GS-856-11	LAX FIFO	856
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At least 1 year of the specialized experience must be directly related to avionics.

FSNFO-78-8*	Program Assistant (Typing), GS-301-6	AFS-510	300B
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*Closing Date: February 8, 1978 and Area of Consideration: FSNFO-wide



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-5 February 1, 1978

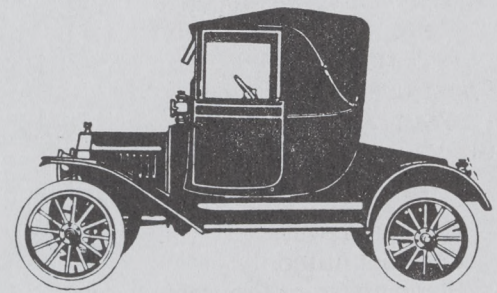
FSS AUTOMATION

Administrator Bond last week approved the flight service station automation master plan, and he authorized implementation of the first two of four phases. At the same time the money to purchase new equipment has been set aside in FAA's 1979 budget request. By late February or early March the agency will issue a request for proposals from industry. Included in the equipment to be purchased are 16 information processors which are, in fact, small computers with built-in memories. These processors will be installed in 14 en route centers around the country. Also one will be delivered to NAFEC and one to the Aeronautical Center. The computers at the 14 centers will serve the "level three" flight service stations where cathode ray tube keyboard displays will replace the clumsy, noisy and inefficient teletype machine. Specialists will not only be able to call up appropriate flight information and weather on the display, but also can interrogate the computer and enter flight plans with the keyboard. Each FSS, depending on the size, will have 12 to 21 displays.

During the second phase of automation, which was also authorized by the Administrator, the automation equipment will be upgraded to provide graphics, including weather maps, facsimile displays and radar pictures. Also, at this time, processors will be installed at the six remaining domestic, en route centers. Although the processors are being installed at en route centers where maintenance and other specialists are available, it is by no means certain that hub FSSs, such as the Washington Station, will be colocated with the en route centers. According to current plans, the decision on whether to consolidate flight service stations into a limited number of "hub" stations will be postponed until the 1982 time frame.

PEDAL POWER PAYS OFF

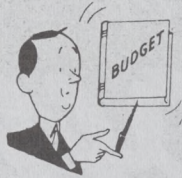
The agency's Distinguished Service Award was presented recently to Dr. Paul MacCready, the designer and builder of the Gossamer Condor, the world's first successful man-powered plane. Other team members were awarded Certificates of Commendation by Western Region Director Robert Stanton during ceremonies in Los Angeles. The agency awards were presented to the Gossamer team for successfully flying the man-powered aircraft at Shafter Airport near Bakersfield, Calif., last August. The flight also won the Gossamer team a prize of 50,000 pounds (\$97,000) from the Royal Aeronautical Society of Great Britain. Besides being the world's first successful human-powered plane, the Condor is the world's slowest propeller-driven plane. It flew the record breaking course of 1.5 miles at a searing 10 miles an hour.



PARKING LOT CLOSED — AGAIN

As you may have noticed by now, the parking lot west of the FAA Academy Air Traffic Building is closed again so construction can begin on the new Radar Training Facility.

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



\$3 BILLION BUDGET

There is a new expression being bandied about in Washington. It is "half a trillion" and it described the \$500.2 billion, fiscal 1979 budget sent to Congress last week by the President. Out of the total, \$3.091 billion is being requested by FAA. This means that of each dollar in the budget, three-fifths of a cent is earmarked for aviation, including grants to airports, aircraft and airmen inspection and certification, as well as all air traffic control services. The total requested by the agency constitutes an increase of \$304 million over FY 1978. The request provides for 58,993 full-time permanent positions. The estimate for the Operations appropriation which finances current operating expenses is \$2.006 billion, \$106 million above FY 1978. Included in the \$106 million increase are funds to finance the full year costs of programs and positions authorized in the previous fiscal year, mandatory increases such as within-grade salary increases and other expenses associated with the operation, maintenance and support of air traffic and navigation facilities. Included in the request also are price increases and full-year costs of the October 1977 Federal pay raise. The estimate requests an increased number of positions, including new air traffic controller positions. Under the Facilities, Engineering, and Development appropriation, the budget authority requests of \$19.4 million will support continuing programs in aircraft safety, environmental protection, safety research and aviation medicine leading to new or improved regulations for civil aviation. The Facilities and Equipment request for \$371 million includes \$146.6 million for flight service station automation. When added to the \$27.9 appropriated last year, this will provide funds to automate all Level III (highest/activity) flight service stations.

SUMMARY OF BUDGET ESTIMATES — FISCAL YEAR 1979 (in millions)

Appropriation Title	FY 1978	FY 1979	Difference
Operations	1,900	2,006	+ 106
(Trust Fund)	(275)	(300)	(+ 25)
Facilities, Engineering and Development	14	19	+ 5
Operation and Maintenance, Metropolitan Washington Airports	22	24	+ 2
Construction, Metropolitan Washington Airports	6	5	- 1
Grants-in-Aid for Airports (Trust Fund)			
Program Level	(555)	(590)	(+ 35)
Contract Authority	540	575	+ 35
Planning Grant Program	15	15	-
Approp. to Liquidate Obligation	(325)	(550)	(+ 225)
Facilities & Equipment (Trust Fund)	209	371	+ 162
Research, Engineering & Development (Trust Fund)	81	75	- 6
Total - Budget Authority	2,787	3,091	+ 304

Note: Columns may not add due to rounding.

ENGINEERING CONFERENCE

The agency will hold a conference on New Engineering and Development Initiatives—Policy and Technology Choices on March 22 and 23 in Washington to get suggestions and comments from airspace users on FAA's engineering and development program. In announcing the meeting, Administrator Bond said, "While the present research and development efforts are expected to yield major benefits in safety, productivity and capacity, the continuing growth of aviation will necessitate new systems and new operating philosophies in the years to come. An intelligent approach to planning FAA's engineering and development efforts for the future requires strong participation by the users of the airspace."



TOP TALENT SOUGHT

Nominations are being sought for general aviation mechanic and flight instructor annual awards programs which are supported by FAA but currently operated by committees of industry representatives. Selection of the Flight Instructor of the Year and the General Aviation Mechanic of the Year will be made from entries received by the committees prior to May 15. Nomination forms are being mailed to all flight instructors and mechanics of record. Additional forms are available from the chairman of the respective programs: Mechanic of the Year — Robert Sweazay, AOPA Safety Foundation, 7315 Wisconsin Ave., Bethesda, Md., 20014; Instructor of the Year — Alfred Passell, National Association of Flight Instructors, Box 20204, Columbus, Ohio 43220.



GUIDES PUBLISHED

The agency has published four model environmental impact statements (EIS) as a guide in the preparation of these documents for airport development projects. The four models illustrate a wide range of conditions for which environmental assessments are undertaken in connection with airport development projects. They offer specific examples of circumstances likely to occur at airports ranging in size from a major air carrier facility to a small general aviation airport. The EIS models are intended for use with the previously-published FAA report, "Environmental Assessment of Airport Development Actions," which offers step-by-step guidance on how to collect and analyze environmental impact data in order to meet the requirements of Federal, state and local laws and regulations.

AC DIRECTORY CHANGES

Pen and ink changes should be made to your Aeronautical Center telephone directory to show the following information on the names listed:

Smith, June, AAC-50, rm 303 Hq, X4573
Taber, Floyd, AAC-53A, X4571

The following people in the new Photo Composition Unit of the Print Shop can be reached on X4712:

Brown, Evelyn P.
Clawson, Marion E.
Griffin, Agnes O.
Kiespert, William E. Jr.
Morphew, Patsy A.
Sproat, Earl M.

PRESIDENTIAL RECOGNITION PROGRAM

President Carter has repeatedly emphasized the importance of having men and women throughout Government actively participate in helping to improve and restructure the Government. To underscore his interest and commitment to this goal, a new Presidential Recognition Program has been established in conjunction with the Incentive Awards Program, through which he may plan a direct role in the recognition of exceptional accomplishments made by Federal personnel.

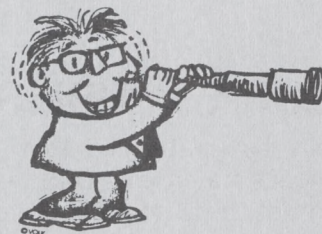
The recognition is honorary, taking the form of Presidential letters of Commendation, plaques, and certificates. Recognition granted within the framework of this program will be in addition to any monetary or honorary awards authorized by agencies.

Presidential letters of commendation will be presented to Federal employees for contributions (suggestions, inventions or special achievements) that are beyond job requirements and that result in first year measurable benefits of \$5,000 or higher, or represent exceptional achievement in the areas of energy conservation, reorganization, paperwork reduction, regulation reform, or zero base budgeting. Contributions with intangible benefits must be of such importance to the FAA and the Government that they warrant such letters. Under this new program, achievements meeting the criteria for Presidential recognition that were approved within the FAA after January 1, 1977, may be recommended to the President

for consideration. If you have not been participating regularly in the suggestion program, why not begin now. Some points to consider when writing your suggestion are:

- Concentrate on what you know best
- Pick a situation needing improvement
- Get the facts
- List all the solutions that might work and select the best possibility
- Prepare your suggestion. Be sure to describe what the suggestion does and how it does it.
- Discuss the suggestion with your immediate supervisor and seek his advice.
- Forward your completed suggestion to the Incentive Awards Program Coordinator for your organization

Obtain a suggestion entry blank (FAA Form 2333) from your supervisor or your Incentive Awards Program Coordinator and submit your suggestion TODAY! Don't let your good ideas go to waste. They may put cash in your pocket and at the same time result in cumulative savings to the Federal service and to the American taxpayer.



LOST AND FOUND

A box with articles turned in to the Investigations and Security Division will be placed in the lobby of the Headquarters Building inside the reception desk area. If you have lost or misplaced anything recently, you might want to check this box and see if it is there. The box will be in the lobby for one week beginning February 6; after that time, the items will be discarded.

HIRING OF WOMEN URGED

A recent Presidential memorandum to heads of agencies says, "I ask you that you work aggressively and creatively, to provide maximum opportunities for women in the Federal career service. This means developing, within merit principles, innovative programs to recruit and hire qualified women and to be sure they have the opportunity for satisfying career development." (Presidential memorandum, Nov. 17, 1977.)



COAST GUARD INSTITUTE JOB OPENING

The Coast Guard Institute, located in the Multi-Purpose Building, has issued Job Announcement 6-78 for the position of Clerk-Typist, GS-322-3, in the Merchant Vessel Personnel Division.

Closing date for consideration for this position is February 15, 1978. Applicants should provide a current SF-171 and DOT F3430.1 (Performance Evaluation Record) dated within the last 12 months, to Room 250, Multi-Purpose Building, prior to the closing date. Call Ext. 4417 for further information.

FLYING CLUB MEETING

The February meeting of the FAA Flying Club will be held on Saturday, February 4, at Cattlemen's Cafe, 1309 South Agnew. Breakfast will be served at 8:00 a.m.; the meeting is scheduled for 9:00 a.m.

The guest speaker will be Mr. Clifford Sheker, Accident Prevention Specialist with the Wiley Post FAA General Aviation District Office. Mr. Sheker will conduct a safety discussion entitled "Everything You Always Wanted to Know About Flying But Were Afraid to Ask." This promises to be an interesting and informative discussion as Mr. Sheker has a wide and varied background in flying and engineering.

All members, prospective members and guests are encouraged to attend this special meeting.

Reservations are not needed but please call Bob Wells at 376-2955 if you plan to arrive for breakfast.



EMPLOYEE ASSOCIATION

The following tickets and services are available at the Employee Association Office:

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Feb 12 — Merle Haggard/Marty Robbins, \$6.50 and \$7.50

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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: February 8, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ACCOUNTING AND AUDIT DIVISION			
AAC-78-37	Cost Accountant, GS-510-11	AAC-22	510
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-38	Clerk-Stenographer, GS-312-4	AAC-44	312
FAA DEPOT			
AAC-78-39	Electronics Technician, GS-856-11	AAC-442D2	856
One year of specialized experience must have been on cryptographic communications equipment.			
AIRCRAFT SERVICES BASE			
AAC-78-40	Quality Assurance Specialist (Aerospace), GS-1910-11	AAC-820	1910
A & P License required.			
AAC-78-15*	Supervisory General Engineer, GS-801-15	AAC-840	800

*Closing Date: February 15, 1978

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
John F. Henley	Airspace System Inspection Pilot	AFS-560	FSNFO-77-77
June E. Smith	Secretary (Stenography)	AAC-50	AAC-SR-77-3
*Karen S. Marek	Computer Programmer	AAC-330	AAC-UM-77-5
William H. Freeman	Electronics Tech. (Instr.)	AAC-940	AAC-77-155
Lonie V. Henderson	Electronics Tech. (Instr.)	AAC-940	AAC-77-155
George Marshbourne, Jr.	Electronics Tech. (Instr.)	AAC-940	AAC-77-155
*William A. Murphy	Electronics Tech. (Instr.)	AAC-940	AAC-77-155
*Thomas J. Philumalee	Electronics Tech. (Instr.)	AAC-940	AAC-77-155
*Donald F. Dudley	Supervisory Electronics Tech. (Instr.)	AAC-940	AAC-77-225

*Competitive reassignment or change to lower grade.

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Robert C. Bertelsen	Supervisory ATC Spec. (Terminal-Instruction)	AAC-930	AAC-77-238
Roberta M. Steuben	Supervisory Supply Tech.	AAC-45C	AAC-77-254
Robert L. Combs, Jr.	Maintenance Mechanic	AAC-55	AAC-77-265
Ronnie J. Mauldin	Maintenance Mechanic	AAC-55	AAC-77-265
Larry J. Frost	Maintenance Mechanic	AAC-55	AAC-77-265
Jerald D. Hatchett	Supervisory Computer Operator	AAC-343	AAC-77-268
Thomas L. Hobson	Electro-Mechanical Equip. Repairer	AAC-443	AAC-77-275
*Faye E. Brawley	Conveyances Clerk (Data Transcribing)	AAC-250	AAC-77-281
Wesley H. Kraft	Electronics Tech.	AAC-830	AAC-77-284
Alfred A. Alfonso	Aircraft Mechanic Foreman	AAC-830	AAC-77-285
Charles J. Self	Production Controller	AAC-449	AAC-77-295
Judith Endicott	Production Controller	AAC-449	AAC-77-295

*Competitive reassignment or change to lower grade.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-6 February 8, 1978

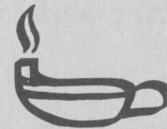
BOND SPEAKS OUT ON NEW LANDING SYSTEM

FAA Administrator Bond last week accused the British Civil Aviation Authority and the British Plessey Corporation of "using the press and other news media to deliberately mislead and confuse the world aviation community" about a U.S.-backed all weather approach and landing system. Bond's charges were made at a hearing of the House Government Operations Subcommittee. The Administrator said the U.S.-sponsored Time Reference Scanning Beam/Microwave Landing System (TRSB/MLS) has been developed in "a goldfish bowl" from the outset, with wide public participation, to make available the best system to accommodate the needs of aviation worldwide. He labelled as "simply not true" the British allegations that the U.S. is conducting a misleading test program, issuing false data, and that the TRSB system is unsafe. Bond said the campaign to discredit the U.S. program and its candidate system can only be construed as a last ditch attempt to influence the final decision of the International Civil Aviation Organization (ICAO), which is scheduled for April.



FEBRUARY — BLACK HISTORY MONTH

Dr. Carter G. Woodson, a leading historian, was concerned about the absence of curriculum in our educational systems dealing with the achievements and life stories of Black people. Out of this concern he instituted Negro History Week, which in recent years has been expanded and re-named, so now the month of February is designated as Black History Month. During February, communities are called upon to reflect on the contributions of Black people, to emphasize their past history, present achievements, and future possibilities.



CONFERENCE PAYS OFF

Amendments to the agency's airworthiness regulations resulting from the December 1974 Airworthiness Review Conference are still being adopted. And the total now is up to 404. The latest changes are designed to update and improve standards for aircraft performance and flight characteristics and to strengthen requirements for flight manuals. Included are amendments that require aircraft to have greater in-flight stability to minimize unintended movements during instrument operations and upgrade the performance standards for aircraft weighing 6,000 pounds or less, so that they are comparable to those applicable to larger aircraft. The new rules also require that all aircraft in the 6,000-pound-and-under category that are manufactured after March 1, 1979, be equipped with flight manuals. There is no such requirement in existing regulations.

LATEST RADAR SHIPPED

The electronic components for the first of 27 new Air Route Surveillance Radars (ARSR-3s) have been shipped from the Westinghouse plant in Baltimore to the Aeronautical Center where the equipment will be used for training controllers and technicians. The building to house the equipment and the antenna tower already have been constructed, and systems acceptance is scheduled for about March 1. The next ARSR-3 will be installed at Arlington, Iowa, and will serve the Chicago Center. Subsequent systems are destined for other areas with heavy enroute traffic.

The new radars will provide controllers with a clearer radar picture of the weather and aircraft. Essentially, this will mean better target detection, improved weather detection and reduced clutter. Four of the radars will be mobile models which can be moved into place to take over the functions of fixed units that might be damaged by severe weather or accidents. There are currently 98 long-range systems providing information to the 20 en route traffic control centers in the conterminous U.S., which play a vital role in the control of aircraft operating between airports.



CONTROLLERS PROTECTED

Controllers who are sued individually in accident cases can be represented by the U.S., according to an appeals decision handed down by the Fourth District Court of Appeals in Richmond, Va., late last week. See next week's INTERCOM for details of this case which grew out of court proceedings following the September 11, 1974, crash of Eastern Airlines flight 212 in Charlotte, N.C.

BLIZZARD OF '78

"40 MIIT," is the restriction that the Indianapolis Enroute Center imposed on adjacent centers during the big Midwestern blizzard of January 25/26. "40 MIIT," translated at "40 miles in trail" meant that the center was accepting only minimal traffic from other centers. The restrictions were imposed because the snow-bound center was being run by a mid-shift skeleton crew of 19 controllers, two assistant chiefs and one team supervisor. Fifteen Airway Facilities technicians also were on duty. This crew stayed on the job for about 40 hours, sleeping on cots when they had a chance. They did their own cooking and generally made do with what was available.

The weather situation was so critical that the Mayor of Indianapolis ordered everyone except police and firemen to stay at home. But the situation at the center was not as bad as it might have been. Although the staff was minimal, so was air traffic. All local airports were closed by the blizzard and "over" traffic was being routed around the center area. According to Center Chief George Acri, the surrounding enroute centers and Central Flow Control in Washington were all most cooperative.

Although the Indianapolis Center, with its 20 inches of snow, was one on the hardest hit, many other FAA facilities in the Indiana/Ohio area found themselves in similar straits but were kept open and operative by midwatch people. Meanwhile, snow continued to fall throughout the day and the wind gusted to more than 70 miles an hour in some places.

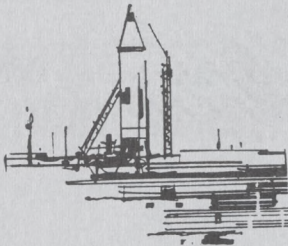


IN CASE OF ATTACK

Current Civil Service directives require that all Federal employees be reminded at least once each year of their responsibilities under the system for Nationwide Post-Attack Registration of Federal Employees. This system provides for the location and mobilization of trained Federal employees in the event of an emergency brought on by an attack on this country. Each of us, as citizens and Federal employees, has a responsibility to contribute to the strength of our nation, particularly in times of emergency.

In the event of an attack, as a civilian employee of FAA, you have an obligation, whether you have an emergency assignment or not, to follow these procedures. If you are prevented from going to work because of an enemy attack, or if you are prevented from reporting to any emergency location, go at once to the nearest post office. Ask the postmaster for a Federal employee registration card, fill it out and return it to the postmaster for forwarding to the Civil Service Commission office serving your area. When the Commission receives your card, the FAA will be notified. Appropriate authorities will then decide where and when you should report back to work.

For further information, see the Federal Personnel Manual, Chapter 910, which is available in your personnel office.



FAA SON PICKED FOR SPACE

One of our boys made it — well, almost. The son of an FAAer has been picked for the Astronaut Program. He is Robert L. Gibson, son of retiree Paul Gibson, formerly with the Aircraft Engineering Division, Western Region. Robert, incidentally, prepared for his selection by being Number One in his class at Navy Test Pilot School, an over-achieving son, no doubt or an over-achieving father.

CAPT. FERGUSON HONORED

Captain James E. Ferguson, Commanding Officer of the Coast Guard Institute at the Aeronautical Center since July 1977, recently received his second Coast Guard Commendation Medal in ceremonies held at the Institute. Captain Ferguson received this award for meritorious achievement of duty while serving as Executive Officer of the Coast Guard Training Center, Governors Island, New York, during the period June 1974 to May 1977.

He was cited for instituting an Affirmative Action Plan which detailed Civil Rights/Human Relations responsibilities and actions at all levels of the organization. He also completed a study on space utilization and staffing, and implemented a word processing center which enabled administrative personnel to extend their range of services to the unit. The new systems improved the overall effectiveness of the Training Center by removing a great portion of the administrative workload from the training staffs, enabling them to concentrate more effectively on the primary training missions.



REGULATION REFORM

President Carter has issued an Executive Order in draft form to solicit public comment on proposed procedures for issuing new regulations and revising or eliminating current ones.

The purpose of the Executive Order would be to increase public and government's participation in developing regulations and to permit effective oversight of the consequences of their regulations.

The proposed Order's sections include one on "Policy: Regulations should be as simple and clear as possible. They should achieve legislative goals effectively and efficiently. They should not impose unnecessary burdens on any person, organization, or government." (For further information see "The Federal Register," Vol. 42, N. 223, Nov. 18, 1977, p. 59740).

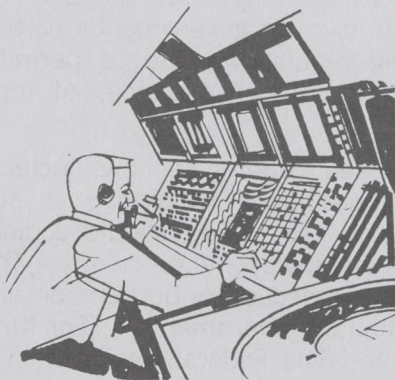
CIVIL SERVICE/SOCIAL SECURITY

Last year the 79,550 Federal employees who retired had an average annuity of more than \$630 a month. A total of one million were on the civil service retirement rolls with an average annual annuity of more than \$593 a month. There were 393,000 survivor annuitants receiving an average annuity of \$238. Children accounted for 75,000 of the survivor annuitants.



SIMULATORS BOUGHT

Real air traffic situations, but not real live traffic, will be used to train neophyte controllers at the FAA Academy starting in 1980. A \$5.2 million contract to design, test, build and install radar training facilities in the Academy's new laboratory building was awarded recently to Logicon, Inc., of San Diego. There will be two laboratories for training enroute controllers and two for terminal controllers in the training building which is under construction. Each lab will have radar sectors or control areas made to look exactly like the control rooms controllers will later find at their operating facilities.



LOCATOR INFORMATION

If there have been any changes in your name, address, phone number, work location, etc., be sure you complete a new AC Form 1770-40, Employee Locator and Emergency Notice Form, according to instructions in Order AC 1770.8E. Information on this form updates the Aeronautical Center locator file and is the source of listings in the Aeronautical Center Telephone Directory.



NEW CREDIT UNION SERVICES

The FAA Employees Credit Union has a new service: A Branch Office opened January 23, 1978, at 6435 N. MacArthur in West Park Mall. This office should be a real convenience for Wiley Post Employees and Aeronautical Center employees because their office hours are 10:00 a.m. until 5:30 p.m. An Open House will be held on February 16, from 3:30 to 6:00 p.m., at the Northwest Office. All employees are invited to attend.

THE GOOD OLD DAYS

Recently an old factory building outside Edinburg, Scotland, was demolished. In the office area, workmen found a listing of work rules issued in 1852:

1. Godliness, cleanliness, and punctuality are the necessities of good business.
2. This firm has reduced the hours of work and clerical staff will only have to be present between the hours of 7 a.m. and 6 p.m.
3. Daily prayers will be held each morning in the main office.
4. Clothing must be of a sober nature. The staff will not disport themselves of raiment of bright colors.
5. Overshoes and top coats may not be worn in the office but neck scarves and headwear may be worn in inclement weather.
6. A stove is provided for the benefit of the staff. It is recommended that each member bring four pounds of coal on cold days.
7. No member may leave the room without permission from the supervisor. The calls of nature are permitted and the clerical staff may use the garden.
8. No talking is allowed during business hours.
9. The craving of tobacco, wines, and spirits is a human weakness and as such is forbidden.
10. The partaking of food is allowed between 11:30 and noon, but work will not on any account cease.
11. Members of the staff will provide their own pens.

(Taken from Southern Region INTERCOM)



COAST GUARD INSTITUTE JOB OPENING

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: February 15, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
AIRMEN AND AIRCRAFT REGISTRY			
AAC-77-274	CANCELLED/Conveyances Examiner, GS-963-5 Position filled by placement of surplus employee.	AAC-250	
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-42	Telephone Supervisor, GS-382-5	AAC-44	382
FAA DEPOT			
AAC-78-43	Laborer, WG-3502-2	AAC-443	JE-0001A
FAA ACADEMY			
AAC-78-44	Cold Type Composing Machine Operator, GS-324-3	AAC-950	300
This position has promotion potential to GS-4 without further competition.			
AAC-78-16*	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 within the last 6 years is required 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 Service.

*Closing Date: February 28, 1978

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-77-60	CANCELLED/Aviation Safety Inspector (Airworthiness), GS-1825-14	AFS-540	
FSNFO-78-1*	Airspace System Inspection Pilot, GS-2181-7/9/11	All FIFOs**	2181
FSNFO-78-2*	Electronics Technician (Airborne), GS-856-5/7/9	All FIFOs**	856
FSNFO-78-10***	Airspace System Inspection Pilot, GS-2181-13	ATL FIFO	2181

*Closing Date: February 15, 1978 and Area of Consideration: FAA-wide

**List order of preference: ACY, ATL, BTL, LAX, MSP, OKC, SEA

***Closing Date: February 22, 1978 and Area of Consideration: FSNFO-wide



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-07 February 15, 1978

MLS DEMOS CONTINUE

The agency will demonstrate its TRSB microwave landing system at Shiraz, Iran, on March 7 and 8 as part of a continuing program to show the equipment's capabilities in a broad range of environmental conditions and geographical locations. Similar demonstrations were successfully completed recently in Kristiansand, Norway, and Brussels, Belgium. Others, previously announced, are scheduled for the African cities of Dakar on February 14 and 15 and Nairobi on February 23 and 24. The Shiraz demonstration will feature the simplest and least expensive configuration of the U.S./Australian-developed time reference scanning beam (TRSB) MLS. Known as the "small community" model, it is designed to satisfy requirements at the majority of airports in the United States and around the world.

The FAA demonstration program is keyed to the April meeting of the International Civil Aviation Organization (ICAO) which is scheduled to select a new world-wide standard precision-approach guidance system to replace 30-year old instrument landing system (ILS). An ICAO technical group, known as the All Weather Operations Panel, already had voted to endorse TRSB/MLS over the British-backed Doppler system.



CONTROLLER COUNSEL

As a result of a ruling by the Fourth Circuit U.S. Court of Appeals in Richmond, air traffic controllers may continue to be represented by a Government counsel in the event that they are sued individually following a plane crash. A judge for the Western District Court of North Carolina had previously ruled that Government counsel was disqualified from representing individual controllers because of a conflict of interest. But the Appeals Court ruled that, in fact, there was no conflict of interest and that the defense would not be fragmented if counsel represented more than one defendant. The court concluded that "Indeed, it appears to us that such representation is highly desirable since these defendants will have the benefit not only of Government counsel but also the reservoir of the Government's expertise in this highly involved and technical litigation, and will be spared the burden upon their time and resources incident to the employment of independent counsel."



PAYMENT OF TRAVEL TIME

Beginning with the pay for Pay Period 5 (February 12 through 23, 1978), Payroll will commence paying travel time currently in accordance with existing regulations which include FLSA (Order 2730.6B). Information concerning the payment of retroactive travel period (May 1, 1974, through February 11, 1978) will be forthcoming.

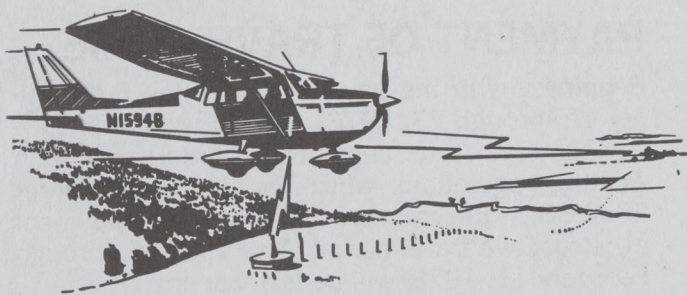
Published by Public Affairs, AAc-5
Distribution: C-8

NOTHING MUCH WRONG

Some "saves" are harder than others, and some of the most difficult occur when pilots don't tell controllers and FSS specialists what's wrong. This is what happened at the Zanesville, Ohio, Flight Service Station recently when a pilot called in requesting information on field conditions. Specialists James A. Sterzinar and Mark D. Branhill replied that the airport was closed due to snow and "snow removal in progress."

At the time, they had no way of knowing that the plane flying somewhere east of the airport had exactly 16 minutes of fuel on board. It wasn't until the errant plane had less than 10 minutes to fuel exhaustion that the two specialists found out they were dealing with an emergency. At that time they heard an aircraft overhead and identified it as the plane they were "working." In rapid succession, they directed the three trucks plowing the field to vacate runway 22 and then cleared the plane to land. It was 16 minutes since the plane with two persons aboard had first contacted the FSS when the plane landed and after landing coasted to a stop. It had to be towed off the runway with dry tanks. . . .

During the month of January 1978, 249 flight assists were reported; 88 by flight service stations, 114 by towers, and 47 by centers. There were a total of 467 people reported on board the aircraft involved. The primary causes for the assists included 112 lost pilots, 39 low on fuel, 80 involved in weather and 58 with some type of equipment malfunction.



SNOW, SNOW AND MORE SNOW

A two-day blizzard literally paralyzed transportation facilities on the East Coast last week. Snow and winds up to 75 mph on Monday and Tuesday closed virtually all airports north of the Washington/Baltimore area. It wasn't until Wednesday that military airlift planes carrying snow removal teams and equipment as well as medical personnel and supplies began to land at major New England airports. FAAers on the scene reported these were highly efficient operations and the work being done by military troops and equipment was "fantastic."

In New York, where the Eastern Regional Office opened on Wednesday after being closed for two days, all airports were put out of business and FAA facilities were closed. But this doesn't mean that all agency employees could sit back and relax. As a matter of fact, some FAAers worked marathon shifts at critical stations.

Danny Klein manned one Eastern Region communications center for 56 consecutive hours. A fellow communicator, Gene Moore, worked a 44-hour shift. Reports of other service above and beyond the call of duty are just beginning to come in and will be covered in subsequent INTERCOMS.



AIRPORT PROGRAMS

An informative and brief report entitled "Developing the National Airport System," which highlights the agonies and ecstasies of the FAA's Airports Programs, was published last week by the agency. Its purpose is to familiarize FAAers and the general public with a major agency program. The report, prepared by the Office of Public Affairs, traces FAA/DOT and congressional actions that led to the Airport and Airway Development Act Amendments of 1976. It also delineates many of the Airports' programs which contribute to our safe and efficient National Airport System.

GENERAL AVIATION SURVEY

The agency will save some 120,000 real dollars in postage and processing and get better information than it has in the past when it surveys a statistical sampling of general aviation aircraft owners this month. Information questionnaires will be mailed to only one-seventh of the approximately 220,000 registered owners to get an overall picture of aircraft use and equipment.

Specifically, the questionnaire, slated to be mailed to 30,000 of the owners, will ask about the current location and status of the aircraft, the communication, transponder, navigation and ILS receiving equipment and how the plane was used during the past year, whether it was used for executive, business, personal, aerial applications, instructional, air taxi, industrial/special, aircraft rental or for other purposes. Results of this first annual sampling survey are expected to be available this summer.



AARONSON NAMED

Robert J. Aaronson, Aviation Administrator for the State of Maryland, has been named to head the Office of Airports Programs. In his new post as Assistant Administrator for Airports Programs, Aaronson will direct an office responsible for the administration of the \$554 million a year Airport Development Aid and the Planning Grant Programs. He also will oversee the National Airport System Plan, airport standards development, and airport safety programs including airport certification. Aaronson had been Aviation Administrator for the Maryland Department of Transportation since 1972. Prior to that he was Special Assistant to the Secretary of the Maryland DOT.

BLACK HISTORY

February has been designated as Black History Month in an effort to call attention to the Black's important role in history and his many contributions which, until recently, were largely omitted from our history books. We now know that Blacks were present at the Boston Massacre, explored the West, and pioneered in numerous inventions. The history of Black gallantry in defense of the nation during wartime has also become known. Fifty-one Blacks have earned the country's highest military decoration, the Medal of Honor. Five thousand Blacks fought for General Washington (largely in integrated units) or in the integrated Navy of John Paul Jones during the American Revolution from 1775-1783. Two battalions of Black men fought alongside Andrew Jackson at New Orleans to drive off the last foreign invasion of the United States in the War of 1812. Others fought in the war for Texas independence in 1836, from the defeat of the Alamo to final victory at San Jacinto. More than 200,000 Blacks who fought in the Civil War to save the Union and to end slavery won the praise of their commanders in the field and their Commander-in-Chief in the White House. Black infantrymen and cavalrymen helped tame the West, and these same units went on to fame and glory in 1898 with Teddy Roosevelt's Rough Riders in the Charge at San Juan Hill during the Spanish-American War. Black servicemen accounted for 11 percent, or 370,000 persons, of the total American combat force in World War I. More than a million Blacks were inducted into the armed forces during World War II, comprising ten percent of the total number of men of all races called into service.

Next week's INTERCOM will highlight a few Black individuals who have made important contributions in the field of aviation.



ELT BATTERY TROUBLE

Special batteries powering aircraft emergency locator transmitters (ELTs) have been found damaged during routine maintenance on the ground, Flight Standards inspectors have reported. In at least three instances, lithium sulfur dioxide batteries have caused noxious fumes and excessive heat and smoke. Charring and sooting of gaskets and ELT cases, case bulging and blistering of paint have been discovered in several ELT-equipped aircraft. FAA has alerted field inspectors to these potential hazards and malfunctions, and is informing the aviation community.



COLD WEATHER TIPS

Trying to stay warm during this wintry season?

It is important to try to conserve energy wherever possible, as well as stay comfortable, and we have a few ideas to help out until Spring and warmer weather comes.

- Close off unoccupied rooms and turn off their heat.
- If you have a fireplace, be sure the damper is closed except when the fire is going, otherwise heated air goes wastefully up the chimney. Even with a fire on the hearth, much of the house's internal warmth is drawn up and out of the fireplace's chimney.
- Lower thermostats to 68 degrees during the day and 60 degrees at night. (You can wear a sweater and put on an extra blanket.) Many experts say cooler temperatures are healthier.
- Have your furnace serviced once a year. Adjustment could mean a savings of 10 percent in family fuel consumption.
- Keep draperies and shades open in sunny windows; close them at night.



MANN RECEIVES AWARD

Joshua S. Mann, Chief, Physiological Operations and Training Section, at CAMI, was the 1977 recipient of the Survival and Flight Equipment (SAFE) Association's General Spruance Safety and Education Award. Mr. Mann received his award for his contribution to aviation safety through education. He was cited for his many presentations to general aviation pilot groups in the area of accident prevention, physiological training, survival training, flight instructor clinics, and for physiological training for physicians attending Aviation Medical Seminars. Mr. Mann is known throughout the aerospace industry for his interest and expertise in flight equipment and safety. He has been active in aeromedical education and training programs for over 35 years. For the past 14 years, Mann has been based at CAMI.



EQUIPMENT DISPLAY

On Thursday, February 16, 1978, Olivetti Corporation will have a continuous showing of their Text Editing System, electric typewriters, electronic printing calculators, and electronic printing programmed calculators. The showing will be in Room 206D of the Aviation Records Building from 9:00 a.m. until 4:00 p.m. All interested personnel are invited to attend.

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: February 22, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ACCOUNTING AND AUDIT DIVISION			
AAC-78-22*	Uniform Payroll System Manager, GS-301-13	AAC-20	301-7
AAC-78-45	Accounting Clerk (Data Transcribing), GS-501-4	AAC-21	501
	This position has promotion potential to GS-5 without further competition.		
FAA DEPOT			
AAC-78-46	Electronics Technician, GS-856-9	AAC-442E	856
	Applicant must have 1 year experience on NAVAIDS equipment.		
AAC-78-47	Electronics Technician, GS-856-11	AAC-442	856
	Applicant must have 1 year experience in ground communications equipment. This is a Technician-in-Depth position.		
AAC-78-48	Electronics Technician, GS-856-11	AAC-442	856
	Applicant must have 1 year experience in ground NAVAIDS equipment. This is a Technician-in-Depth position.		
AAC-78-49	Electronics Technician, GS-856-11	AAG-442C1	856
	Applicant must have 1 year experience on ground microwave equipment. This is a Technician-in-Depth position.		
FAA ACADEMY			
AAC-78-50	Clerk-Typist, GS-322-4	AAC-950	322

*Closing Date: February 28, 1978

SELECTIONS

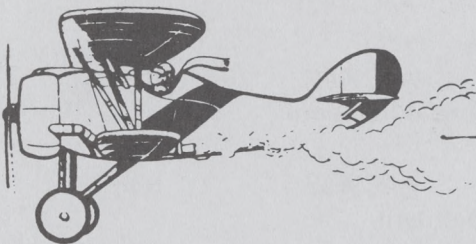
NAME	POSITION	LOCATION	ANN. NO.
*William J. Kane	Air Traffic Control Specialist (Terminal-Instruction)	AAC-932	AAC-77-176
*George Williams	Air Traffic Control Specialist (Terminal-Instruction)	AAC-934	AAC-77-176
John S. Meyer	Airspace System Inspection Pilot (Instruction)	AAC-954	AAC-77-200
James Y. Kakazu	Airspace System Inspection Pilot (Instruction)	AAC-954	AAC-77-200

*Competitive reassignment

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
*Ginger Roberts	Procurement Clerk (Stenography)	AAC-73A	AAC-77-211
Charles C. Hall	Sheet Metal Mechanic	AAC-443A	AAC-77-252
Robert J. Hanna	Teletypewriter Repairer Helper	AAC-443B	AAC-77-271
Randall C. Means	Teletypewriter Repairer Helper	AAC-443B	AAC-77-271
Hartwell McNeely, Jr.	Carpenter	AAC-55C	AAC-77-283
Thomas M. Hausmann	Electronics Technician (Airborne)	ATL FIFO	FSNFO-77-68
Arthur I. Martin	Electronics Technician (Airborne)	ATL FIFO	FSNFO-77-68
Bobby J. Thornton	Electronics Technician (Airborne)	ATL FIFO	FSNFO-77-68

*Competitive reassignment



EMPLOYEE ASSOCIATION

The following tickets and services are available at the Employee Association Office:

Gaslight Dinner Theater, \$9.90 each

Lloyd Noble Center (Norman) events:

Feb 17—Waylon Jennings/Jessi Colter,
\$6.75 and \$7.75

Mar 11—Merle Haggard/Marty Robbins (re-
scheduled from February 12)
\$6.50 and \$7.50

FAA Business Cards

Fruit cakes: 3lbs \$6.00; 5 lbs \$10.00

Duplicating machine, 10 cents per copy

The annual EA membership drive is in progress. See your EA Representative to get your membership card.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-8 Wednesday, February 22, 1978

PATCO AGREEMENT RATIFIED

By an almost two-to-one vote, members of the Professional Air Traffic Controllers Organization have voted to ratify the new collective bargaining agreement recently negotiated with FAA. The new three-year agreement will be formally signed by the Administrator and the PATCO president in the near future. The final ratification count was 6,170 in favor, 3612 against, and 12 votes were void.



FEBRUARY 'WORLD'

February is Black History Month and FAA World takes note with a profile of Oscar Holmes, the man who cracked the color barrier in air traffic control and later became the first of his race to earn a Navy commission and wear Navy wings. The much-discussed subject of "controller stress" is covered in depth by two FAA medical researchers. Read how "Radar Willie" survived, even prospered, during his 20 years in O'Hare tower. The new En Route Flight Advisory Service is examined from the air by a flying public affairs officer; there's an article on the once "incredible" winter of 1977; and we detail the outcome of controller rivalry over the Michigan-Ohio State football game. And, of course, all the regular departments are there, too.

MORE ABOUT SNOW

Last week's blizzard dumped four to five feet of snow on the New England coastal areas and literally brought transportation to a halt. FAAers staffed facilities while they were still operating and then struggled to get home or to rescue others stranded by the storm. The snow, which began to fall on Monday, February 6, continued in some areas through Wednesday. . . . The tower at Boston's Logan Airport was evacuated Monday night when the cab began to be buffeted by winds up to 70 knots. The few controllers who remained at the airport, which was sealed tight by the snow and gale winds, worked from the TRACON. The airport itself was officially closed from February 2 to 11, but controllers stayed on duty to land Military Airlift Command (MAC) planes which began to touchdown between drifts very early Wednesday morning. The MAC planes from the "outside" were loaded with earth moving equipment and operators from southern military bases.... Outside the airport an AF technician, checking an isolated radar site in Winthrop, Mass., was stranded alone and without food for two days. Ultimately the technician was rescued by his branch chief who drove a snowmobile all the way from Nashua, N.H..... The technician was not the only FAAer who was stuck. A number of people were caught in the Regional Office, but they were a little better off since they had stale sandwiches which they washed down with soup from a vending machine.... Rhode Island literally became an island when drifting snow cut all access to the outside world. As the situation deteriorated, the need to open T. F. Green Airport in Providence became critical. At that point, FAA technicians were picked up by a helicopter from downtown Providence and flown to the airport, where they

(Continued on page 2)

MORE ABOUT SNOW

(Continued from page 1)

cleared and adjusted essential NAVAIDS. In the meantime, the ATC tower lost all power and was moved to a weather service observation deck. In this way, the airport was opened for the big MAC jets carrying an army of technicians and operators and their essential earth moving (and snow-moving) equipment.... Among those who fought, not always successfully, to get home was Public Information Officer Vet Payne. He left the Regional Office at 3:30 p.m. Monday and arrived home disheveled and odoriferous (according to his own account) late Wednesday afternoon. He spent the first night in a bus (and was thankful to be there) and the second on the floor of a Howard Johnson's (and was thankful to be).... So, that's how working in New England has been this winter. Also, the Central Region was hit last week when airports and the regional office were closed by at least two feet of snow.



MORE LANDING PLACES

The number of airports, heliports and other landing facilities available to civil aircraft in the United States and its possessions increased to 14,117 in 1977, a net gain of 347 from the previous year. The figures include civil landing facilities as well as military facilities that permit civil aircraft operations. Privately-owned landing facilities accounted for the majority of the increase, going from 9,103 in 1976 to 9,409 in 1977. Included in the 1977 yearend total were 11,713 airports, 1,850 heliports, 513 seaplane bases and 41 stolports/stol runways. Also included were 48 facilities in U.S. possessions or territories. Texas continues to lead all states with 1,250 landing facilities, followed by Illinois with 876, California with 813, Alaska with 763, Pennsylvania with 651, Ohio with 569, New York with 490 and Florida with 438.

METEOROLOGISTS COMING

Thirteen of the 20 en route Centers operated by the agency in the conterminous U.S. will have the services of full-time professional meteorologists beginning April 3, FAA and the National Oceanic and Atmospheric Administration have announced. Three weather service meteorologists will be assigned to each of the 13 centers. The program will be expanded later to include all 20 centers.

The meteorologists will monitor aviation weather conditions within each center's control area and keep controllers continuously advised of weather changes, particularly those that may pose a hazard to aviation or impede traffic flow. The same weather info will be transmitted to flight service stations for use in briefing general aviation pilots. The meteorologists also will be responsible for requesting and disseminating weather reports from pilots, providing detailed weather info for center personnel and conducting weather training for controllers. Centers slated to get the new service are: Atlanta, Houston, Chicago, Indianapolis, Cleveland, Washington, Boston, Fort Worth, Jacksonville, Memphis and Miami. The New York and Kansas City Centers' weather service will be upgraded and incorporated in the FAA/NWS program.



GEORGE WASHINGTON'S BIRTHDAY

BLACK HISTORY

In keeping with INTERCOM's observation of Black History Month, we are offering today some information about Black individuals who made a contribution in the field of aviation.

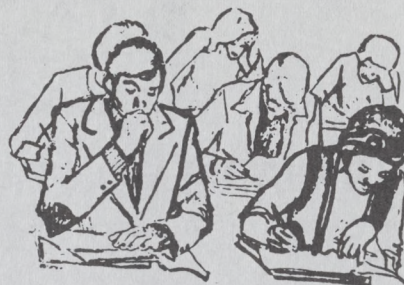
The first Black aviator was a woman. Bessie Coleman was born in Chicago. At the age of 24 she attended an aviation school in France and returned home in 1920 as a full-fledged aviatrix. Other Blacks soon followed in her footsteps.

In June 1939, Congress passed the Civil Pilot Training Act. This program started in 13 colleges with 331 students enrolled. Six Black colleges participated in the program giving many Blacks their start in the field of aviation. George Spencer Roberts, a participant in the CPTP program at West Virginia State, was the first Black from his state to be examined and accepted into the Air Force.

General Daniel 'Chappie' James, Jr., got his early training in the CPTP at Tuskegee Institute. He had an outstanding record in World War II and later in Korea where he served as Command Pilot and completed more than 100 combat missions.

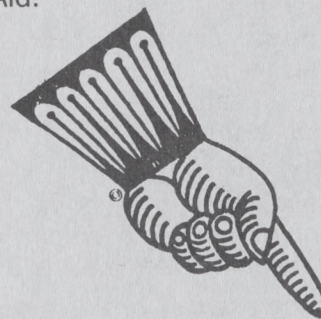
General Benjamin O. Davis, Jr., a graduate of West Point, became commander of the all-Black 99th Fighter Squadron in World War II. He was awarded the Distinguished Flying Cross and the Silver Star. In 1970, President Nixon appointed General Davis to be Director of Civil Aviation Security for the Department of Transportation.

A man many of you knew, Captain Charles B. Hall was the first Black to shoot down an enemy plane in aerial combat in World War II. He was also the first Black to receive the Distinguished Flying Cross which he earned by shooting down two German planes on one mission over the Anzio Beachhead. Charles Hall worked at the Aeronautical Center as an Equipment Specialist in the Aircraft Services Base (AAC-800) from November 1966 until his death in November 1971. He was one of the many Blacks, who through devotion to Country and flying, contributed to the growth of aviation in America.



MORE ON BLACK HISTORY

Approximately 38 Blacks have received the coveted Congressional Medal of Honor, the last being Captain Riley Pitts, a native of Oklahoma City. While serving as Company Commander of Company C, 2nd Battalion, 27th Infantry Division, Captain Pitts gave his life while leading his company during a fierce battle in the Vietnam Campaign on October 31, 1967. In 1968, President Lyndon B. Johnson presented the medal posthumously to Captain Pitt's wife, Eula B. Pitts, and his parents, Mr. and Mrs. Theodore H. Pitts, in a special ceremony at the White House. It is also noted that Captain Pitts was the first Black officer to receive this award. His daughter, Stacie Pitts, was employed at the Aeronautical Center in the summer of 1977 in the Aeromedical Certification Branch (AAC-130) as a Summer Aid.



AC DIRECTORY CHANGES

Changes to the alphabetical listing of your Aeronautical Center phone directory are listed below:

- Coy, Carolyn S.**, AAC-72C, rm307 MPB, X4759
- Emde, Catherine S.**, AAC-72C, rm 307 MPB, X4756
- Maloy, Charlotte**, AAC-72C, rm307 MPB, X4756
- Oltermann, Glen**, AAC-72B, rm305 MPB, X4453

NEWS

PAUL HARVEY ON FAA

The following is a script of a recent Paul Harvey news commentary.

It has not been page one news since Lindbergh for an airplane to take off and get where it's going. Perhaps it's time now. American planes and pilots — public, private and military — are delivering a volume of safe and comfortable transportation deserving of our unanimous applause.

As much as I fly — two and three trips a week — I still enjoy a small thrill each time I watch those big tin birds take off and land.

Do you know that at O'Hare Airport, Chicago, they average one takeoff or landing every twenty seconds, around the clock! You know that a city of 125,000 people is a pretty big city. That many people, 125,000, move through Chicago's big international airport every day!

Uneventfully.

And (knock on wood) the United States' record for flying safety is the best in the world and the best it has ever been. This I can substantiate with the numbers. From 1974, when 467 died in nine crashes — to 1976, when 41 died in three accidents. Statistically, you are now four times safer in an airliner than in a car

It seems a shame that airplanes make news only when they make noise. Recently, the Federal Aviation Administration has been on the Congressional carpet defending itself and its budget.

A California congressman protests that the FAA is "not doing enough to prevent mid-air collisions." There have been no mid-air collisions involving airlines in recent years. And this is a credit both to the men in the cockpit and the men in the tower.

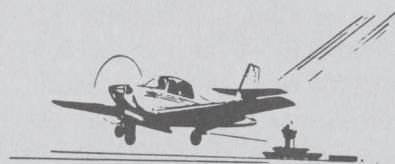
And much of the credit must go to the increased technology which accommodates traffic control. In Control Areas, all aircraft are now equipped with a gizmo which identifies to the men on the ground and plane, its location and its altitude. There is agitation now to install anti-collision warning devices in all planes. This device would cost more than most planes cost.

Where there are 2,500 airliners using our skies — and 20,000 military planes — there are 165,000 general aviation airplanes. This means that 98.5 percent of all airplanes are general aviation planes — mostly business — some for pleasure. Where there are 13,000 airports in our country, only 400 have airline service.

So, there will always be a debate over rights and rules and mandatory equipment...

But when these disagreements make headlines, let them not obscure the infinitely more significant fact — that just one of those airports, O'Hare, has had only three mishaps of consequence in thirty years. And while moving 11-1/2 million planes! You'd be less safe in CHURCH!!

Paul Harvey — Good Day!



STATES SET STANDARDS

The agency has awarded the first two grants under a new program designed to aid states in developing their own standards for design, configuration and construction of general aviation airports. The grants went to Arizona and South Carolina, which received \$22,845 and \$20,000, respectively. The program may cut construction costs in some areas by further encouraging the substitution of less expensive, indigenous materials for those that might have to be shipped in from distant locations at considerable cost. Airport standards developed under the program will cover items such as runway length and width, runway separation distance, pavement thickness, drainage and construction methods and materials. These standards must assure the same level of safety as the FAA standards they replace. Approval of the grants was made under the Development of State Standards program which was established by a 1976 amendment to the Airport and Airway Development Act.

FAA NOT LIABLE

The U.S. First Circuit Court of Appeals has cleared the agency from liability in connection with the crash of a DC-7 on takeoff from San Juan International Airport on December 31, 1972. Among those killed in the widely publicized crash was baseball player Roberto Clemente. The United States District Court in Puerto Rico had previously ruled that the U.S. was liable because FAA personnel had not warned the occupants that the aircraft might not be safe. The First Circuit Court reversed this ruling, stating that FAA employees had not failed to perform duties intended to benefit the flying public. The court ruled that the directive ordering mandatory surveillance of large, non-air carrier aircraft was an internal agency rule. It also ruled that any failure by FAA employees to perform the duties outlined in such an order might be the basis for internal discipline, but would not constitute a breach of duty for which the U.S. could be sued for damages. Plaintiffs' counsel has indicated that the case may be appealed to the U.S. Supreme Court.

ICAO SEEKS APPLICANTS

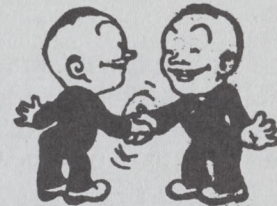
The following assignments are now available with the International Civil Aviation Organization (ICAO):

MONTREAL: PC-40/77 Technical Officer, RAC/SAR, P-4, Gross \$29,940, and Net (free of tax) \$20,209 without dependents and \$21,756 with dependents per annum.

PC-41/77 Programmer, P-2, Gross \$19,040, and Net (free of tax) \$14,149 without dependents and \$15,096 with dependents per annum.

Additional information about duties, salary, qualifications, benefits, and application forms are available from the personnel office. In addition to salary, employees may be eligible for allowances such as dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Applications should be completed and forwarded to AIA-19 by March 1, 1978. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

THE AWARDS SCENE



EMPLOYEE AWARDS

The following awards were given during the month of January 1978:

QUALITY INCREASE AWARDS: Shirley J. Dark, AAC-130; Harry W. Leonard, SEA FIFO; Mary T. Williams, LAX FIFO

SPECIAL ACHIEVEMENT AWARDS: Robert D. Miller, AAC-340; Carol A. Lowell, AAC-1010; John Allegra, AFS-570; Carl A. Ceneskie, AFS-570; W. M. Love, Jr., AFS-570; Don D. Snow, AFS-540; Edward B. Winston, LAX FIFO; A. Jeanette Spencer, AFS-590.

OFFICIAL LETTERS OF COMMENTATION: Robert M. Donaldson, AAC-844; Stephen W. Lakin, AAC-932C; Norman D. Harris, AAC-932C; James D. Tension, AAC-932C; Robert A. Supplee, AAC-932C; John W. Walsh, AAC-932C; Douglas N. White, AAC-932C; Russell A. Leonard, AAC-932C; Edgar J. Koscielniak, AAC-932C; Robert L. Custis, AAC-932C; David G. Arnold, AAC-932C; Donavon C. Arneson, AAC-932C; Richard R. Moretti, AAC-932C; Frank D. Milazzo, AAC-932C; David R. Westenberg, AAC-932C; Duane Thomas, ACY-FIFO; and Ervin A. Ashford, ACY FIFO.

ADOPTED SUGGESTIONS: James W. Strahan and William J. Beasley, both of the Aircraft Services Base.



ORDER CANCELLED

The Office of Airports Programs is cancelling obsolete Order 5100.13, Revised Federal-Aid Airport Program Forms Information, dated 8/3/70. The cancellation will appear in the next checklist of directives.

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: March 2, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
PROCUREMENT DIVISION			
AAC-78-53	Procurement Clerk (Data Transcribing), GS-1106-4	AAC-72	1106
AAC-78-54	Procurement Clerk (Typing), GS-1106-4	AAC-72	1106
AIRMEN AND AIRCRAFT REGISTRY			
AAC-78-55	Data Transcriber, GS-356-4	AAC-203	356
AAC-78-56	Clerk, GS-301-5	AAC-260	300

This position requires 2 years of specialized experience in working with airmen applications and examinations.

DATA SERVICES DIVISION			
AAC-78-57	Computer Operator, GS-332-5	AAC-340	332
Incumbent must work rotating shift. Position has promotion potential to GS-7 without further competition.			
AAC-78-58	Computer Operator, GS-332-9	AAC-340	332
Incumbent must work rotating shift.			

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-78-10*	AMENDMENT/Airspace System Inspection Pilot, GS-2181-13 (Procedures Position)	ATL-FIFO	2181
*Closing date extended to: March 2, 1978			
FSNFO-78-9	Aviation Safety Inspector (Operations- Instruction), GS-1825-13	AFS-594	1825

Closing Date: March 16, 1978

Area of Consideration: FAA-wide



"service to those who fly"

Intercom

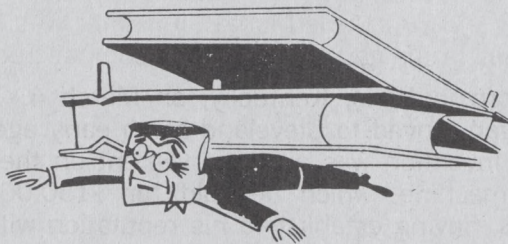
AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-9 March 1, 1978

REGULATIONS SIMPLIFIED

The agency has moved to update and simplify its regulations limiting the flight and duty times of airline flight crews. The FAA proposal would reduce the number of regulations dealing with flight and duty time from 24 to eight. This would represent a 65 percent cut in regulatory wordage.

The complexity of the current rules resulted in more than 1,000 pages of FAA interpretations over the years. It is hoped that the proposal will eliminate the need to issue detailed interpretations. Essentially, the FAA proposal would eliminate distinctions between different flight crew categories, such as now exists between international and domestic operations, and make the same work limits apply to all. This is possible because today, high performance jets are used in almost all operations and the fatigue factors are essentially the same. So the proposed new regulations would apply the same limits to all crews.



CONTROLLERS OK CONTRACT

The new labor contract between the Professional Air Traffic Controllers Organization (PATCO) and the agency has been ratified by controllers who voted almost two to one in favor of the agreement. The Office of Labor Relations has been working with Air Traffic Service to develop plans to brief appropriate managers and supervisors on specific terms of the agreement. ALR also is working with the Office of Personnel and Training to develop procedures to implement an article of the contract which provides for in-grade and downgrade reassignments based on seniority. The agreement, which will run for three years, will go into effect as soon as it is signed by the Administrator and by the president of PATCO.

Originally organized ten years ago last month, the union represents 18,000 controllers. It was first officially recognized and welcomed by the FAA Administrator in July 1968.



FAA BOOK 'BEST SELLER'

The Consumer Information Center reports that the FAA publication, *A Flying Start*, is a best seller. In fact, in only three months, the center distributed 14,850 copies and is now asking for another 30,000. The 12-page, illustrated booklet leads readers step by step through the process of earning a pilot's license. It was written and photos were taken by the Office of Public Affairs.

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

YEAR'S TOP SUGGESTOR NAMED

For his suggestion which is now saving the government more than \$45,000 a year, Jessie M. Wilson, an electronics technician with the San Antonio Airway Facilities Sector, has been selected as FAA's "Suggestor of the Year" for 1977. Wilson received a plaque from Administrator Bond during ceremonies in Washington last week. Wilson's suggestion for which he received a cash award of \$1,270, improved the efficiency and reliability of the single-frequency approach system, which provides terminal communications between pilots and air traffic controllers or flight service specialists.

The Aeronautical Center's candidate, Stanley E. Sanders, was awarded third place in this competition and received a congratulatory letter from Administrator Bond which was presented in a special ceremony by Aeronautical Center Director Tom Creswell. Mr. Sanders, an electronic technician in Facility Support Division, received \$685.00 for his suggestion to protect cathode ray tubes (CRTs) of ARTS III displays from burnout. This cash award was based on the estimated first year's savings of \$15,262.



MORE BLACK HISTORY

Although February, designated as "Black History Month" is over, INTERCOM had more interesting items than could be used, so we are concluding our emphasis on this annual observation with these last few pieces of information on notable Blacks:

John B. Russwurm was the first Black to graduate from a U.S. college, although this claim has come to be disputed by some sources who maintain that Edward A. Jones graduated from Amherst some 11 days before Russwurm in 1826. Russwurm took his degree at Bourdoin College in Maine in May 1826, and by 1827, he was engaged in editing the first Black newspaper in America, "Freedom's Journal."

On February 24, 1853, a Black man, William J. Watkins, addressed the Massachusetts Legislature Committee on the Militia. The subject of his speech was "Our Rights as Men." Watkins made a plea to the committee on the rights of Black men to bear arms in defense of their state and country, and their desires to be grouped as a single military unit (composed of Blacks alone) which might be incorporated into the national militia in time of crisis.

Garrett A. Morgan, a Black man, invented the gas mask and the modern day traffic light. The value of Morgan's "gas inhalator" was first acknowledged during a successful rescue operation made necessary by a tunnel explosion which had trapped several men some 200 feet below the surface of Lake Erie. During the emergency, Morgan, his brothers, and two volunteers, all wearing inhalators, were the only men able to descend into the smoke and gas filled tunnel and save several of the men from asphyxiation. During World War I, the Morgan inhalator was transformed into a gas mask used by combat troops.

Born in Paris, Kentucky, on March 4, 1877, Morgan moved to Cleveland at an early age. His first invention was an improvement on the sewing machine, which he sold for \$150.00. In 1923, having established his reputation with the gas inhalator, he was able to command a price of \$40,000 from the General Electric Company for his automatic stop sign (the traffic light). Morgan died in 1963 in Cleveland, the city which once awarded him a gold medal for his devotion to public safety.

ICAO SEEKING APPLICANTS

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

MONTREAL: PC-1/78 Chief, Aeronautical Information and Charts Section, P-5, Gross \$38,190, and Net (free of tax) \$24,298 without dependents, and \$26,299 with dependents per annum.

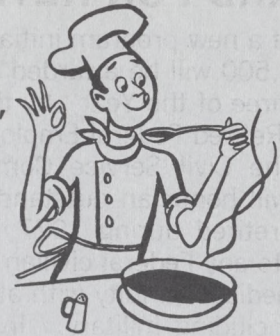
PC-2/78 Assistant to Director, Air Transport Bureau, P-4, Gross \$29,940, and Net (free of tax) \$20,209 without dependents, and \$21,756 with dependents per annum.

Completed applications should be forwarded to AIA-19 by April 10, 1978. Additional information about duties, salary qualifications, benefits, and application forms are available from the personnel office. In addition to salary, employees may be eligible for allowances such as dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.



UNIONS REPRESENT FAAers

According to the Office of Labor Relations, as of the end of last year, 36,934 FAA employees were represented in 75 bargaining units. There were four nationwide units, seven region/centerwide units, and 64 other units. Forty-eight labor agreements were in effect, covering 36,348, or 98 percent, of the employees represented, and three labor agreements were pending. Of the employees covered by agreements, 58 percent had their union dues withheld from their pay.



AC CAFETERIA BOARD OF DIRECTORS MEETING

The Aeronautical Center Cafeteria Board of Directors will soon be meeting to discuss matters relating to cafeteria service. This Board is comprised of the Executive Officer (AAC-3) who serves as chairman, Chief of the FAA Depot, Chief of Aircraft Services Base, Superintendent of the FAA Academy, Chief of the Personnel Management Division, and the Contracting Officer in the Procurement Division.

Since the establishment of this Board, its assigned objective has been to achieve the best possible food service for the Aeronautical center. Aeronautical Center employees, labor organizations, and students are encouraged to submit their comments, suggestion and/or questions concerning cafeteria food service to the special contact points which have been established to receive this information. They are:

Employees/Labor Organizations: AAC-16, X2638

Students: AAC-910A, X4447

Cafeteria Suggestion Boxes (Hq and ARB): Obtain a suggestion form from the cashier and drop it in the suggestion "mail box" near the entrance of the cafeterias.

Through this method of communication, the Board is provided with information and can identify the strengths and weaknesses of our cafeteria operation.

If you have comments you would like considered, turn them in to the appropriate contact point or contact a board member.

AWARD FOR RETIREES

As a result of a new program initiated this year, a check for \$2,500 will be awarded annually to the "Federal Retiree of the Year" by the National Association of Retired Federal Employees in cooperation with the Civil Service Commission. The first award will honor an outstanding career employee who retired during 1977. The competition is open to any Federal civilian worker who retires on immediate annuity with at least 25 years of service, including military. In April, finalists from ten jurisdictions will be honored in Washington. James E. Carter, who retired from the Alaskan Region in May 1977 with over 35 years of service, has been approved by the Administrator as FAA's nominee for this year's award. His name has been forwarded to the Secretary of Transportation for consideration as the department's nominee.



FAA AIRPORTS GAIN

Passenger traffic was up in 1977 at both FAA-owned and operated Washington area airports. At Washington National, a total of 13,258,200 passengers used the airport, a 7.5 percent rise from the previous year's total. Total passengers using the facilities at Dulles were 2,867,782, up 0.9 percent from 1976. Of these, 2,118,964 were from domestic airlines, while 557,624 were international passengers.

The biggest jump in business registered at either airport was at Dulles in international mail. This was up 54.6 percent over 1976. Total mail handled at Dulles was 38,241,000 pounds, 26.5 percent more than the previous year. At National, domestic mail was up a modest 3.7 percent, whereas freight was down 0.2 percent. The increase in international freight at Dulles, on the other hand, was over 10 percent.



DULLES CALLED HISTORIC

Because of the terminal building's architectural significance, Dulles Airport was recommended for the National Register of Historic Places last week by Transportation Secretary Adams. The register, maintained by the Department of Interior, includes properties that are significant in American history, architecture, archeology and culture. Interior already has indicated that it considers Dulles eligible for the register.

The designer of the terminal and tower, the late Eero Saarinen, said that of all his celebrated architectural works, he considered Dulles his greatest achievement. In 1976, the American Institute of Architects voted the Dulles terminal one of America's all-time top ten buildings. Secretary Adams' action supports a DOT policy announced last fall to encourage greater use of design, art and architecture in transportation.



AC DIRECTORY CHANGES

Changes to the alphabetical listing of your Aeronautical Center phone directory are listed below:

Lowe, Jamie Sue, AAC-836, rm 343 H-9, X4671

Marek, Karen Sue, AAC-332, rm 125 MPB, X4233

Mills, Warren A., AAC-1002, rm 119 Hq, X2648



THE GOVERNMENT'S WORKLOAD

The Federal Government's workload at times borders on the astronomical. Last year the IRS handled 84 million tax returns. In July alone the Social Security Administration processed checks for 33 million beneficiaries. Last year the Veterans Administration mailed out about 55 million checks. Customs processed 263 million persons through our borders. It assessed \$6.5 billion in duties and taxes on foreign merchandise and checked \$156 billion worth of imported merchandise. Narcotics agents seized \$866 million in narcotics and drugs, including 691 tons of marijuana.

Federal air traffic controllers brought in 23 million flights. The Federal Government has funded the lion's share of 900,000 miles of Federal highways and set standards for their construction. The State Department issued 3 million passports last year. The Coast Guard patrols some 88,000 miles of tidal shoreline and inland waterways as well.

In addition are the daily weather forecasts, which recently instituted a 10-day forecast based on satellite technology. Since 1969, the Federal Government has had 6 Nobel Peace Prize winners. And these accomplishments represent only a portion of what the Federal Government does.

TURN OFF LIGHTS

The current energy crisis, caused by an increasing shortage of coal during the miners' strike, is having a serious impact on the six states of the Great Lakes Region. Regional Director John Cyrocki has ordered all facilities to carry out energy saving measures where practical. He underlined the need to save fuel by cutting back on activities, informing all employees of the crisis and developing plans to save energy. Other suggestions of the regional director are:

Reduce lighting in corridors by removing tubes or bulbs from alternate fixtures or half of elements in each fixture.

Switch off all lights in storage areas, control rooms, attics, training rooms and conference rooms when not in use.

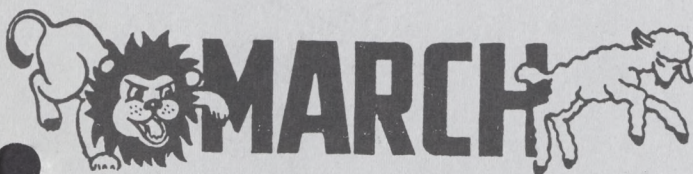
In cool weather, shut off condenser water to inactive chillers and operate only one condenser water pump.

Reduce overall electric light intensity to a minimum comfortable level in all working areas by removing bulbs or fluorescent tubes.



FLYING CLUB MEETING

The March meeting of the FAA Flying Club will be held on Saturday morning March 4, 1978, at Cattlemen's Cafe, 1309 South Agnew. Breakfast will be served at 8:00 a.m. and the meeting will start at 9:00 a.m. Of course, prospective members and guests are welcome to Attend. A short meeting of club flight instructors will be held following the membership meeting.



EMPLOYEE ASSOCIATION

The following tickets and services are available at the Employee Association Office:

Gaslight Dinner Theater — "My Wife, Your Roommate" — \$9.90

Lloyd Noble Center (Norman) events:

March 11 — Merle Haggard

March 19 — Rufus

March 22 — America

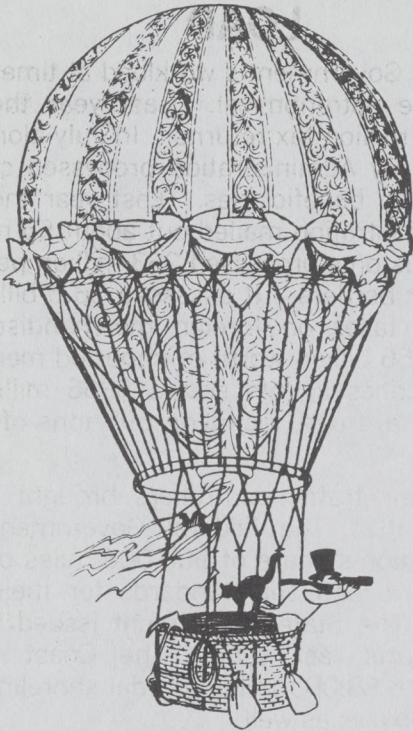
March 29 — Harry Chapin

India Temple Shrine Circus — Mar. 30-Apr. 2

FAA Business Cards

Fruit cakes: 3 lbs \$6.00, 5 lbs \$10.00

Duplicating machine, 10 cents a copy



The annual EA membership drive is in progress. See your EA Rep to get your membership card. A surprise drawing will be held March 17.

Sickle Cell Anemia Benefit Dance, Saturday, March 4, Independence Hall at the Lincoln Plaza Forum, 9:00 p.m.-1:00 a.m. \$10.00 each.

Sickle Cell Anemia International Style Show and Luncheon, Sunday, March 5, Lincoln Plaza Dinner Theatre, 3:00 p.m. \$10.00 each.

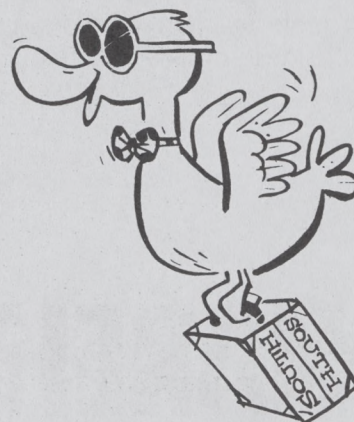
Honored guest and model is Miss Universe, Janelle Penny Commissiong.



NOTICE

The following statement is borrowed from the Rocky Mountain Region INTERCOM because we feel it is appropriate for Aeronautical Center readers:

If you find errors in this weekly paper, please know that they are printed for those who always look for them. We try to print something for everybody.



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: March 8, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-61	Supervisory Photographer, GS-1060-9	AAC-43	1060
FAA DEPOT			
AAC-78-62	Clerk, GS-301-6	AAC-440	300-B
AAC-78-63	Electronics technician, GS-856-11	AAC-442	856
Applicant must have 1 year experience on metrology or recorder equipment. This is a Technician-in-Depth position.			
AAC-78-64	Sheet Metal Mechanic Leader, WL-3806-11	AAC-443	Je-3806A

Closing Date for the following 6 announcements: March 14, 1978.

FAA ACADEMY			
AAC-78-31*	Aerospace Engineer (Instruction), GS-861-12/13	AAC-952	800

A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field).

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

Applicants who previously applied under Announcement No. AAC-SR-77-28 need not reapply. The Assessment Center process will not be used to fill this position at this time.

AAC-78-32*	Electronics Technician (Instruction), GS-856-12 <i>or</i> Electronics Engineer (Instruction), GS-855-12	AAC-954	856 <i>or</i> 800
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A minimum of 1 year FAA experience is required within the last 6 years as a supervisor, inspector, engineer or technician/specialist at an FAA Flight Standards avionic operational or maintenance facility.

Applicants who previously applied under Announcement No. AAC-SR-77-20 need not reapply. The Assessment Center process will not be used to fill this position at this time.

* 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 exempt from the above statement.

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
AAC-78-33*	Aviation Safety Inspector (Manufacturing-Instruction-, GS-1825-12/13)	AAC-952	1825
<p>A minimum of 1 year of FAA experience is required within the last 6 years as a supervisor, inspector, engineer or specialist at a Flight Standards Office (region or field) for selection to this position. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition.</p>			
AAC-78-34*	Electrical Engineering Technician (Instruction), GS-802-9/11	AAC-943	802
<p>A minimum of 1 year of FAA experience is required within the last 6 years as a technician or engineer at an Airway Facilities Sector, a regional Airway Facilities Division, Washington Office of Airway Facilities Service, 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. Applicants who previously applied under Announcement No. AAC-SR-77-14 need not reapply. The Assessment Center process will not be used to fill this position at this time.</p>			
AAC-78-35*	Aviation Safety Inspector (Airworthiness-Instruction), GS-1825-12/13	AAC-952	1825
<p>A minimum of 1 year of FAA experience within the last 6 years as a supervisor, inspector, engineer or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or Field) is required for selection to this position. An FAA mechanic certificate with airframe and powerplant ratings is required. Applicants selected at the GS-12 level will be eligible for promotion to GS-13 without further competition. Applicants who previously applied under Announcement No. AAC-SR-77-22 need not reapply. The Assessment Center process will not be used to fill this position at this time.</p>			
AAC-78-36*	Supervisory Electronics Engineer (Instruction), GS-855-13	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 exempt from the above statement.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-10 March 8, 1978

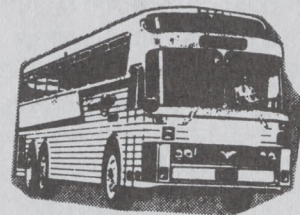
BOND LISTS TOP NEEDS

FAA's continuing commitment to aviation safety was reemphasized this week by Administrator Bond as Congressional hearings opened on the agency's \$3 billion appropriations request for FY 1979. Appearing before the House Appropriations Subcommittee on Transportation, the Administrator said: "Safe operation is the common element of every function we perform in the FAA. During my travels as FAA Administrator throughout all of our conterminous regions, as well as Hawaii, Alaska and Europe, it is the single most prevalent element I have observed. As changes in any facet of air services occur which may be brought about by regulatory reform, we in the FAA will be immediately responsive to them. If the situation-calls for establishing new priorities, we will establish them. If a new organizational structure is required, it will be established. Aviation safety is my number one priority, and I will take whatever actions are required to assure safe operation of the airways and aircraft." Top agency priorities listed by the Administrator included: increased FAA productivity and a streamlined organization; modernization of the flight service station network; development of a new Airport and Airways bill to replace the present legislation when it expires in 1980; continuing efforts to assure full compliance with Federal aircraft noise-abatement regulations, including support for proposed legislation that would help the airlines finance the retrofit or replacement of non-complying aircraft; and retaining U.S. leadership in international aviation.

PROPERTY OF
AERO CENTER
RECEIVED
MAR 8 1978

NEW ARTS IIIA ON LINE

The latest version of the Automated Radar Terminal System III (ARTS III) went into operation at the FAA Academy recently. The new system, called ARTS IIIA, is already being used to train maintenance technicians. Although similar to the ARTS III, the "A" has several important new capabilities. First, there is a backup system incorporated into the unit which will automatically take over in case of a failure. Also, the "A" will be able to tag and track planes not carrying beacon(transponder) equipment. The tags associated with the targets will give controllers the plane's identification number and ground speed at a glance. The new terminal system is scheduled to be installed at larger and busier airports throughout the system. The first delivery to a field facility will be to the Minneapolis International Airport tower in July 1978.

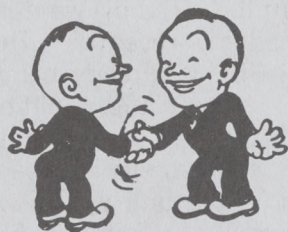


SHUTTLE BUS SURVEY

If you are interested in shuttle bus service to and from the Aeronautical Center, be sure to fill out the form on the last page of today's INTERCOM and send it to AAC-16 by April 1, 1978.

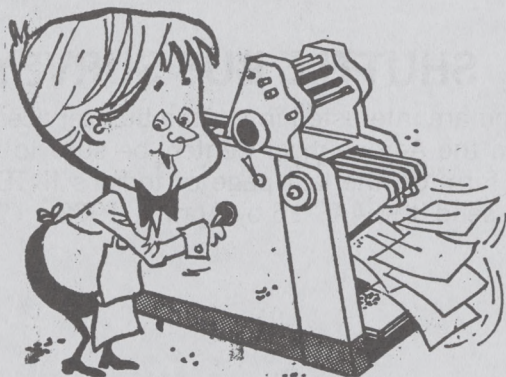
FAA/PATCO ACCORD SIGNED

The 1978 PATCO/FAA agreement, which becomes effective March 15, was formally approved by PATCO President John F. Leyden and Administrator Langhorne Bond during a meeting late last week. Also last week, members of the PATCO and FAA negotiating teams met at the Aeronautical Center to produce a joint video tape explaining the changes and additions to the agreement. This video tape will be used by PATCO and the FAA in separate briefings for their respective representatives in terminals and centers.



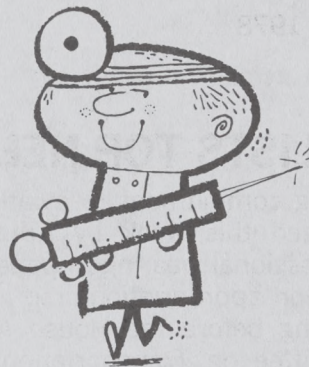
DIRECTORY COMING

Distribution of the FAA DIRECTORY is currently underway. Designed to foster interagency communications, the directory contains Washington, region, and center headquarters people, branch level and above, chiefs of field facilities, organization charts, and regional maps which show the type and location of FAA facilities. The Office of Management Systems is now making plans for the next edition and is soliciting suggestions from users. Recommendations for improvements of the edition to be published May 1978 may be sent to AMS-200.



BLOOD MOBILE AT AC

The Blood Mobile will visit the Aeronautical Center on Thursday, March 16. Please call Mary Chastain, X4159, or Melva Brown, X4711, for an appointment to donate blood.



NEW EEO COUNSELOR

The Aeronautical Center has a new EEO Counselor, **Eugene W. Donaldson**, Electronics Technician, AAC-835A1. He has just completed the three-day training course, "Basic Equal Employment Opportunity Counseling," held in Houston, Texas, February 28 to March 2, 1978. He can be reached in Hangar 8, Ext. 4892.



AC DIRECTORY CHANGE

On page 2 of the Aeronautical Center telephone directory, change the number for Telephone Room pair to X2311.

TIPS FOR SUGGESTORS

Under the provisions of the Federal Incentive Awards Program, you may receive an award for an adopted suggestion, whether adopted as submitted or in part, that directly contributes to economy or efficiency or directly increases effectiveness of Government operations. Cash awards range from \$25 to \$25,000 and the amount given is in proportion to the first year benefits realized by the Government as a result of your contribution.

You have a much better chance of having your suggestion adopted if you begin with something you know, for example, the work of your own unit. Ask yourself What? Where? When? Who? How?

Look at:

- What's being done

Look for:

- Bottlenecks
- Delays
- Wasted Time
- Wasted Motion

Improve by:

- Eliminating
- Combining
- Changing Sequence
- Simplifying
- Substituting

ASK — Can I suggest a way to:

- Eliminate or reduce scrap or repairs
- Eliminate any component parts
- Eliminate or combine a process
- Rearrange operations for a better sequence
- Combine or simplify reports to make them more useful
- Eliminate the need for a form
- Combine two forms
- Design a new form to do a better job
- Save time in the work of the office
- Save on supplies, utilities, shipping
- Assure equipment is maintained better to prevent breakdowns
- Reduce waste by further utilization of discards
- Level off peaks and valleys in workloads to allow better use of manhours

Complete Employee Suggestion Form (FAA 2333) and forward your suggestion to the Incentive Awards Program Coordinator for your organization.

If you have any questions pertaining to the program, discuss them with your supervisor, or contact the Coordinator designated to your organization as follows: AAC-1 thru -9, David Carmichael; AAC-10, Sharon Feland; AAC-20, Betty J. Poole; AAC-30, Linda Kumpe; AAC-40, Odessa Hughes; AAC-50, John Huska; AAC-60, Karroll Hayes; AAC-70, J.B. Brown; AAC-90, Robert Kaster; AAC-100, T. L. Curren; AAC-200, Elizabeth Bowman; AAC-300, Simon Vladovich; AAC-400, Travis Rattan; AAC-500, Richard McKinney; AAC-800, David Eidson; AAC-900, Bill Newman; AAC-1000, Warren Mills; AFS-500, Wes Starr; DPB-60, Lorna Best.



**ideas
at
work**



EMPLOYEE ASSOCIATION

The following tickets and services are available at the Employee Association Office:

Gaslight Dinner Theater: "My Wife, Your Room-mate" \$9.90

Lloyd Noble Center (Norman) events:

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FAA Business Cards

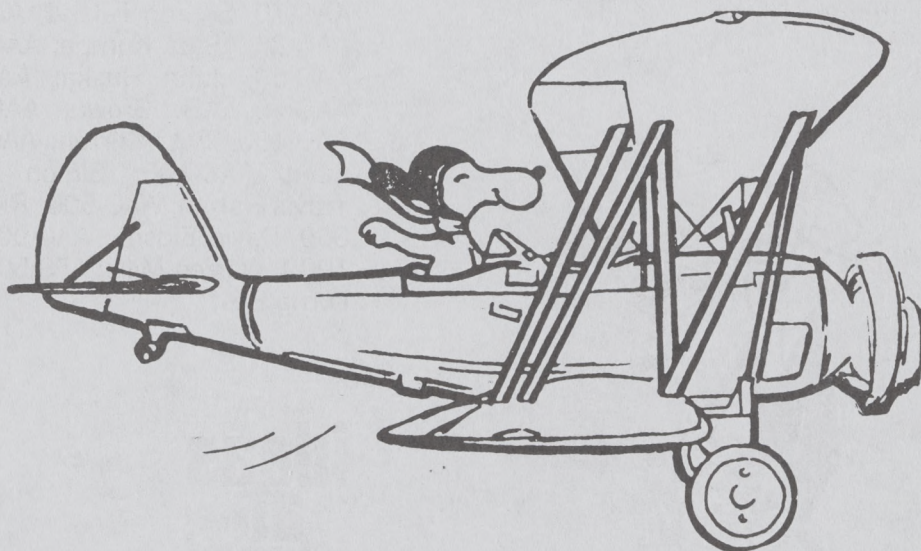
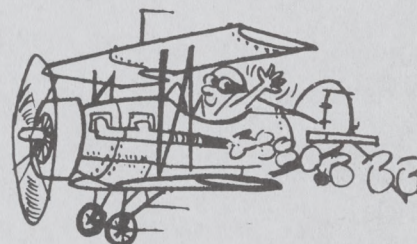
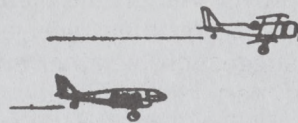
Fruit cakes: 3 lbs \$6.00, 5 lbs \$10.00

Duplicating machine, 10 cents per copy

Six Flags Over Texas will open for weekends only starting March 11 and will be open every day from March 18 to March 30 for Spring breaks. Tickets available in EA Office for \$7.25 ea.

Tickets are on sale for the EA SPRING DANCE to be held Saturday night, April 8. Price: \$3.50 ea.

The annual EA membership drive is still in progress. See your EA Rep to get your membership card. A surprise drawing will be held on March 17.



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: March 15, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-65	Film Assembler Stripper, WG-4405-10	AAC-45	JE-4405
AAC-78-66	Bindery Worker, WG-4402-5	AAC-45	JE-4402
AAC-78-67	Bindery Worker Leader, WL-4402-5	AAC-45	JE-4402A
FACILITY SUPPORT DIVISION			
AAC-78-68	Clerk-Stenographer, GS-312-4	AAC-50	312
AIRMEN AND AIRCRAFT REGISTRY			
AAC-78-56	AMENDMENT/Clerk, GS-301-5	AAC-260	300
This position required 2 years of specialized experience in document review. Employees who previously submitted an application need not reapply. Closing date has been extended to March 15, 1978.			
AAC-78-69	Supervisory Clerk, GS-301-5	AAC-250	300-B
Specialized experience in coding statistical data regarding aircraft registration is required.			
FAA DEPOT			
AAC-78-70	Warehouseman, WG-6907-6	AAC-430	JE-6900

SELECTIONS

NAME	POSITION	LOCATION	ANN.NO.
Mitzi J. Thomas	Secretary (Stenography)	AAC-950	AAC-77-15
Ronald C. Thomas	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-47
Sue Fletcher	Purchasing Agent	AAC-72	AAC-77-148A
Kenneth Roberts	Purchasing Agent	AAC-72	AAC-77-148A
*Arlen L. Byrd	ATC Spec. (Station-Instruction)	AAC-933	AAC-77-174
Michael Patterson	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-175
Eric N. Graham	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Larry J. Little	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
David H. Settle	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Patsy Morphew	Layout-Makeup Worker	AAC-45	AAC-77-187
Agnes O. Griffin	Layout-Makeup Worker	AAC-45	AAC-77-188
Don E. Lehman	Contract Specialist	AAC-72	AAC-77-192
James Butler	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-199
*Marlin E. Bell	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-199
John S. Meyer	Airspace System Inspection Pilot (Instruction)	AAC-954	AAC-77-200

*Competitive reassignment

The Central Oklahoma Parking and Transportation Authority (COPTA) is considering a morning and evening shuttle bus service to and from the Aeronautical Center. To determine if this service would be feasible, employees who are interested are asked to complete the following questionnaire and return it to AAC-16 by April 1, 1978.



I am interested in bus service to and from the Aeronautical Center.

1. I would ride from _____
(name of major intersection, shopping center, church, etc.)

2. My shift is _____
(days, hours)

3. My duty location is _____
(building)

4. What services could COPTA provide to entice you to ride the bus? _____

5. Other Comments _____



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-11 March 15, 1978

CIVIL SERVICE REFORM

Although it is too early to guess which portions of the President's recently proposed Civil Service Reform Act will be passed by Congress, and it is too early to state specifically how the proposed legislation will affect Federal employees, principal proposals have stimulated thinking in the nation's capital and throughout the country. These include recommendations relating to within-grade pay increases for employees in grades GS-9 through GS-15. The proposal would replace virtually automatic "step" increases for employees in these grades with "incentive" pay raises, based on job performance, of up to 12 percent. Also, the President's recommendations would make it easier to fire inefficient workers. As it stands now, the President said, "it is easier to promote or transfer incompetent employees than to get rid of them." Other major suggestions in the plan include:

- Dismantle the Civil Service Commission; its functions would be split up between the Office of Management and Budget and a new independent Merit Systems Protection Board;

- Terminate hiring and retention privileges now granted to able-bodied World War II and Korean conflict veterans;

- Create a new senior executive service, consisting of employees in grades GS-16 and above.



GOVERNMENT OFFICIALS MEET

An intergovernmental workshop jointly sponsored by FAA and the National Association of State Aviation Officials (NASAO) will be held at the CSC Federal Executive Institute in Charlottesville, Va., March 12-17, 1978. The workshop will focus on improving federal/state relations in the field of aviation and will be a first of its kind in the agency. The keynote address will be given by Mary Anderson, Associate Administrator for Policy Development and Review, and Hermann K. Intemann, Secretary of the Maryland Department of Transportation. FAAers scheduled to attend the conference are top officials from Washington, including the newly appointed Assistant Administrator for Airports Programs, Robert J. Aaronson and from the regions two regional directors, John M. Cyrocki, Great Lakes, and Mervyn M. Martin, Rocky Mountain, as well as airport division chiefs.



BLOOD MOBILE AT AC

The blood Mobile will visit the Aeronautical Center on Thursday, March 16. Please call Mary Chastain, X4159, or Melva Brown, X4711, for an appointment to donate blood.

ICAO SEEKS APPLICANTS

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

MONTREAL: 2 years — PC-4/78 Language Officer (Translator) Language Requirement: French native tongue, or the language used for the purpose of education. Ability to write and progressive ability to revise French translations with a thorough knowledge of syntax and stylistics essential. A working knowledge of Russian or Spanish would be a valuable additional qualification.

PC-6/78 Language Officer (Interpreter/Translator). Language Requirement: A complete command of English as the native tongue, or the language used for the purpose of education, with a profound knowledge of two of the other three languages (French, Russian, Spanish) of the organization is essential, and a working knowledge of the fourth language would be a valuable additional qualification. A knowledge of other languages would be an asset. Salary: P-3, Gross \$23,910, and Net (free of tax) \$16,978 without dependents, and \$18,193 with dependents, per annum.

PC-5/78 Chief, Finance Branch. P-0, Gross \$43,890, and Net (free of tax) \$26,932 without dependents, and \$29,245 with dependents, per annum.

Completed applications should be forwarded to AIA-29 by April 24, 1978. Additional information about duties, salary, qualifications, benefits and application forms are available from your personnel office. In addition to salary, employees may be eligible for allowances such as dependency allowance, assignment allowance, post adjustment, an installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.

FOUND

An automobile sun shade has been found and turned in to AAC-90. Owner please contact or come by AAC-90.

EMERGENCY AID TO AF

When an Air Force twin jet unaccountably reversed course and then flew in a circle, Jacksonville Center controllers immediately began to treat the flight as an emergency. First communications had to be established. Since the radio link with the high flying jet on an instrument flight plan was sporadic, controllers Fred Carroll and Gerald A. Zipper instructed the pilot to answer controllers' questions with transponder replies. Essentially, this means that the pilot was asked to indicate that he had heard and understood controller's instructions by pushing his transponder IDent button which causes the target on the controller's radar scope to "blossom." In this way, controllers established that, besides his radio, the Air Force pilot had lost his navigation equipment. Subsequently, a second AF plane was sent to guide the blinded aircraft to safety while the controllers cleared a path for the two-plane flight through heavy local traffic.

During the month of February 1978, 244 flight assists were reported; 99 by flight service stations, 106 by towers and 39 by centers. There were a total of 666 people reported on board the aircraft involved. The primary causes for the assists included 126 lost pilots, 21 low on fuel, 55 involved in weather, and 77 with equipment malfunctions.



EXTRA PAY PERIOD

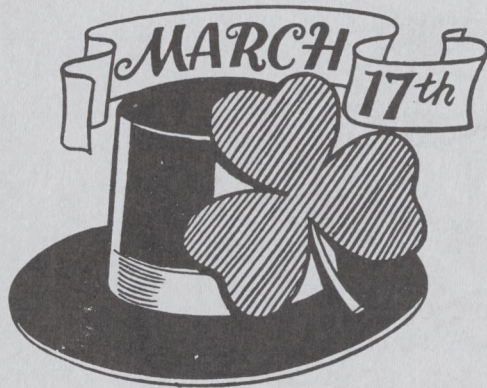
Federal agencies have been reminded that there will be 27 (instead of the usual 26) pay periods in 1978 for employees whose leave year begins January 1, 1978. This means there will be an extra pay period for leave accrual purposes. Please ensure proper handling of leave records to avoid forfeiting the extra leave. Questions on use or scheduling of leave should be directed to the Labor Relations Branch, X2638.

CHARTER FLIGHT SCREENING

In a Notice of Proposed Rule Making (NPRM) the agency has proposed that airlines be required to screen passengers on charter flights. The proposal results from an increase in the terrorist threat and recent rulings by the Civil Aeronautics Board. The action would be taken as a precautionary measure despite the fact that there has never been an attempted hijacking or sabotage incident involving a charter flight. The precaution is justified, the FAA believes, because of:

A 107 percent increase in the number of airline hijacking attempts worldwide last year compared with the year before; 15 in 1976 and 31 in 1977.

Recent rulings by the Civil Aeronautics Board that have relaxed qualifications for charter fares, including elimination of the requirement that only "affinity" groups can qualify for reduced charter fares.

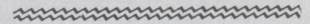


ONE WORLD PER PERSON

Every FAA employee should be receiving a copy of *FAA WORLD* each month, but it doesn't always happen. Any facility that fails to receive the magazine by the end of the month should notify its regional distribution officer so the failure can be investigated. If the correct quantity (one for one) is not being received, then it is likely that other all-employee distribution is not being made, and the facility should check to make sure its requirements statement is up to date. Changes in requirements for *FAA WORLD* will be entered quarterly.

BONNIE GREEN WORLD

The March *FAA WORLD*, which should be reaching you this week, features an article useful to both pilot and FSS briefer on "Flying the Invisible Roller Coaster" — the tricky world of mountain waves. You can also read about the new automated Washington FSS, which may be a "Model for Tomorrow;" how the Eastern Region is getting with it in planning for the 1980 Olympics in Lake Placid, N.Y.; about a tower chief who may well have the all-time record for heading up a single facility; and about the "Fleet of Labs" that fly NAFEC's programs. As usual, you'll also find *Direct Line*, *Federal Notebook*, *Small World*, *Faces and Places*, *Heads Up*, and *Word Search*.

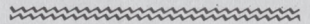


ATTENTION TRAVELERS

When making reservations for official business and requesting teleticketing service with any of the airlines shown below, you will need to identify yourself as FAA and give the code/account number applicable to each airline:

AIRLINE	CODE/ACCOUNT NO.
American	Star No. DFAA
Braniff	ID No. 0405
Continental	Account No. LOEAC
Frontier	Account No. FCDW
TWA	Account No. 5778

See page 45 of the Aeronautical Center phone book for the telephone numbers to use when making your reservations. If you have any questions concerning this, please call X2189.



TRAVELER IDENTIFICATION

It has been difficult to adequately identify personnel requesting disbursement of cash for travel; therefore, effective immediately, all persons who are not personally known by cashiers must furnish an FAA ID card when picking up travel advances or reimbursements.

EMPLOYEE ASSOCIATION

The following tickets and services are available at the Employee Association Office:

Gaslight Dinner Theater: "My Wife, Your Roommate", \$9.90

Lloyd Noble Center (Norman) events:

March 19 — Rufus

March 22 — America

March 29 — Harry Chapin

March 31 — Shaun Cassidy

India Temple Shrine Circus: March 30-April 2

FAA Business Cards

Fruit cakes: 3 lbs \$6.00, 5 lbs \$10.00

Duplicating machine, 10 cents per copy

Six Flags Over Texas will open for weekends only starting March 11 and will be open every day from March 18 to March 30 for Spring breaks. Tickets in EA Office are \$7.25 each.

EA SPRING DANCE is Saturday, April 8. Only 300 tickets are available. Price: \$3.50 each.

The annual EA membership drive is still in progress. A surprise drawing will be held on March 17, so get your membership card right away.

EQUIPMENT DISPLAY

A. B. Dick Products of Oklahoma City, Inc., will demonstrate their Magna I Word Processor 695 Dry Copier, and 901 Plain Paper Copier in Room 206A of the Aviation Records Building. Demonstrations will be conducted at 10:00 a.m., 1:00 p.m. and 3:00 p.m. on Thursday, March 16, 1978. All interested personnel are invited to attend.

OOPS!

In the March 9, 1978 *Daily Oklahoman* the following story appeared with a Washington date-line:

The government's effort to clarify its rules may be foundering on the shoals of the English language. A Department of Transportation notice issued Wednesday detailing the need for simplicity and clarity in rules begins: "Improvement of government regulations have been a prime goal of the Carter administration."



PROMOTION PLAN ANNOUNCEMENTS

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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 ANNOUNCEMENT

Closing Date: March 22, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
	ADMINISTRATIVE SERVICES DIVISION		
AAC-78-75	Clerk-Stenographer, GS-312-4	AAC-45	312

TRANSPORTATION SAFETY INSTITUTE (DPB-60) PROMOTION PLAN ANNOUNCEMENT

TSI-78-1*	Transportation Safety Manager (Security), GS-301-14	DPB-60	301-7
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* Closing Date: March 30, 1978

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
*Martin Duncan	Electrical Engineering Technician (Instruction)	AAC-940	AAC-77-205
*Faye E Brawley	Conveyances Clerk (Data-Transcribing)	AAC-250	AAC-77-281
Sherrri G. Dozier	Lead Medical Record Technician	AAC-134	AAC-77-294
Robert L. Howard	Production Controller	AAC-853	AAC-77-296
J. Annette Dake	Clerk-Typist	AAC-930	AAC-77-297
Diane K. Wiemers	Clerk-Typist	AAC-932	AAC-77-297
Irene B. Hartman	Education Specialist	AAC-932	AAC-78-13
Kenneth Doerkson	Purchasing Agent	AAC-72	AAC-78-18
Steven Smith	Purchasing Agent	AAC-72	AAC-78-18
Carolyn S. Coy	Purchasing Agent	AAC-72	AAC-78-19
Cheryl Jan Pierce	Computerized Typesetting Equip. Opr.	AAC-45	AAC-78-23
Evangeline M. Raines	Computerized Typesetting Equip. Opr.	AAC-45	AAC-78-23
**Paul R. Koelsch	Supervisory Electronics Engineer (Instruction)	AAC-943	AAC-78-29
**Alma A. Pringle	Librarian	AAC-44	AAC-78-30
Thomas J. Taylor	Airspace System Inspection Pilot	ACY FIFO	FSNFO-77-83

*Competitive reassignment

**Temporary promotion



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-12 March 22, 1978

EX-CONTROLLER TO HEAD NEW ENGLAND REGION

Robert E. Whittington, a 22-year career employee, has been named Director of the New England Region, Administrator Bond announced last week. Whittington, 49, has been special assistant to the Administrator for legislative affairs since February 1976. In his new post he will be responsible for all FAA activities in the area of Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont and Maine. Whittington began his FAA career in 1955 as an air traffic controller at the Kansas City ARTCC and in 1961 was transferred to the Air Traffic Service in Washington. In 1962, he was named manager of a project involving the closing of selected en route centers and establishment of a center building program. Later, he was appointed to the NAS Task Force and subsequently was appointed chairman of a FAA task force that was instrumental in developing improved planning procedures for terminal navigation and landing aids. Other positions he held included technical advisor on aviation matters to the Assistant Secretary for Public Affairs (DOT), Assistant Director of Congressional Relations in the Office of the Secretary of Transportation, Special Assistant to the FAA Deputy Administrator and Chief of the Research and Inquiry Division, Office of Public Affairs.

AIR ACTIVITY GROWS

Business gets better and better or at least the agency's air traffic facilities get busier and busier as the years go by. According to the latest *FAA Air Traffic Activity* report, total IFR aircraft handled at en route centers jumped from 23.9 million in FY 1976 to 25.9 million in FY 1977. Also, total aircraft operations at airport towers were up from 62.4 million to 66.7 million during the same period. To round out the picture, flight services performed at FSSs rose from 57.5 million to 60.9 million in FY 1977. It is possibly significant to note that at both en route centers and ATCTs it was air taxi and general aviation activity which was responsible for most of the gains. Also worth noting is that the air traffic activity report now will be published only on a fiscal year basis whereas both fiscal and the calendar year editions were issued previously. The new policy was adopted because the fiscal year now more nearly coincides with the calendar year. Calendar year figures, however, will continue to be available on request from the Information and Statistics Division, Office of Management Systems.

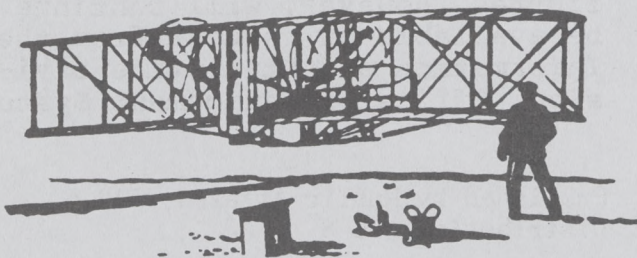
Published by Public Affairs, AAC-5
Distribution: C-8

FAA PILOT A FIRST

What's so remarkable about a one-time agency pilot becoming a United Airlines pilot? Well, nothing, unless the airperson happens to be a woman and is the very first female to earn UAL wings. That's what happened to Gail Gorski early this month. Gorski joined the agency in the fall of 1975 after having earned her commercial certificate with instrument and instructor's ratings. Briefly, she flew from Hangar Six at Washington National Airport and then transferred to Atlanta, where she flew as copilot on a flight-inspection Sabreliner. Like all new pilots, Gorski will begin her career at UAL as a flight engineer of a Boeing 737 jetliner. But, those familiar with Ms. Gorski's flying skills say the acquisition of captain's stripes is only a matter of time.

SO LIGHTNING WON'T STRIKE

Methods of grounding and protecting aviation electronics equipment and facilities from lightning and electrical surges will be among the topics discussed at the Fifth Annual Grounding and Lightning Protection Workshop in Atlanta, Ga., May 2-4. The three-day workshop, co-sponsored by the agency and the Georgia Institute of Technology, will feature more than 20 presentations by government and industry experts on such subjects as grounding, improved procedures for measuring ground resistances, protection of equipment from electrical surges and lightning protection of aircraft.



727 ENGINES ARE O.K.

When three engines failed simultaneously on a high-flying National Airlines Boeing 727 recently, converting the jet into a 153,000 pound glider, the incident caused widespread consternation in the aviation community as well as among potential passengers. The agency received many calls asking what engines were being used on the 727. But the airline last week confirmed that the engines were not at fault. It said a fuel-management error by the flight engineer caused the sudden and unnerving flameouts at 33,000 feet. Actually less than a minute--but for some, a very long minute--elapsed between the time the last of the engines conked out and the time the first was restarted. The airline also said that the flight engineer will undergo further training before being returned to duty. The National Transportation Safety Board, meanwhile, is continuing its investigation of the incident and will make its own determination of "probable cause."

CENTRAL COMMENDED FOR SAVINGS

Central Region employees were cited recently for making substantial savings in energy. They received a trophy from the area Federal Executive Board for finishing in the runner-up spot in the First Annual Energy Conservation Contest. The region was particularly commended for reducing travel in privately-owned vehicles by 100,000 miles last year and reducing government mileage by 14 percent for a savings of more than \$10,000 annually. The "traveling" second-place silver trophy which stands at least two feet tall, will remain at regional headquarters for at least the remainder of this year. In 1979, it will be passed on to the next winner.

March 22, 1978

CORRECTION . . . Last week's INTERCOM ran a story on code/account numbers applicable to several airlines. The number listed for Continental was wrong. PLEASE CORRECT the number to read ACCOUNT NO. OEAC.

FOUND! . . . Two jackets, one brown and one blue, have been turned in to AAC-90. Also, three sets of keys are waiting to be claimed. Please call X2213, or go by Room 133 in Headquarters Building.

LOST! . . . On March 6, 1978, in the vicinity of Headquarters Building, a canvas pouch was lost. This pouch contains immigration papers dated dated about 1860; pouch and papers are in German. If found, please contact Student Services and ask for Beverly Baker, (X4447, or contact Ed Stroube, X4600).

EMPLOYEE AWARDS . . . During the month of March, the following employees received awards as listed below:

Quality Increase: Mary E. Young, AAC-840, and Sharon N. Wilson, AAC-825

Special Achievement: Donald R. Krause, AAC-845; Paul G. Taylor, AAC-845; Claude J. Schuldt, AAC-931D; and Donna Reeves, AAC-934C.

Official Letters of Commendation: James L. Wippert, AAC-952; Gerald DeCelle, AAC-952A; and Clark E. Nowe, AAC-952A.

Adopted Suggestions: Anthony J. Holzman, AAC-40; Myron O. Hale and Daryl L. Hill, AAC-800.

EMPLOYEES ASSOCIATION . . . The following tickets and services are available at the Employees Association Office:

Gaslight Dinner Theater - \$9.90
Lloyd Noble Center (Norman) events:
March 29 - Harry Chapin
March 31 - Shaun Cassidy
April 1 - The Gaithers
April 25 - John Denver

Ice Follies, April 14-15. \$7.00 tickets for \$4.50
Oklahoma City 89ers baseball tickets: 25 tickets for \$50.00;
10 tickets for \$15.00

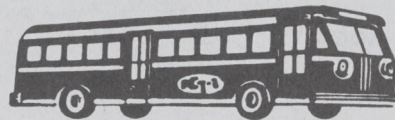
Six Flags Over Texas - \$7.25
India Temple Shrine Circus: March 30-April 2

March 22, 1978

-4-

C O P T A! . . . If you haven't answered the QUESTIONNAIRE, refer to March 8, 1978 INTERCOM.

The Central Oklahoma Parking and Transportation Authority (COPTA) is considering a morning and evening shuttle bus service to and from the Aeronautical Center. To determine if this service would be feasible, employees who are interested are asked to complete a questionnaire and return it to AAC-16 by April 1, 1978.



S P R I N G D A N C E ! ! !

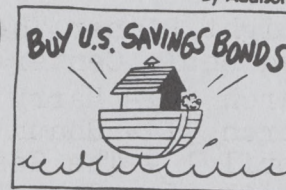
Saturday, April 8 - \$3.50 each. Only 300 tickets will be sold. Buy TICKET early.

Available in Employees Association:
FAA Business Cards
Duplicating machine - 10¢ a copy
Laminating machine - 50¢ each

BONER'S ARK



By Addison



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: March 29, 1978 (Unless indicated otherwise)

<u>ACPP NO.</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
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PERSONNEL MANAGEMENT DIVISION

AAC-78-51	Labor Relations Specialist, GS-233-12	AAG-16	200
AAC-78-52	Labor Relations Specialist, GS-233-13	AAG-16	200

Closing Date: March 28, 1978
Area of Consideration: FAA-Wide

FACILITY SUPPORT DIVISION

AAC-78-83	Carpenter Helper, WG-4607-5	AAC-55	JE=0001
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Position has promotion potential to WG-9 without further competition.

DATA SERVICES DIVISION

AAC-78-78	Computer Programmer, GS-334-7	AAC-300	334
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Position has promotion potential to GS-11 level without further competition.

FAA DEPOT

AAC-78-79	Clerk, GS-301-5	AAC-430	300-B
AAC-78-80	Electronics Technician, GS-856-7	AAC-442	856

Promotion potential to GS-9 without further competition (Microwave option).

AIRCRAFT SERVICES BASE

AAC-78-81	Production Controller, GS-1152-9	AAC-850	1152
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Incumbent required to work rotating shift.

FAA ACADEMY

AAC-78-82	Clerk-Typist, GS-322-4	AAC-940	322
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March 22, 1978

-6-

PROMOTION PLAN ANNOUNCEMENTS (continued)

<u>ACPP</u>	<u>POSITION TITLE, SERIES & GRADE</u>	<u>LOCATION</u>	<u>QUAL.</u>
	<u>FAA ACADEMY</u>		
AAC-78-41	Aviation Safety Inspector, (Operations- Instruction), GS-1825-12/13	AAC-951	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, inspector, engineer or specialist at a Flight Standards Office (Washington, region/NAFEC, NFO or field). Applicants selected at the GS-12 grade level will be eligible for promotion to GS-13 without further competition.

Applicants who previously applied under Announcement No. AAC-SR-77-24 need not reapply. The assessment center process will not be used to fill this position at this time.

CLOSING DATE EXTENDED TO MARCH 29, 1978, FOR AERONAUTICAL CENTER EMPLOYEES ONLY.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-13 March 29, 1978

MAR 29 1978

CREW SIZE

The Task Force on Crew Workload, organized last year by the FAA Administrator at the request of the Air Line Pilots Association (ALPA) to review flight crew requirements for aircraft certification, has concluded that methods used by the agency to determine safe crew complements are realistic. The task force, made up of experts from the FAA's Flight Standard Service, the Office of Systems Engineering and Development, NAFEC, and the National Aeronautics and Space Administration (NASA), worked closely with various aviation concerns and organizations including ALPA for the better part of a year. They found that:

- The best available scientific and objective test methods regarding human factors were used to evaluate the demonstration crew workload in certifying the Boeing 737, the Douglas DC-9, the Boeing 747, the L-1011, and the DC-10.
- At present there is no reason to change FAA certification methods.
- Ten-year accident statistics confirm that two-man crew air carrier aircraft are being operated in a safe manner.
- Nothing was found to indicate that either two-man or three-man crew air carrier aircraft are unsafe.
- The importance of the human factors problem is recognized by both industry and government.

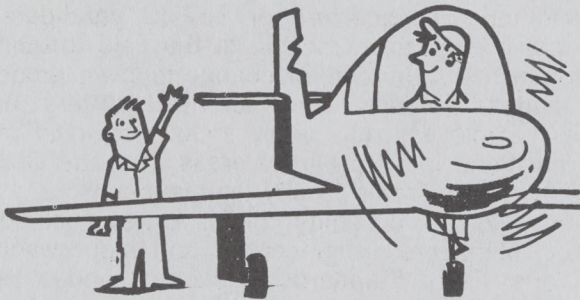
The full report will be available from the Government Printing Office (GPO) in about 90 days. The contact point for information on the report is George C. (Cliff) Hay, AEM-100, FTS 426-9554.

FIELD PLACEMENT PLAN

Since May 1977 certain restrictions on hiring, promotions, and other personnel actions have been in effect with the objective of increasing the economy and efficiency of agency operations. To further assist this effort, a placement program has been developed to accomplish a more effective distribution of FAA personnel resources. Effective March 27, Regional and Aeronautical Center vacancies, with certain exceptions, may not be filled until it is determined whether there are qualified Washington Headquarters or NAFEC candidates who are interested in moving to the field through voluntary reassignments or change to lower grade. The kinds of vacancies for which headquarters and NAFEC employees may apply include regional office positions in all program areas at grade GS-9 and above, Air Traffic facility team supervisors, assistant chiefs, and facility chiefs; Airway Facilities Sector Managers, engineering and supervisory positions; Flight Standards inspectors; and a variety of others. Vacancies identified by the regions will be posted in Washington Headquarters and NAFEC. Interested Washington Headquarters and NAFEC employees may apply for posted vacancies through their respective Employment Branches (APT-150/ANA-14). Specific local procedures will be issued by APT-100 and ANA-10 by March 28. Employees are encouraged to seriously consider the opportunities offered by this program for assignment to the field. It has been determined that all field assignments under this program are advantageous to the Government and that moving expenses will be paid by the agency. In cases of voluntary changes to lower grade, salary savings provisions will be authorized for eligible employees. Additionally, employees currently serving in the Washington Headquarters with return rights to the field may exercise these rights early within the scope of the agreement. This program will remain in effect until further notice and will be closely monitored to determine results.

FLIGHT SANS ELT OK

The agency has issued a regulation permitting an aircraft to operate temporarily without the required Emergency Locator Transmitter (ELT) when this equipment has been removed for inspection, repair modification or replacement. The change is effective immediately. The agency action implements legislation enacted by Congress to deal with the problems created by frequent malfunctions of the ELT. The new regulation limits the time an aircraft can operate with the ELT removed to 90 days. It also requires that a placard stating "ELT Removed" be mounted in the aircraft. The ELT is intended to aid in the swift location and rescue of any survivors of an aircraft accident by providing a "homing" signal for search aircraft. It is designed both to withstand the force of a crash and be triggered by the impact. Installation of the life-saving device was mandated by Congress in 1970.



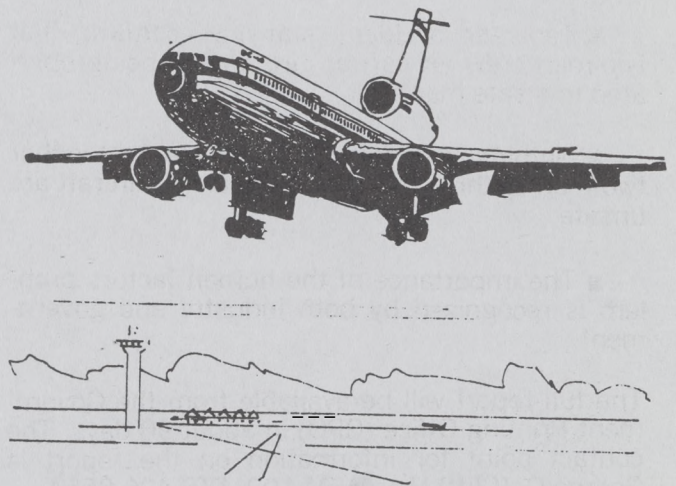
WARNING LIGHT A MUST

A new regulation requiring installation of a warning light to tell flight crews that an aircraft's pitot tube heating system is either turned off or inoperative has been issued by the agency. The heating system prevents ice buildups and blockage of the pitot tube which extends into the airstream and transmits information on speed, rate of climb and altitude to the aircraft's flight instruments. Blockage of the tube by ice has been cited as a cause in a number of accidents. Under the new regulation, all transport-category aircraft with pitot tube heating systems must have an amber caution light on the instrument panel to show when the system is not working or has not been turned on.

CUTTING NOISE AT NATIONAL

Two and three-engine, wide-body jets may be landing and taking off from Washington National Airport in the near future. At least, this was proposed by the agency last week as one facet of a new noise reduction policy. The big jets, including the DC-10, L-1011 and the A-300, are currently not permitted to operate from National, despite being only half as noisy as many of the smaller airliners now using the "downtown" facility. Besides introducing the bigger, quieter jets, the agency has proposed other new policies for the two Washington airports, National and Dulles International. Essentially, these policies are designed to define the respective roles of the two airports and reduce noise, limit the growth of passenger traffic and reduce night operations at National. They include:

- Prohibit scheduled airline flights at National after 9:30 p.m., one-half hour earlier than the present cut-off point.
- Impose strict ban on flights at National after 10:30 p.m. by all aircraft that do not meet the lowest levels of the stringent new Federal noise standards.
- With the use of widebody aircraft at National, ceilings would be imposed on the rate of passenger growth. Passengers would be limited to 16 million in 1985 and 18 million in 1990. The 1977 total was 12.6 million.





NEW AAC-20 CHIEF

George Williams, Systems Accountant in AAA-410 (Office of Accounting and Audit) in Washington Headquarters, is to be the new Chief, Accounting and Audit Division, at the Aeronautical Center, effective May 7, 1978. Williams, who worked as a systems accountant with the General Services Administration in Washington prior to joining the FAA, will replace Eddie Worsham who retires April 15, 1978.



MLS RACE DOWN TO WIRE

As the April deadline for ICAO selection of a microwave landing system nears, the agency has scheduled two additional demonstrations of this equipment. One will be held at Crow's Landing, California, and the other in Montreal, Canada, where ICAO will be in session, beginning April 4, to choose a new standard system for world-wide use. The American/Australian Time Reference Scanning Beam (TRSB) has already been recommended by an ICAO panel of technical experts. British interests, meanwhile, are conducting what Administrator Bond refers to as a campaign of "guerilla warfare" on behalf of their Doppler MLS, which lost out to TRSB in the technical evaluation. Nevertheless, Bond emphasizes, "development and test activities of the U.S. system will be conducted in the public view so the U.K. can witness, question, copy data and be privy to all raw data, both positive and negative..."

ARB CAFETERIA TO BE CLOSED

The cafeteria located in the Aviation Records Building will be closed to employees on March 31, 1978, beginning at 11:30 a.m. The Aeronautical Center will be hosting a Chamber of Commerce luncheon, beginning at 12:00 noon. The cafeteria management will adjust service in the Headquarters cafeteria as necessary to provide for additional employees eating there instead of the ARB cafeteria. The ARB cafeteria will resume normal operations on Monday, April 3, 1978.



T & A TRAINING "MAKEUP" SESSION

Time and Attendance Clerks who were unable to attend a training session on the new time and attendance card during the week of March 20 through March 24, 1978, may attend a "makeup" session on April 6, 1978, in Room 206D, Aviation Records Building. Those needing to attend should contact Payroll Branch, Ext. 2331, for an assignment to a session on April 6.



EQUIPMENT DISPLAY

Tektronix, Inc.'s display cruiser will be at the Aeronautical Center Tuesday, April 4, 1978 to demonstrate their Information Display products. The cruiser will be located in front of the Headquarters Building from 8:30 a.m. to 11:30 a.m. All interested personnel are invited to attend.



EMPLOYEE ASSOCIATION

The following tickets and services are available at the Employees Association Office:

Gaslight Dinner Theater, \$9.90 ea
Lloyd Noble Center (Norman) events:

- | | |
|----------|---------------|
| March 29 | Harry Chapin |
| March 31 | Shaun Cassidy |
| April 1 | The Gaithers |
| April 25 | John Denver |

COAST GUARD OPENING

The Coast Guard Institute, located in the Multi-Purpose Building, has issued Job Announcement 12-78 for the position of Secretary-Steno, GS-318-4, in the Research and Examination Division. Closing date for consideration for this position is April 14, 1978. Applicants should provide a current SF-171 and DOT F3430.1 (Performance Evaluation Record) dated within the last 12 months, to Room 232, Multi-Purpose Building, prior to the closing date. Call Ext. 2417 for further information.

Magic Kingdom Club Membership Cards for Disneyworld and Disneyland

Ice Follies, April 15-16, \$7.00 tickets for \$4.75; \$6.00 tickets for \$3.75

Oklahoma City 89ers baseball tickets: 25 box seat tickets for \$50.00; 10 general admission tickets for \$15.00

Six Flags Over Texas, \$7.25 ea

Silver Dollar City, \$5.95 child; \$6.95 adult

India Temple Shrine Circus, March 30-April 2



SPRING DANCE

Place: Elk's Lodge
47711 N. Tulsa
Music: Bob Wood

Date: April 8
Time: 9:00-1:00
Price: \$3.50 ea

Tickets are available at the Bookstore only.

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

Closing Date: April 13, 1978

Area of Consideration: FAA-Wide

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-12	Aviation Safety Inspector (Airworthiness), GS-1825-13	AFS-590	1825

SELECTIONS

<i>NAME</i>	<i>POSITION</i>	<i>LOCATION</i>	<i>ANN. NO.</i>
John S. Kern	Manager, Flight Inspection Field Office	ACY FIFO	FSNFO-77-80
*David Nixon	Electronics Tech. (Instruction)	AAC-940	AAC-77-155
Charles A. Carlson	ATC Spec. (Station-Instruction)	AAC-933	AAC-77-174
*John McLaughlin	ATC Spec. (Station-Instruction)	AAC-933	AAC-77-174
Stephen J. Bainer	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-175
**James R. Houde	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-175
*Eric D. Malmberg	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-175
James T. Parcell	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-175
*Dennis R. Beres	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Richard P. Bolton	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Larry H. Cole	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Ronald E. Driscoll	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Roger G. Ferguson	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
*Howard W. Smith	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Patrick A. Thawley	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
Jerry E. Pankonen	Aviation Safety Inspector (Operations-Instruction)	AAC-950	AAC-77-199
*James L. Craycraft	Electrical Engineering Tech. (Instruction)	AAC-940	AAC-77-205
Ray D. Grass	Electrical Engineering Tech. (Instruction)	AAC-940	AAC-77-205
*Gordon D. Green	Electrical Engineering Tech.	AAC-940	AAC-77-205

*Competitive reassignment

**Change to lower grade

SIGN UP FOR PAYROLL SAVINGS



GIVE YOUR DREAMS A CHANCE



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-14 April 5, 1978

OMB DIRECTOR VISITS

James T. McIntyre, Director of the Office of Management and Budget, Washington, D.C., visited the Aeronautical Center last Friday, March 31st. McIntyre was the guest of honor at an Oklahoma City Chamber of Commerce luncheon held at the Aeronautical Center. With the OMB Director were Senator Henry Bellmon and Congressman Tom Steed. McIntyre, prior to the luncheon, had been on a tour of Oklahoma's rivers with Senator Bellmon. After the dinner meeting, he was given a tour of the Aeronautical Center.



FAA CHECKS ADDITIVE

The agency has begun an investigation into possible safety hazards associated with the use of the chemical toluene in low lead fuels for general aviation aircraft. The chemical, which is substituted for tetraethyl lead to maintain the octane rating of the fuel, is suspected of softening or dissolving some plastic components used in some aircraft fuel systems and engines.

FAA is concerned that leaks might develop in the fuel system or that the fuel flow could be blocked if a piece of the softened plastic broke loose and became lodged in a constricted part of the fuel system.

Although only one case of failure directly traceable to the use of toluene in the fuel has been reported so far, FAA is checking with all manufacturers of general aviation aircraft to see if there is any evidence of similar problems with any of the fuel systems components in their aircraft.

TAXI CLEARANCE CLARIFIED

The Administrator has signed an amendment (91-150) to part 91.87(h) of the Federal Aviation Regulations which clarifies the language explaining taxi clearances at airports with operating control towers. Essentially the amendment, effective April 19, 1978, makes it clear that an ATC clearance to "taxi to" an assigned runway prior to taking off on that runway does not authorize the aircraft to cross that same runway where it intersects the taxi route, and that an ATC clearance to a point on an airport other than the takeoff runway is a clearance to cross all intersecting runways.



CITED FOR HEROISM

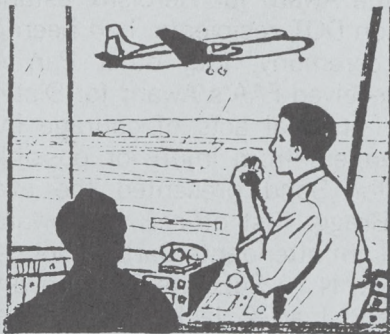
For risking her life to save passengers and crew members after the ground collision of two 747 jets in the Canary Islands, Pan American World Airways stewardess Dorothy Kelly of Daleville, Ala., was presented the DOT's highest award for bravery last week by Secretary Adams. It was the first time the Award for Heroism, established in 1975 for non-DOT recipients, had been given. At the same ceremony, four other Pan Am crew members received FAA's Award for Distinguished Service for unusual acts of courage in helping save passengers from injury or possible death. Administrator Bond presented the awards to: Robert L. Bragg, first officer, of Howard Beach, N.Y., and flight attendants Carla J. Johnson, Oyster Bay Cove, N.Y.; Suzanne C. Donovan, Harrisburg, Pa.; and Joan K. Jackson, Nashville, Tenn.

ALL IN A DAYS WORK

FAA controllers just doing their jobs have their special days and sometimes have to contend with very special problems. While controller Drew Clark of the Wilmington, N.C., Tower was instrumental one day in the seizure of more than 33,000 pounds of marijuana, Roger Brode, O'Hare Tower controller, had quite a different kind of red-letter day recently.

Roger wasn't scheduled to work that particular Saturday last month, but he came anyhow with a single-minded purpose. He was there to clear one aircraft for its final approach to O'Hare. After providing radar services to United Airlines Flight 990, Brode rushed to the tower cab where he issued the same aircraft, a Boeing 747, its final clearance to land and taxi to the gate. After working the one aircraft, Roger rushed to the terminal to shake hands with the United captain. It was his dad, who had just made his last flight as an airline pilot before retiring after 37 years in the business.

For Drew Clark, it was just another day until a DC-6 he was working aborted a landing and radioed to say the plane would proceed to another airport. The plane's erratic behavior and the sudden decision to proceed to an alternate landing site, made Drew suspicious, and he contacted U.S. Customs. When Wilmington Tower tried to locate the plane, it seemed to have disappeared until the Florence, S.C., Tower reported that a DC-6, using a different call sign, had just landed at the airport. Wilmington immediately notified Customs that the aircraft was in Florence, while the Florence Tower got in touch with state law enforcement authorities. In the elusive plane, Customs officers found 33,260 pounds of marijuana, which is the largest single quantity of cannabis ever seized in South Carolina.



LISTS TO BE CANVASSED

The agency's computerized distribution system has been expanded. Already used for Advisory Circulars, FARs and NPRMs, it also will handle a number of other publications in the future. Consequently, Flight Standards Service is canvassing certain special distribution lists (Z lists) to assess copy requirements. All addressees are requested to respond to Notice 1720.50, scheduled to be distributed in early April. Negative responses as well as positive ones are necessary in order to assure that the Notice reached all appropriate parties.

ACE GETS KUDOS

Characterizing the people in his region as "tremendous," Central Region Director C. R. (Tex) Melugin, Jr., has commended all for the way they coped with the "worst winter on record." He said in part: "I'm extremely proud of your efforts in keeping the aviation system operational and continuing to provide the public with the best service possible despite the trying weather. There are too many examples of individual effort to recognize each of you personally, but I want you to know that I sincerely appreciate the extra effort put out by all of you to keep us going throughout the past several months."

ORDERS CANCELED

The following orders are being canceled. They have served their purpose and are no longer needed:

1100.133, ATS Organizational Titles

AT 1800.1, Management of Unsatisfactory Condition Reporting Systems in ATS

7210.15, Management Guide: Air Route Traffic Control Centers.

NEWS BRIEFS



OZONE RESEARCH AT CAMI

CAMI's Aviation Physiology Laboratory (AAC-115) has been assigned the task of determining the short-and long-term effects of ozone on airline passengers and crewmembers. Experiments were begun in February and will continue through the last week in April 1978. Sixteen men and sixteen women are each studied twice, once with ozone exposure and once without, in an altitude chamber simulating actual flight conditions. The subjects are exposed to quite a low level of ozone, one not expected to produce any pronounced symptoms. The purpose of these experiments is to find the threshold for effects of ozone and an extremely cautious approach is being taken. After the current testing is completed, talks with agency and industry representatives will be necessary before further experiments can be designed.



POWER BY THE BOUNCE

Joe Thompson of the Procurement Division (AAC-72B) is making local and national news with a patent which may make tomorrow's electric automobile practical and long-lived. Thompson has a patent which converts wasted motion from auto tires into electrical energy. Thompson's patent uses the up and down flattening of tires on streets and highways to generate energy through some 20 air pumps inside a spinning automobile wheel. Thompson has no working model, but hopes to get some national interest in his invention through publicity.

ICAO POSITION

MONTREAL—Director, Air Navigation Bureau, PC-3/78. Salary range: Gross, U.S. \$54,160 to \$57,300; Net (free of tax) U.S. \$31,398 to \$32,687 without dependents, and U.S. \$34,277 to \$35,738 with dependents per annum, plus approximately \$3,000 cost of living allowance.

Qualifications required: Advanced university degree or equivalent academic qualifications in a scientific or engineering field closely related to aeronautics. Extensive high level experience in an executive and policy formulation capacity in the air navigation field of civil aviation essential. Responsible experience in the planning and direction of technical work programs and in high level negotiations with government authorities desirable.

Term of appointment is three to five years. As the statutory retirement age for the ICAO Secretariat staff is 60, only applicants who are expected to complete a full five-year term of appointment will be considered. Those whose age permits completion of two full tours should have an additional advantage.

Application for Employment (ICAO Form 144) should be forwarded to AIA-19 by June 26, 1978. Information about duties, salary, qualifications, benefits, and application forms are available in the personnel office. In addition to salary, employees may be eligible for other allowances. Federal Employees accepting ICAO assignments are entitled to restoration rights. Further information regarding ICAO assignments may be found in Agency Order 3330.6B, Chapter 7.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

Gaslight Dinner Theater, \$9.90 each

Lloyd Noble Center (Norman) events:

April 18—Beach Boys

April 25—John Denver

Ice Follies, April 15-16, \$7.00 tickets for \$4.75; \$6.00 tickets for \$3.75

Oklahoma City 89ers baseball tickets: 25 box seat tickets for \$50.00; 10 general admission tickets for \$15.00

Oklahoma Racing Association tickets, Adults \$3.10, Child \$2.00

Magic Kingdom Club Membership Cards for Disneyworld and Disneyland

Six Flags over Texas, \$7.25 each

Silver Dollar City, \$5.95 child; \$6.95 adult

FAA Golf Club Tournament April 29, 1978, at the Midwest City Regional Golf Course (John Conrad). Sign up in the EA Bookstore April 10-20.

REUNION PLANNED

A 25-year reunion is being planned for CAA/F employees who worked in the "3rd Region" before 1953. So, what's the 3rd Region? Well, that goes back to the time when regions were numbered, before ASO was Ah So or ACE was Ace. The pre-1953 3rd Region included about the same territory as today's Great Lakes Region. The reunion is being planned for Friday, May 26, in Des Plaines, Illinois. The get-together will begin at 6 p.m. and the cost will be \$15.50 per person. For more information, contact Mrs. T. Marczewski, 9936 S. Turner Ave., Evergreen Park, Illinois 60642.



SPRING DANCE

Place: Elk's Lodge
47711 N. Tulsa

Music: Bob Wood

Date: April 8
Time: 9:00-1:00
Price: \$3.50 ea

Tickets are available at the Bookstore only.

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: April 12, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ACCOUNTING AND AUDIT DIVISION			
AAC-78-84	Accounting Clerk, GS-501-5	AAC-21	501
FACILITY SUPPORT DIVISION			
AAC-78-85	Electrical Worker, WG-2805-8 Applicant must be able to obtain Government Vehicle Operator's License.	AAG-55	JE-2805
AAC-78-86	Maintenance Mechanic, WG-4749-8 Position has promotion potential to WG-10 without further competition. Applicant must be able to obtain Government Vehicle Operator's License to operate fork lift, lift-a-loft, etc.	AAG-55	JE-4749
INVESTIGATIONS AND SECURITY DIVISION			
AAC-78-87	Investigator, GS-1810-9	AAC-90	1810
FAA DEPOT			
AAC-78-88	Electrical Equipment Repairer, WG-2854-8 Position has promotion potential to WG-10 without further competition.	AAC-443	JE-2854
AIRCRAFT SERVICES BASE			
AAC-78-40	CANCELLED/Quality Assurance Specialist (Aerospace), GS-1910-11 Position will be filled by placement of 3R returnee.	AAC-820	

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: April 19, 1978

Area of Consideration: FSNFO-Wide

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-14	Program Assistant (Typing), GS-301-5 This position has promotion potential to GS-6 without further competition.	AFS-510	300-B

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Leander F. Walker	Supervisory Electrical Engineer (Instruction)	AAC-940	AAC-77-245
Lawrence L. Bicknell	Supervisory ATC Spec. (Terminal- Instruction)	AAC-932	AAC-77-256
Darward A. George	Supervisory ATC Spec. (Terminal- Instruction)	AAC-932	AAC-77-256
Dean J. Ritter	Supervisory ATC Spec. (Terminal- Instruction)	AAC-932	AAC-77-256
Donald L. Killmon	Supervisory ATC Spec. (Center- Instruction)	AAC-932	AAC-77-291
*Gwynn McClain	Medical Record Clerk (Typing)	AAC-130	AAC-77-293
*Teresa Hudson	Engineering Technician	AAC-440	AAC-77-301
*Billie Mason	Engineering Technician	AAC-440	AAC-77-301
James C. McKenzie	General Engineer	AAC-445	AAC-78-5
Rebecca J. Skinner	Shipment Clerk (Data Transcribing)	AAC-433	AAC-78-6
*Donald K. Tye	Operating Accountant	AAC-23	AAC-78-8
Thomas L. Schilling	Quality Assurance Spec. (Aerospace)	AAC-836	AAC-78-28
Bobbie J. Key	Cost Accountant	AAC-22	AAC-78-37
Raymond L. Bradford	Electronics Technician	AAC-442	AAC-78-39
Julia P. LaPorte	Telephone Supervisor	AAC-44	AAC-78-42
*Barbara A. Henson	Accounting Clerk (Data Transcribing)	AAC-21	AAC-78-45
Dwight S. Brown	Electronics Technician	AAC-442	AAC-78-46
Leroy Willis	Electronics Technician	AAC-442	AAC-78-47

*Competitive reassignment



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-15 April 12, 1978

A-300 COMING TO DCA

If all goes according to schedule a new, quiet, wide-bodied jet will be landing at Washington National Airport this week. The A-300 Airbus, a European-built twin jet operated by Eastern Airlines, is scheduled to touch down at 8 a.m., April 12 on a demonstration flight. It will be the first time one of the new wide-bodied jets has visited the downtown airport and is certain to be an object of great interest. Introduction of these new quiet jets is part of the agency's proposed noise abatement program for Washington National. The big planes generate only about half as much noise as the stretched Boeing 727, currently the most commonly used airliner at National.

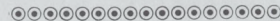


UFO IS ATLANTA "NO SHOW"

The Atlanta Braves baseball team didn't have a flying saucer at their season opener last week. They had planned to have a UFO arrive suspended beneath a helicopter, but George Bargmark, chief of the Atlanta General Aviation District Office, nixed the idea. He said it was both against regulations and dangerous, but, he pointed out, there was nothing FAA could do if a real flying saucer shows up. So, Atlanta ham radio operators burned the midnight oil trying to make contact with sports-minded extraterrestrials, but instead of celestial music, they heard only static.

EARLY HISTORY PUBLISHED

There was a time when an American engaged in flying could go about his business and scarcely notice the existence of Federal, state or local authority. His access to the air was totally unencumbered. He needed no pilot's license and his aircraft was not required to possess an airworthiness certificate. And once in the air, he was not obliged to abide by any rules of flight; there were none. How the Federal Government got into the business of regulating civil aviation and promoting its development is traced in a book just off the press, *Bonfires to Beacons: Federal Civil Aviation Policy Under the Air Commerce Act, 1926-1938*. Written by FAA Historian Nick A. Komons, *Bonfires* is the second volume to be published of a projected four-volume history of FAA and its predecessor agencies. Both *Bonfires* and its companion volume, *Takeoff At Mid-Century*, are on the shelves at the FAA and DOT libraries and in regional office libraries. A hardbound copy of *Bonfires* can be bought at GPO bookstores for \$8.00 a copy, Stock No. 050-007-00419-2.



OLD AGE RETIREMENT OUT

Stating that the law would benefit the elderly, people his own age and even people who are children now, President Carter signed a law which raises the mandatory retirement age to 70 for most Americans and eliminates the age limit altogether for almost all Federal workers. Under the new law, effective next year, most Federal workers will be virtually immune from mandatory retirement just because of age, and other employers will be prohibited in most cases from forcing an employee to retire before 70 just because of age.

TOP OFFICE PICKED

For safety achievements during calendar year 1977, the New England Region's Engineering and Manufacturing Branch Field Element has been selected as this year's winner of the Flight Standards Field Office Award. The Award is presented annually to recognize outstanding performance in Flight Standards aviation safety programs.

This year's winner was cited for its role in the investigation and solution of aircraft and engine problems in both domestic and foreign operations, its participation in studies leading to promotion of improved safety practices and its educational activities in support of accident prevention programs. Additionally, it was noted that the unit had contributed beyond the regular work programs by making engineering and piloting expertise available to industry, to other government agencies and to the public. Selection of the New England facility was made by a panel of Washington officials chaired by Acting Flight Standards Director J. A. Ferrarese. A plaque and certificate will be presented to the E & M Branch Field Element during ceremonies to be held in the near future.

Runners-up for the national honor included:

- Western Region: Sacramento General Aviation District Office;
- Southwest Region: Lubbock General Aviation District Office;
- Great Lakes Region: Grand Rapids General Aviation District Office;
- Southern Region: Jacksonville General Aviation District Office;
- Eastern Region: Aeronautical Quality Assurance Field Office;
- Central Region: Kansas City Engineering and Manufacturing District Office;
- Flight Standards National Field Office: Battle Creek Flight Inspection Office.



MONEY: PRETTY QUICK

You can get your Pay Deposited Quicker (PDQ) if you want to save yourself some time and trouble. It's simple: just sign up to have your paycheck deposited directly in your bank or credit union account. That's all there is to PDQ, which is what the agency is calling its campaign to make employees aware of the direct deposit program. Keep in mind that some salary checks are lost or stolen each payday. This causes a lot of hassle for the person involved. If you have your check deposited directly, this can't happen. The money is forwarded to your account whether you're at work or not. For example, if you happen to get sick and you have to go to the hospital, it is a great comfort to know that your salary is automatically being deposited. The fact that there is some money in the bank can be very important. So think it over. For more information, contact Cashier & Scheduling, X4721.



SPRING
HAS
SPRUNG!!!

APRIL FAA WORLD IN MAIL

Available: A change of pace from the routine, an island paradise. Come to Guam, a good place to live and work. In April, *FAA World* takes you to the crossroads of the Pacific and tells you and pros and cons of this overseas assignment..... Flying is getting safer and safer thanks to The Safety Merchants, the accident prevention specialists, who approach their tasks with almost an evangelical zeal. Our story explains the program and indicates the diversity of their activities..... The Miami GADO has a unique job with an odd and volatile segment of the aviation industry. It is beginning to get a handle on leased-cargo operations and earn a measure of respect from the rugged individualists there..... And read the people features: *Direct Line*, *Federal Notebook*, *Heads Up*, *Faces and Places*, plus *Word Search*.

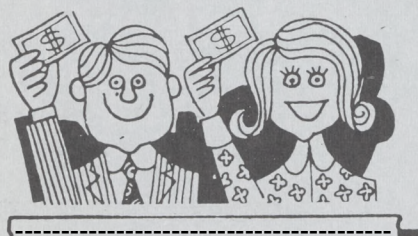
EMPLOYEE CONTRIBUTIONS SAVE \$\$\$

According to statistics released recently by the Civil Service Commission, Federal employees' cost-saving ideas and other actions beyond job requirements produced measurable benefits of \$319.4 million during Fiscal Year 1977 -an amount equal to the average income taxes of 172,000 Americans. The FAA reported a total of \$868,812 measurable benefits during this period.

The Aeronautical Center's portion of these measurable benefits amounted to \$68,806. More than 56,000 employee suggestions were implemented within Federal organizations. Within the FAA, of the 1,746 employee suggestions submitted, 423 were implemented. Aeronautical Center employees submitted 186 suggestions of which 77 were implemented. A total of 6,356 FAA employees received cash awards during FY-77. Of this number, 132 were awarded to Aeronautical Center employees.

Significantly, the Civil Service Commission reported there was a nearly proportionate distribution of awards for performance and for suggestions among employees at lower, middle and upper grade levels within the general schedule and other pay plans. The total investment in awards and quality increases in salaries represents less than two-tenths of one percent of the Federal payroll costs.

These achievements highlight a year in which over \$319 million in benefits from improved operations were realized through the ideas and actions of people in Government. Each of these contributions, regardless of the amount of benefits or impact, was important to the individuals involved, to their respective organizations and ultimately to the American public.



suggest

AC VISITORS

Recent visitors to the Aeronautical Center include:

From Japan: Mutsua Ohtoh, Jiro Nikamura, and H. Oikawa, Flight Inspectors, Civil Aviation Bureau, visited AFS-500 March 29, 30.

From Sweden: Ake Gustafsson and Goran Hansson visited in the FAA Academy March 30-31.

From Japan: Mr. Nakada, Special Assistant to Air Traffic Division, and Mr. Watanabe, Chief, General Affairs Section, visited the FAA Academy April 10-11.

From Japan: Mr. Tokuichi Sato, Mr. Yoshiji Yamazaki, Mr. Katsuyoshi Kawakami, and Mr. Mitsuo Sakuma, of the Japanese Civil Aviation Board, visited the FAA Academy April 10, 1978.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees association Office:

Gaslight Dinner Theater, \$9.90 each

Lloyd Noble Center (Norman) events:

April 18 — Beach Boys

April 25 — John Denver

Oklahoma City 89er baseball tickets: 25 box seat tickets for \$50.00; 10 general admission tickets for \$15.00

Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00

Magic Kingdom Club Membership Cards for Disneyworld and Disneyland

Six Flags Over Texas. \$7.25 each

Silver Dollar City. Adults \$6.95, Child \$5.95

FAA Golf Club Tournament April 29, 1978, at the Midwest City Regional Golf Course (John Conrad). Sign up in the EA Bookstore April 10-20.

FAA Float Trip Tour. See bulletin board in 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. daily from 12:30 to 4:30 p.m., except Wednesday.

AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: April 19, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
CIVIL AEROMEDICAL INSTITUTE			
AAC-78-90	Animal Caretaker Leader, WL-7706-5 Position involves rotating days off.	AAC-111	JE-7706
AAC-78-91	Coding Clerk, GS-357-4	AAC-130	300-B
AAC-78-92	Medical Records Technician, GS-675-5 Position has promotion potential to GS-6 without further competition.	AAC-133	675
FAA DEPOT			
AAC-78-93	Supply Clerk (Data Transcribing), GS-2005-4 Candidate must be a qualified data transcriber or clerk-typist.	AAC-430	2005
AIRCRAFT SERVICES BASE			
AAC-78-94	Clerk, GS-301-5	AAC-850	300-B
AAC-78-95	Secretary (Stenography), GS-318-4	AAC-850	318
FAA ACADEMY			
AAC-78-96	Clerk-Typist, GS-322-4	AAC-930	322

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
David R. Willman	Aircraft and Avionics Maintenance Officer	MSP FIFO	FSNFO-77-84
John Moore	ATC Spec. (Station-Instruction)	AAC-933	AAC-77-174
Francis T. Torikai	ATC Spec. (Center-Instruction)	AAC-931	AAC-77-175
*Ronald L. Oakley	ATC Spec. (Terminal-Instruction)	AAC-932	AAC-77-176
George J. Salles	Supervisory Aircraft Maintenance Specialist	AAC-830	AAC-77-286
*Willis F. Gee	Supervisory ATC Spec. (Center-Instruction)	AAC-930	AAC-77-291
*John H. Smith	Supervisory ATC Spec. (Instruction)	AAC-930	AAC-78-1
Richard E. Thompson	Chief, Support Section	AAC-260	AAC-78-10

*Competitive reassignment

"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

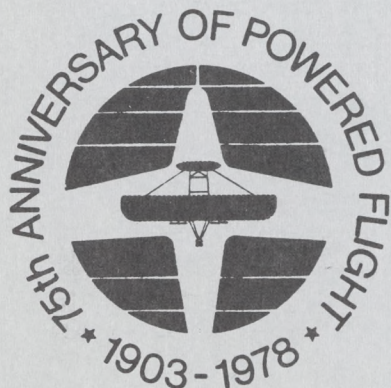
78-16 April 19, 1978

INDIANAPOLIS AWANS IS GO

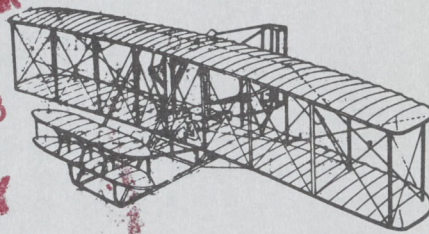
Automation went operational at the Indianapolis Flight Service Station on April 5 with the commissioning there (several months ahead of schedule) of the Aviation Weather and Notice to Airmen System (AWANS). The system uses a computer to collect, process, and store weather and other information that can be called up electronically in seconds by flight service specialists when they brief pilots. It eliminates the usual time-consuming task of leafing through numerous teletype sheets to find the information the pilots request. The Indianapolis FSS is the third in the country to be equipped with automated equipment as part of the agency's FSS modernization program. The other two are the Atlanta and Washington (Leesburg) FSSs. The Indianapolis AWANS originally had been scheduled for commissioning in the fall, but when the movement of the FSS from the Indianapolis Airport to the Indianapolis ARTCC was accelerated, so was the AWANS installation schedule.

TALKING COMPUTER GIVES WEATHER TO PILOTS

Beginning this week, pilots in the Washington, D.C. area will be able to get weather information from a talking computer in a test of an experimental system developed by FAA to make such information more readily available to airmen. Using push button telephones, a pilot will tell the computer what areas of the country he or she is interested in. The computer then will search its memory for the weather information on that area and pick out the proper pre-recorded words to relay that information to the pilot. During the four-month test only three types of weather information (hourly surface observations, terminal forecasts, and winds aloft) will be available from the computer. A pilot wanting more complete information still will have to call a Flight Service Station. A detailed brochure is available from NAFEC (ANA-250).



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APR 19 1978
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WRIGHT BROTHERS HONORED

DOT has developed an official logo for the Diamond Jubilee of powered flight. Shown to the left, the logo will be used extensively in the coming months as part of the nationwide observance of the Wright Brothers' achievement.

DULLES TAKES PLACE IN HISTORY

The Department of the Interior has determined that Dulles International Airport is eligible for listing in the National Register of Historic Places and for protection under Federal preservation law. The positive determination represented a rare exception to the general rule that a property must be at least 50 years old to be considered for the Register. Secretary Adams previously had written his counterpart at Interior asking for a determination in this matter, noting that Dulles "is architecturally significant and as such, should be nominated." FAA now is proceeding with the formal nomination of Dulles and inclusion in the Historic Register is expected next month.

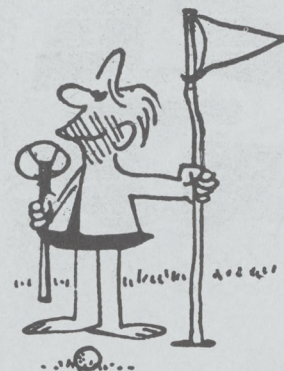


FEDS TO LEAD INFLATION FIGHT

In a speech last week to the American Society of Newspaper Editors in Washington, President Carter said the Federal Government will lead the way in the fight against inflation. And he asked private industry and state and local governments to follow the Federal Government's example of restraint. Specific actions outlined by the President include a proposal to limit the pay increase for Federal white-collar workers scheduled for October to about 5.5 percent. The President also said he will freeze the pay of all executive appointees, including members of his senior staff. In addition, Mr. Carter said all executive agencies will avoid or reduce, whenever possible, the purchase of goods and services whose prices are rapidly rising. Finally, the President again stressed his determination to eliminate unnecessary regulations which increase costs to private industry and thereby contribute to inflation.

CONCORDE BOOMS DISCUSSED

FAA's report on 123 Concorde operations last month at New York's Kennedy Airport show a slight decrease in overall noise levels when compared to previous months. However, the number of complaints about Concorde was up sharply with 293 recorded in March in contrast to 122 in February. The report also discusses the phenomenon of secondary or reflected sonic booms measured on Long Island by the Lamont-Doherty Geological Observatory of Columbia University under an FAA contract. The report lists eight secondary booms measured by Lamont-Doherty at East Hampton near the tip of Long Island in November and December 1977. Secondary booms are caused by pressure waves from aircraft in supersonic flight that bounce back to earth off refracting layers in the stratosphere. Although they may be audible, they have considerably lower energy levels than primary booms and are not of sufficient strength to cause damage.



CARY EUROPE BOUND

Charles O. Cary, Assistant Administrator for International Aviation Affairs since 1965, will head for Brussels in early May to take over the newly-created post of Special Representative of the Administrator. In his new job, Cary will represent the Administrator at meetings with foreign aviation officials. His other responsibilities will include the examination and evaluation of the role and functions of FAA in the Europe, Africa and Middle East Region. He will review FAA activities and programs in that region with a view towards making recommendations to the Administrator for improving efficiency and reducing costs.



FAM FLIGHT FIRSTS

Richard Hubbard and Edgar Clark of the Cleveland Center may never be immortalized in the Guinness Book of Records, but they have achieved "firsts" as far as familiarization flights go. They are the first controllers to use overseas domestic and international trips as "fam" flights under provisions of the new FAA/PATCO contract which for the first time allows such trips for non-oceanic sector controllers. On April 8, Hubbard flew to Panama via Braniff Airways, and Clark has been okayed for an April 19 trip to Tokyo on Flying Tiger Lines. Previously, only center controllers working positions that handle oceanic operations and flight service stations specialists assigned to international flight service stations were allowed to use overseas travel as familiarization flights. The new regulations governing international and overseas domestic familiarization flights are spelled out in the recently-revised Facility Management Handbook.

AGENCY LEASES CITATION II

The agency has contracted with Cessna Aircraft Co. for the lease of a Citation II for training, proficiency and administrative transportation. Scheduled for delivery in June, the aircraft will be based at Hangar 6 at National Airport. The Citation II was certificated by the FAA earlier this year. More than 400 of these aircraft have been produced and it is estimated that 300 or more of these will enter the general aviation fleet over the next few years. The contract, in the amount of \$136,925 for the initial year's lease, includes an option to extend the lease for five consecutive years through September 1983.



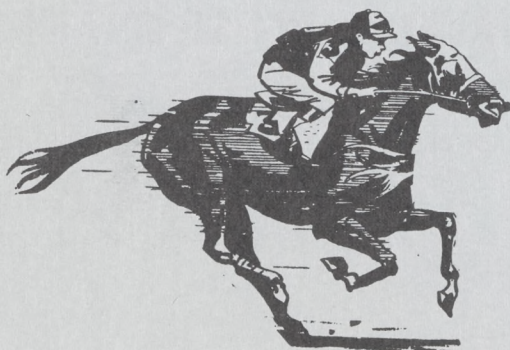
BLOOD PRESSURE MONTH

In conjunction with National High Blood Pressure month, May 1978, the Aeromedical Clinical Branch is conducting a high blood pressure screening program open to all Federal employees at the Aeronautical Center.

High blood pressure is one of the three major risk factors associated with heart disease and stroke. The American Heart Association estimates that one in 20 Americans has undetected high blood pressure.

Testing will be done every Tuesday, Wednesday, and Thursday from 1:00 p.m. to 4:00 p.m. during the Month of May in the Employee Health Clinic, Room 104, CAMI Building. Employees should come on one of the days indicated according to alphabetical order of last name:

- | | |
|----------|----------------|
| A thru D | May 2, 3, 4 |
| E thru K | May 9, 10, 11 |
| L thru R | May 16, 17, 18 |
| S thru Z | May 23, 24, 25 |



EMPLOYEE AWARDS

The following awards were given during March 1978:

SUGGESTIONS: **Charlotte L. Martin**, FAA Depot, was awarded \$35 for suggesting procedure development for loading shops for E & R program. **Robert J. Peters**, ASB, was awarded \$25 for suggesting improving the AVQ-64 Transponder, Receiver Sensitivity Adjustment. **Donald L. Heinley**, FAA Academy, was awarded \$50 for a suggestion to eliminate the AC ripple on TV videobaseline in BRITE 1 and 2 cameras.

QUALITY INCREASE AWARDS: **Barbara O'Neal**, AAC-942D; **Peggy R. Grossman**, MSP FIFO; and **Jerry Hurd**, OKC FIFO.

SPECIAL ACHIEVEMENT AWARDS: **Faustino R. Perieda**, AAC-55C; **Lena Dobbins**, AAC-118; **David Thompson**, AAC-340; **Lowell L. Stellner**, AFS-506; **Paul H. Erickson**, ATL FIFO; **Richard L. Peterson**, BTL FIFO; **Theodore L. Burdick**, ACY FIFO.

OFFICIAL LETTERS OF COMMENDATION: **Oral R. Davis**, AAC-53B; **Felipe Escobedo**, AAC-310; **Mary A. Pryor**, BTL FIFO; and **Billy E. Shipp**, **Gerald L. Thompson**, and **Bruce F. McGahee** of ATL FIFO.

AAC-932: **Evelyn M. Cornell**, **Joseph C. Beke**, **Patricia R. Caven**

AAC-932A: **James L. Beall**, **Lawrence L. Bicknell**, **Thomas C. Bonacki**, **Paul E. Colley**, **Paul A. Conway**, **Warren N. Gillespie**, **Thomas R. Hickerson**, **Harry M. Hinkel**, **William H. Jordan**, **Jack S. Oliver**, **Anacletus C. Queri**, **Charles L. Rhoads**, **Robert G. Slavin**, **Curtis L. Tyree**, **Orin J. Wardnell**.

AAC-932B: **James A. Boone**, **Willie F. Card**, **Donnie D. Carpenter**, **Larry P. Connor**, **Joseph W. Gannon**, **Darward A. George**, **Leroy W. Holdeman**, **Kenneth L. Mitchell**, **Jack E. Margotta**, **Clarence C. Ransom**, **Gary A. Rose**, **Roger R. Schense**, **Gary Silver**, **James E. Tyma**, **Leo A. Yungfleisch**.

AAC-932C: **Donavon C. Arneson**, **David G. Arnold**, **Arthur B. Coleman**, **Robert L. Custis**, **Henry A. Guerrero**, **Norman D. Harris**, **Edgar J. Koscielniak**, **Stephen W. Lakin**, **Russell A. Leonard**, **Frank D. Milazzo**, **Richard R. Moretti**, **Robert A. Suplee**, **James D. Tennison**, **John W. Walsh**, **David R. Westernberger**, **Douglas N. White**.



AAC-932D: **Ronald P. Aikens**, **John M. Cook**, **James R. Ebeling**, **Wilbur J. Edds**, **Howard R. Goodson**, **Teddy J. Lane**, **Lewis E. Maston**, **Robert C. May**, **Jon R. Musser**, **John R. Newman**, **Andrew B. Oltmanns**, **Wallace D. Pfaff**, **Charles L. Tepsic**, **Larry L. Welsh**.

AAC-933C: **Jay A. Baumann**, **James V. Bernardini**, **Dennis W. Burden**, **Gary L. Henry**, **Pauline E. Clement**, **Annette Dake**, **Loren M. Gibbons**, **Olivia Houston**, **Richard P. Madri**, **Thomas E. Moody**, **Warren B. Porter**, **Jimmy R. Sentell**.

TO ALL EMPLOYEES: Your beneficial suggestions are always welcome and may put extra cash in your pocket. Submit your suggestion today. Don't let good ideas go to waste. Obtain suggestion entry blanks (FAA Form 2333) from your supervisor or your Incentive Awards Coordinator.



TRAVEL EXPENSE CHANGES

Order 1500.14 AC SUP 10 (pages 5-14-S1 and S2), which provides Aeronautical Center instructions for use of the commuted or actual expense method for permanent change of station (PCS) moves, is canceled. See N 4770.1, Centralized Household Goods Traffic Management, for appropriate instructions.

SECRETARY'S WEEK

April 24-28 is designated as National Secretary's Week, with Wednesday, April 26 emphasized as Secretary's Day. Although the work goes on year 'round, this is the week that we pay special tribute to the secretaries and to their efforts to keep our operations running smoothly and efficiently.



NAFEC HOSTS MEET

NAFEC will host a national conference of experts in the field of navigation April 25-27. Some 200 persons from government and private industry are expected to attend the meeting sponsored by the Institute of Navigation. Five technical working sessions are planned for the conference covering these subjects: National Plans and Government Policy, Future Needs, New Technology and Systems Development (two sessions) and Analysis of Future Concepts. All sessions will be held in the Howard Johnson's Regency Motor Hotel in Atlantic City.



WHAT'S THAT AGAIN?

This directive was recently issued statewide by the Colorado Bureau of Investigation: "Fortunately, the message we asked you to disregard was not sent. Thus, we ask that you disregard the message we sent asking you to disregard the last message."

HANDICAP COMPLAINTS

Beginning April 10, complaints of discrimination because of a handicap, physical or mental, will be processed in the same way as discrimination complaints based on race, color, religion, sex, national origin or age. Previously processed under the agency grievance system, handicap complaints now will be handled in accordance with Parr 713 of the Federal Personnel Manual.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees association Office:

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Lloyd Noble Center (Norman) events:

April 25 — John Denver

Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: April 26, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
AIRMEN AND AIRCRAFT REGISTRY			
AAC-78-97	Clerk, GS-301-4	AAC-260	300-B
AAC-78-98	Clerk, GS-301-4	AAC-250	300-B
FAA DEPOT			
AAC-78-99	Sheet Metal Mechanic, WG-3806-10	AAC-443	JE-3806A
Position has promotion potential to WG-11 without further competition.			
AAC-78-100	Painter, WG-4102-9	AAC-443	JE-4102

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: April 26, 1978

Area of Consideration: FSNFO Headquarters and OKC FIFO

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-15	Clerk-Typist, GS-322-4	AFS-580	322

SELECTIONS

<i>NAME</i>	<i>POSITION</i>	<i>LOCATION</i>	<i>ANN. NO.</i>
Lewis W. Chesnut	Uniform Payroll System Manager	AAC-20	AAC-78-22
Beverly Hite	Cold Type Composing Machine Operator	AAC-950	AAC-78-44
Marvin J. Beatty	Electronics Technician	AAC-442	AAC-78-47
Cardis L. Holley	Electronics Technician	AAC-442	AAC-78-48
Mitchel A. Francis	Electronics Technician	AAC-442	AAC-78-49
Larry J. Morrow	Electronics Technician	AAC-442	AAC-78-49
Donald L. Scholle	Electronics Technician	AAC-442	AAC-78-49
Casimir J. Sokolnicki	Electronics Technician	AAC-442	AAC-78-49
Richard L. Taylor	Electronics Technician	AAC-442	AAC-78-49
Berdena Greer	Data Transcriber	AAC-203	AAC-78-55
James Johnson	Supervisory Photographer	AAC-43	AAC-78-61



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-17 April 26, 1978

HUNDREDS APPLY FOR FPP

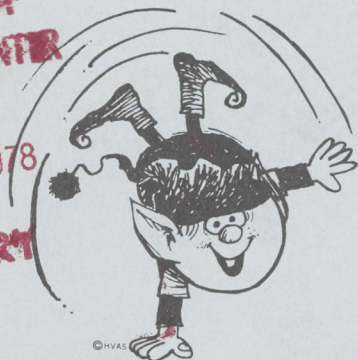
Under the Field Placement Program (FPP) which officially began April 3, over 580 regional and Aeronautical Center vacancies have been advertised in Headquarters and at NAFEC. FPP bidder lists are now in the hands of selecting officials for some 182 vacant field positions. As of last Friday, April 21, a total of 548 applications had been passed on to those selecting officials. Of these, 307 came from Headquarters and 241 from NAFEC. Although the numbers of vacancies posted at any one time will tend to diminish as positions are filled, the Field Placement program is an on-going program. Regional and Aeronautical Center vacancies will continue to be advertised in Headquarters and NAFEC as positions become vacant.

FAA MLS PICKED BY ICAO

"Today's action by the ICAO member states in recommending the TRSB microwave landing system for adoption as the international standard is a tribute to the vision and competence of those who developed it," Administrator Bond commented last week when the critical All-Weather Operations Division of the International Civil Aviation Organization (ICAO) endorsed the agency-backed microwave landing system (MLS) as the world's standard. ICAO members, meeting in Montreal, expressed a 39 to 24 (with eight abstentions) preference for the American/Australian Time Reference Scanning Beam (TRSB) system over the competing British Doppler system.

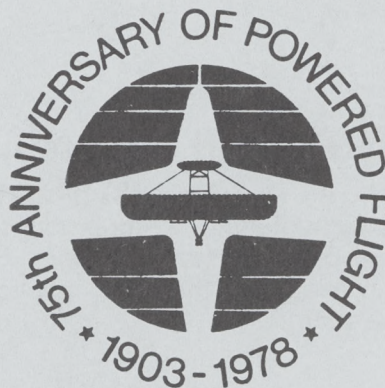
The vote took place after months of sometimes heated debate, characterized by Bond as "guerilla warfare." During this period, FAA teams demonstrated the TRSB system, which provides multiple and curved paths for landing planes, literally from the Arctic Circle to South America and Africa. The recommendations of the Montreal meeting will now be submitted to the Air Navigation Commission of ICAO and subsequently to the ICAO Council for final adoption, probably in late 1978. According to the Office of International Aviation, no problems are anticipated.

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SPRING FORWARD

Daylight saving time returns at 2 a.m. Sunday, April 30. Clocks should be moved forward one hour to begin six months of daylight saving time. The exceptions are Arizona, Hawaii, Puerto Rico, Virgin Islands, American Samoa, and that portion of Indiana within the Eastern Time Zone. These areas don't observe DST.



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

WOMEN IN AVIATION

Amelia Earhart was one of the first of her sex to demonstrate that women have a place in aviation, and now women all over the country are finding their places. For instance, the Columbia, N.C., General Aviation District Office recently certificated Susan Dusenbury of Florence, S.C., as the agency's first female Authorized Inspector (AI). According to reports from the field, she passed her AI test with flying colors..... And the "Ninety-nines," the women's flying organization started by Ms. Earhart, reports that many of its members are advancing to positions of new responsibility in FAA. Included are Terri Pirrung, who is taking over the job as FAA Safety Inspector in Rochester, N.Y., and Marilyn Sidwell, who recently added a free-balloon rating to her Air Transport Pilot certificate and has been selected as a General Aviation Operations Inspector program instructor at the FAA Academy..... Finally, other "Ninety-Nines" in training for ATC positions are Pat Newman from Ohio and Patricia "Buffy" Roach from Colorado..... The total number of women airline pilots in the U.S. was increased by 20 percent last week when six women were taken on to fly co-pilot on Texas International Airline DC-9 jets. Among the women was Jill Brown of Baltimore, Md., the first black woman ever to be hired as a pilot for a major U.S. airline.



CONGRATULATIONS, VI

VI Showers, AAC-480, recently passed the Oklahoma Bar Examination. Admission ceremonies will be April 28 in the state House of Representatives chambers for the 160 applicants who passed the exam.

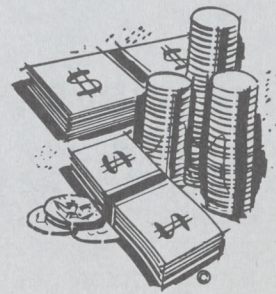
GO ECON OR YOU PAY

New procedures, prescribed by the General Services Administration, for using first-class accommodations on common carriers will be published shortly in an FAA order. A major provision of the new procedures, effective April 1, is that approval of first-class airline accommodations by Department of Transportation employees must be obtained from the Secretary or Deputy Secretary. No one below that level is authorized to approve the use of first-class air accommodations. Any cost of unapproved or disapproved first-class air travel over the cost of coach accommodations will be borne by the traveler. Also, a report will be made semiannually showing, among other things, the name of each employee who used approved first-class air accommodation. The single exception is travel to locations serviced only by air carriers providing one-class accommodations. Approval of such travel is not required.



ATCA DUES WITHHELD

As a result of a change in Civil Service Commission regulations, the dues for Air Traffic Control Association (ATCA) members now may be withheld from their paychecks. Generally, the revised regulations allow agencies to enter into dues-withholding agreements with professional or other associations, a privilege already accorded labor unions.



1978 SAVINGS BOND CAMPAIGN

The 1978 U.S. Savings Bond Campaign will be conducted at the Aeronautical Center May 1 through May 31. This will be the opportunity for employees to start a bond allotment or increase their present allotment. This year's staff is:

- Thomas J. Creswell, Area Chairman
- David B. Carmichael, Area Vice Chairman
- William Shelton, Jr., Campaign Coordinator

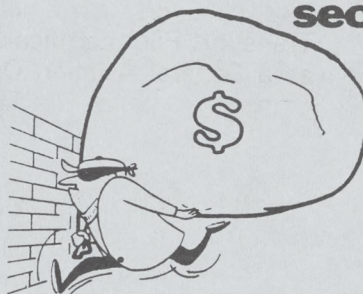
Organization coordinators are:

- AAC-1 thru 9 Ed Green
- AAC-10 Robert L. Hoppers
- AAC-20 Bobbie J. Key
- AAC-30 Minetta Hall
- AAC-40 William G. Murphy
- AAC-50 Bob Railey
- AAC-60 Walter C. Hurst
- AAC-70 J. B. Brown
- AAC-90 Harold Levescy
- AAC-100 Jerry V. Tobias
- AAC-200 Sterling L. Williams
- AAC-300 Patricia A. Savage
- AAC-400 Leo C. Smith
- AAC-500 Rhoda Hopkins
- AAC-800 Agnes Simmons
- AAC-900 Merrill F. Van Sickle
- AAC-1000 Warren A. Mills
- AFS-500 James C. Monroe
- DPB-60 Lorna Best

PDQ MEANS SECURITY

Has your paycheck ever been lost, stolen, late in arriving, run through the washing machine or sent to Clinton, Iowa, instead of Clinton, Maryland? One hundred and twenty-seven employees were victims of those and more. More than 12,000 banks and savings institutions have entered into an agreement with Treasury that provides a "guarantee" that employees will "without fail" receive credit on the established payday under PDQ. Most employees use this guarantee and all are paid on time. However, 45 percent did not, and 127 checks were late or lost. Delays in replacement were from 3 to 57 days. Don't let this happen to you.

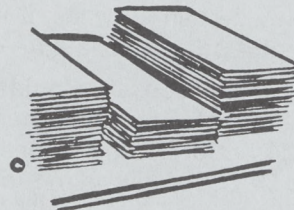
security—with the..



**Pay
D
Deposited
Q
Quicker**

NAFEC PUBLICATION OUT

NAFEC has compiled and published a comprehensive bibliography on separation standards in air traffic control systems. The bibliography also includes selected readings on related subjects such as collision risk analyses, effects of aircraft diversions and delays, and navigational accuracy. Listings were selected and annotated by Paul W. Bradbury of NAFEC's Simulation and Analysis Division, The NAFEC document, Report No. FAA-EM-77-13. "Air Traffic Separation Studies: An Annotated Listing," is available from DOT, M-443.1, Publications Section, Washington, D.C. 20590.



I'M SAVING UP FOR A PAIR OF WHEELS... AFTER ALL, A GIRL CAN'T FLY AROUND ON A BROOM ALL HER LIFE!

Sign Up For The Payroll Savings Plan

AND WATCH YOUR MONEY GROW IN U. S. SAVINGS BONDS.

**NOTICE
NATIONAL HIGH BLOOD
PRESSURE MONTH
MAY 1978**

In conjunction with National High Blood Pressure month during May 1978, the Aeromedical Clinical Branch is conducting a high blood pressure screening program open to all Federal employees at the Aeronautical Center.

Testing will be done every Tuesday, Wednesday, and Thursday from 1 p.m. to 4 p.m. during the month of May in the Employee Health Clinic, Room 104, CAMI Building. Employees should come on one of the days indicated according to alphabetical order of last name, as designated below:

A thru D	May 2, 3, 4
E thru K	May 9, 10, 11
L thru R	May 16, 17, 18
S thru Z	May 23, 24, 25

PAY FOR FAA SERVICES

The agency has proposed to charge fees ranging from under \$10 to over \$400 for certifying pilots and other airmen in order to recoup costs to the Federal government for providing those special services. In a Notice of Proposed Rule Making (NPRM), FAA also proposes to boost the fees it currently charges for aircraft registration and for the recording services involved in the transfer of aircraft titles.

The FAA action stems from a long-standing policy, based on a 1952 law, that individuals or groups receiving special benefits from services provided by Federal agencies should pay for them. FAA estimates that its proposed fees for both registrations and certification activities would recover approximately \$22 million per year. Currently, the charges for aircraft registration and conveyance yield only about \$900,000 annually. FAA said that while its current proposal covers only certain services, it intends later to propose fees for other special FAA service.

Comments on the proposal should be sent to FAA's Office of Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Ave., S.W. Washington, D.C. 20591. Deadline for comments is July 19, 1978.

VOTER SERVICE

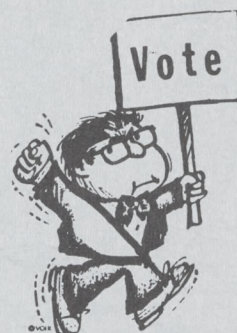
As a service to employees, registrars from the Oklahoma County Election Board will be at the Aeronautical Center next Tuesday and Wednesday, May 2 and 3, 1978, to assist Oklahoma County residents in becoming registered voters. To be eligible to vote in Oklahoma elections, you must be registered with the County Election Board in the county of your residence. You are eligible to register to vote if you are 18 years old, a citizen of the U.S. and a resident of Oklahoma. If you need to process a change of address or name change, or if you wish to change your party affiliation, the registrars will be happy to process a change to your present registration.

Registrars will be available from 11 a.m. to 2 p.m. at these locations:

- May 2 — HQ Cafeteria foyer
- May 3 — ARB Cafeteria foyer

The whole process only takes about 5 minutes. We hope you will schedule yourselves in such a way as to avoid a long line at the registration desk.

Questions concerning this service should be directed to AAC-16, X2638.



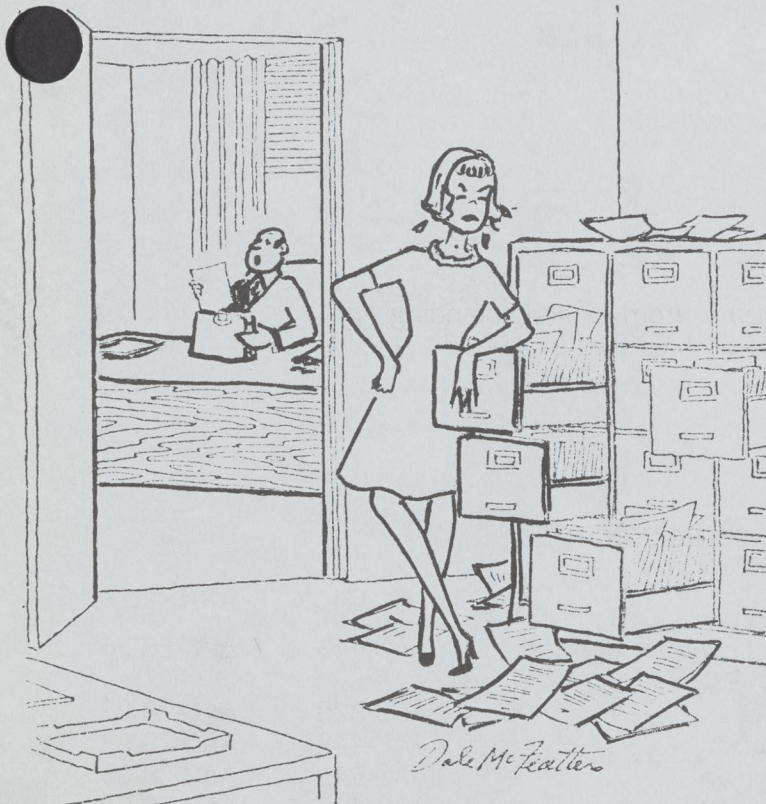
MORE MEMORY FOR ARTS III

As part of the Agency's continuing program to update and refine air traffic control equipment and facilities, a \$5.2 million contract has been awarded to Sperry Univac for ARTS III enhancement equipment. Essentially, the new equipment will increase the "memory" and therefore, the capability of the automated radar systems already on the line. Specifically, much of the added "memory" will be used for the Conflict Alert program which is currently being implemented at all 63 operational ARTS III sites.



SECRETARY'S WEEK

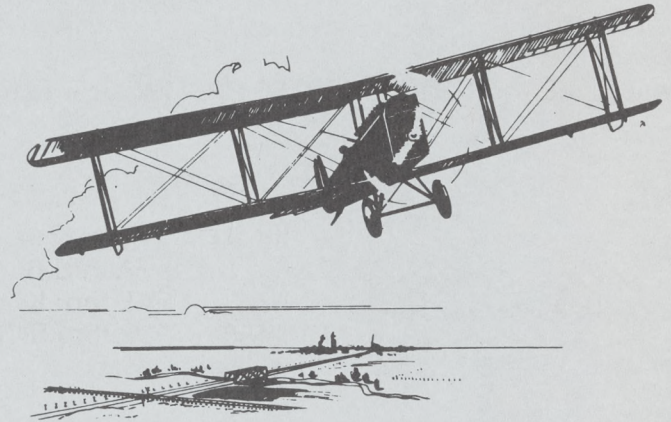
This is National Secretary Week, a time when we give special thought to those essential people who run our business. Secretaries are professionals, part of the management team, and as such, deserve recognition for a job well done. Take a bow, secretary persons. This is your week; today your day, to accept our thanks.



Never mind, Miss Betts. I had that letter in my briefcase."

WESTERN REGION SEEKS HELP

We have been invited to participate in the rebuilding of the Aerospace Museum and the International Aerospace Hall of Fame which burned to the ground last February. See last page of today's INTERCOM for details.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

- Gaslight Dinner Theater, \$9.90 each
- Lloyd Noble Center (Norman) events
- Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00
- Six Flags Over Texas. \$7.25 each
- Silver Dollar City. Adults \$6.95, Child \$5.95
- Magic Kingdom Club Membership Cards for Disneyworld and Disneyland
- FAA Float Trip Tour. See bulletin board in Bookstore
- Six-bulb carton of Westinghouse assorted household bulbs: \$2.00 tax
- FAA Caps: \$3.00 tax
- FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50; 1000 cards for \$10.50 and \$14.50



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: May 3, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ACCOUNTING AND AUDIT DIVISION			
AAC-78-101	Payroll Technician, GS-544-6	AAC-24	544
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-102	Offset Press Operator, WG-4417-9	AAC-45	JE-4417
INVESTIGATIONS AND SECURITY DIVISION			
AAC-78-103	Investigator, GS-1810-7	AAC-90	1810
FAA ACADEMY			
AAC-78-74*	Supervisory Aviation Safety Inspector (Operations-Instruction), GS-1825-14	AAC-953	1825
AAC-78-77**	Supervisory Electronics Engineer (Instruction), GS-855-13	AAC-944	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 has been extended to May 3, 1978, for Aeronautical Center employees only.

**Closing Date: May 5, 1978

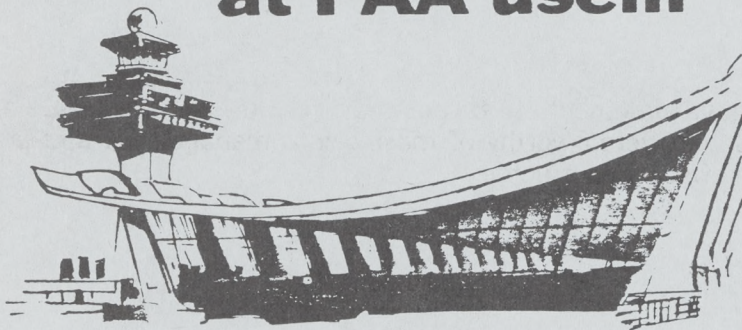
SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Johnny Wakefield	Electrical-Mechanical Accessory Repairer	AAC-443	AAC-78-26
Sandra J. Hoover	Clerk-Stenographer	AAC-820	AAC-78-27
John Bryan	Electronics Technician	AAC-442	AAC-78-63
John Mechan	Electronics Technician	AAC-442	AAC-78-63
Paul Reeves	Electronics Technician	AAC-442	AAC-78-63
Marion L. Honeycutt	Sheet Metal Mechanic Leader	AAC-443	AAC-78-64

NAME	POSITION	LOCATION	ANN. NO.
Arlando R. Ward	Film Assembler Stripper	AAC-45	AAC-78-65
Carolyn Crabtree	Bindery Worker	AAC-45	AAC-78-66
Robert Crane	Bindery Worker	AAC-45	AAC-78-66
Ronnie A. McCall	Bindery Worker	AAC-45	AAC-78-66
Bill R. Holley	Bindery Worker Leader	AAC-45	AAC-78-67
Larry G. Hayes	Warehouseman	AAC-434	AAC-78-70
Lillian Warlick	Clerk-Typist	AAC-940	AAC-78-82
Junia Horn	Secretary (Stenography)	DPB-60	TSI-78-2
*Harry J Hughes	Supervisory Airspace System Inspection Pilot	LAX FIFO	FSNFO-78-5
Ronald E. Dalton	Aerospace Engineer	AFS-580	FSNFO-77-73

*Competitive reassignment

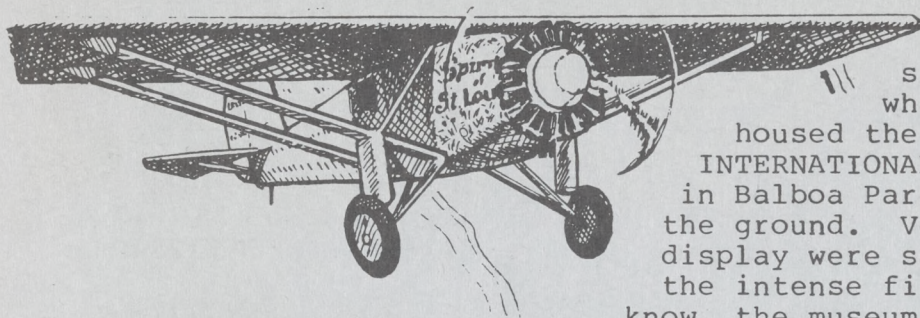
**more than 20,000 employees
at FAA use...**



**Pay
Deposited
Quicker**

DO YOU?

WESTERN REGION SETS UP RECOVERY FUND TO AID STRICKEN MUSEUM...

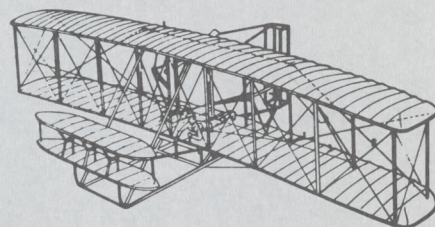


Last Feb. 22, two institutions of aviation significance were lost when the building that housed the AEROSPACE MUSEUM & the INTERNATIONAL AEROSPACE HALL OF FAME in Balboa Park, San Diego, burned to the ground. Very few objects on display were salvageable as a result of the intense fire. As some of you may know, the museum contained some 40 aircraft

dating back to World War I, as well as modern displays from today's space age. The most well known exhibit was a flyable replica of Charles Lindbergh's Spirit of St. Louis. Also destroyed were several Ryan airplanes, which were manufactured in San Diego, as well as a 1918 Curtiss JN4D "Jenny" and various World War II aircraft. Plans are now underway to rebuild the collection & open a new museum on Dec. 17, the 75th anniversary of the Wright Brothers' first powered flight at Kittyhawk, N.C., in 1903. Various fund-raising activities are being organized to make the re-opening of this historical west coast museum come true. In addition to financial help, the Aerospace Museum is also interested in aviation memorabilia items which reflect on aviation history to replace lost exhibits. If you have such items which you could loan or donate to the museum, please write & give a description of your article in a letter and mail directly to the museum:

COL. OWEN CLARKE
Room 203, Casa del Prado
Balboa Park
San Diego, CA 92101

As part of this Region's celebration of the DIAMOND ANNIVERSARY OF POWERED FLIGHT, we are offering an opportunity to FAAers who are interested in helping this cause to contribute to a fund to be given to the museum in the name of the FAA Western Region along with a list of FAA donors' names.



IF YOU WISH TO HELP, PLEASE MAKE YOUR CHECK PAYABLE TO "SAN DIEGO MUSEUM RECOVERY FUND" AND SEND YOUR CONTRIBUTIONS TO THE FLIGHT STANDARDS DIVISION (AWE-200), ATTN: BILL KRIEGER. (contributions are tax deductible)





"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-18 May 3, 1978

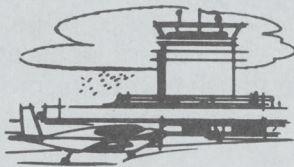
FAA AERO CENTER

RECEIVED

MAY 2 1978

AIRPORT LEGISLATION

The agency will hold a consultative planning conference June 1 in Washington, D.C., to discuss legislative options for continuing FAA's Airport Development Aid Program. An FAA-directed task force currently is studying various alternatives for amending or replacing the Airport and Airway Development Act. Originally enacted in 1970, the law was amended in 1971, 1973 and 1976. In addition to the Airport Development Aid Program (ADAP), the Act also authorizes funds for FAA's Planning Grant Program, the Facilities and Equipment Program, maintenance of navigation facilities, and certain research and development activities. Together, these programs account for one-third of FAA's operating budget. ADAP is the largest of these, with more than \$540 million authorized for airport development grants in the current fiscal year. Additional information on the meeting can be obtained by calling (202) 426-3912.



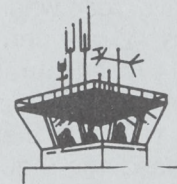
EXECUTIVE DEVELOPMENT PROGRAM

Changes to FAA Order 3110.13C, Executive Development Program, are now being coordinated with Region/Center Directors and Office/Service Heads. Employees interested in applying for the program are advised that the announcement will be in the summer.

A SHORT, SAFE FLIGHT

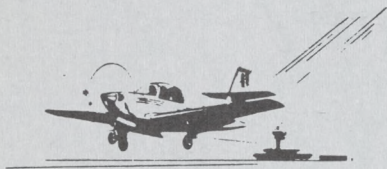
The airplane was hardly off the ground at Salt Lake City Municipal Airport when controllers saw it was in trouble. Instead of turning west after takeoff, the pilot had veered eastward and was observed on radar heading toward high, dangerous terrain under instrument conditions. Tower controllers Roland B. Manwaring and Don M. Millward tried to alter his course but their warnings were ignored. When they finally did get through, the pilot reported that the transmissions were unreadable, that his radio was malfunctioning, and he was having trouble with his left engine. He continued flying toward the hazardous terrain until eventually the controllers' message filtered through the static. But once communications were established, the pilot's navigation equipment began failing. So the controllers took over and vectored him back to the airport. Then they gave him a non-gyro approach which means they guided the plane to the runway hidden from the pilot by rain and fog. On the second try, he landed — safely.

During the month of March 1978, 312 flight assists were reported; 124 by flight service stations, 135 by towers, and 53 by centers. There were a total of 493 people reported on board the aircraft involved. The primary causes for the assists included 173 lost pilots, 24 low on fuel, 54 involved in weather, and 84 with some type of equipment malfunction.



FLIGHT STANDARDS' "SAVES"

Although usually "flight saves" are made by ATCSs, Flight Standards inspectors also get into the act from time to time. Recently, Operations Inspector Edward Johnson and Airworthiness Inspector Jim Sheppard, both from the Portland, Maine, GADO, were flight testing a 601-P Aero-star when they picked up a distress call on their radio. The pilot asking for help was lost and disoriented in mountainous terrain. As things turned out, he also was lucky. It took the FAA inspectors only a few minutes to figure out where the frazzled pilot was. After contacting him and putting him on a course for the Rutland, Vt., Airport, the FAAers intercepted the aircraft and led it to the airport. The landing was uneventful.



TIME TO SCHEDULE LEAVE

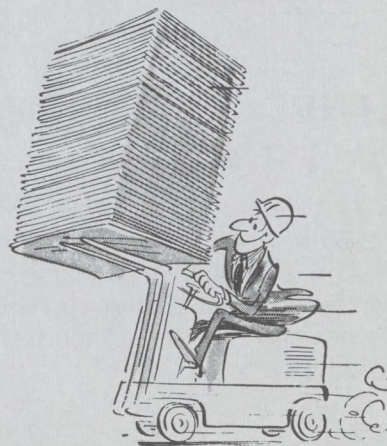
The time for summer vacations is upon us, and that means it is time to schedule annual leave. Accumulated annual leave in excess of the maximum permissible carry-over amount (generally 240 hours) is automatically forfeited at the end of the leave year if an employee does not use the leave. Civil Service Commission regulations do provide that annual leave forfeited because of exigencies of the public business or sickness may be restored if the leave is approved in writing before December 3 (the beginning of the third bi-weekly pay period prior to the end of the year).

Large blocks of leave should not be scheduled at the end of the leave year when foreseeable program requirements will not permit the leave to be used. Employees are encouraged to enjoy their leave earlier in the year to ensure that they receive the benefits to which they are entitled and to eliminate the need for requesting restoration of forfeited leave.

RETIREMENT RECORDS A MUST

Did you know that retirement applications must be accompanied by complete records of your Federal, civilian and military service? Failure to include complete records of Federal, civilian and military service with applications causes delays in processing and could create serious financial hardships. CSC Form 1084, "Information in Support of Civil Service Retirement Applications," has been designed to list your service in chronological order. Individuals planning retirement within the next year can assure that their service records are complete by requesting initiation of this form when they begin to plan their retirement.

Upon request, the Employment Branch, AAC-14, will complete CSC Form 1084 from information in your Official Personnel Folder. The form will be forwarded to you for review and verification. You should return the form to AAC-14, either indicating that all service has been accounted for, or, if military or other employment time is missing, providing a statement showing dates, agencies and locations of additional service. Locating and verifying missing records can be time-consuming. By starting early, verification can be obtained for periods of service for which records are missing, resulting in more accurate annuity estimates and insuring credit for all Federal service when your retirement annuity is computed by the Civil Service Commission. CSC Form 1084 is NOT a retirement application and in no way commits an employee to retire. Only upon submission of a retirement application will you be asked to certify that your records of government service are complete and accurate.



NEW EEO GUIDELINES

The Civil Service Commission has published EEO guidelines that substantially alter the procedures used in the past in processing EEO complaints. These guidelines are set forth in FPM Letter 713-42 dated March 13, 1978, and will eventually be incorporated in Part 713 of the Federal Personnel Manual.

In essence, the guidelines provide for extensive participation by the alleged discriminating official (or "alleged discriminator") from the initial advent of the counselor up through the CSC Appeal Review Board. The alleged discriminator's rights can be categorized as absolute (must) or permissible (should).

During the COUNSELING STAGE, the alleged discriminator *must* be advised (a) he or she has been named or identified by a potential complainant; (b) of the nature of the accusation; (c) that he or she has a right to have a representative present during the counseling interview or provide advice on how to respond to any questions asked by the counselor; and (d) that he or she is entitled to give his or her view of the circumstances surrounding the events giving rise to the complaint.

During the INVESTIGATION STAGE, the DOT investigator *must* extend to the alleged discriminator an opportunity to respond to the allegations made against him or her. Documents intended for inclusion in the investigative file and in which the official is identified and charged with discrimination *must* be made available to the alleged discriminator. The investigator *should* interview and receive information from the alleged discriminator as many times as may be necessary. The investigator *should* extend to the alleged discriminator an opportunity to suggest witnesses to be interviewed. The EEO Officer *should* keep the alleged discriminator informed as to the progress of the investigation.

During the INFORMAL ADJUSTMENT and PROPOSED DISPOSITION STAGE, the agency *must* inform the alleged discriminator of the terms of the agreement if an informal adjustment is agreed upon. If no agreement is reached, the agency *must* provide the alleged discriminator with a copy of the agency's proposed disposition.

What goes on here!



During the HEARING STAGE, the alleged discriminator *must* be informed of the hearing and given an opportunity to testify. The alleged discriminator *must* be given an opportunity to comment regarding any new allegations of wrongdoing which are brought by other witnesses testifying during the course of the hearing. The alleged discriminator *has a right* to have a representative present at the hearing while he is testifying.

After the FINAL DECISION, the agency *must* provide the alleged discriminator with a copy of the agency's final decision. The entire complaint file *must* be made available (with appropriate deletions) to the alleged discriminator, if there is a finding of discrimination. The entire complaint file *must* be made available (without any deletions) to the alleged discriminator, if the agency takes disciplinary action against him or her.

APPEALS: When an agency's decision is appealed by the complainant to the CSC Appeals Review Board, the agency *must* provide a copy of the Board's decision to the alleged discriminator. If the Board reverses or modifies the agency's decision, the agency *should* apply the procedures applicable to the agency's final decision.



TIRE BLOWOUTS STUDIED

A special five-man FAA team has begun a review of the certification of the tires, wheels, brakes, and landing gear of the DC-10 to determine if a design or other deficiency is responsible for the recent increase in tire blowouts on the aircraft. The team is headed by Edward Griffin who recently retired as Chief of the Engineering and Manufacturing Branch of the Central Region's Flight Standards Division. Also included are two members of the Engineering and Manufacturing Division at Washington Headquarters, a flight test engineer from the Northwest Region, and a tire expert from the Great Lakes Region. Meanwhile, the agency is in the process of upgrading its Technical Standard Order governing tires to demand higher standards than are now required. It also is preparing an amendment to the FARs which would increase the safety margin of tires.



LIFTING THE WORLD?

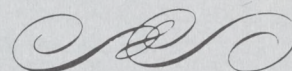
They say that if you have a long enough lever, you can move the world. Well, Goodyear Aerospace Corp. may not be trying to move the world, but they are thinking about constructing an aircraft that can move buildings and maybe whole towns. Goodyear engineers have been talking to the Great Lakes Region Engineering and Manufacturing Branch of the Flight Standards Division about getting a civil type certificate for a combination helicopter/super blimp. The "envelope" or bag for the proposed vehicle would be 2.5 million cubic feet, about ten times the size of today's Goodyear blimp. This would be attached to four S-64 Sikorsky Sky Crain Helicopters, enabling the craft to lift approximately 75 tons.

CU PHONE NUMBERS

The Credit Union now has the following phone numbers for your use:

General Office	X2676
Loan Department	X2323
Branch Office	722-4600

Extensions 2241 and 2242 are no longer in service.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

- Gaslight Dinner Theater, \$9.90 each
- Lloyd Noble Center (Norman) events
- Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00
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- FAA Caps: \$3.00 tax
- FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50; 1000 cards for \$10.50 and \$14.50

ATTENTION GOLFERS:

Sign up now through May 11, 1978, for the next FAA Golf Tournament to be held at Westwood in Norman on May 20, 1978. Tee times will be posted in the EA Bookstore on May 15. Each foursome should make sure their score card is signed and attested after each tournament. At future tournaments we will allow a golfer to win golf balls for only one closest to the hole so that we can spread the wealth. If you are close, record it, even if someone is inside you. Who knows — you may win a ball just for your efforts.

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.

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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: May 10, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-105	Supply Clerk, GS-2005-4 Incumbent will be required to lift a maximum of 45 pounds.	AAC-45	2005
FACILITY SUPPORT DIVISION			
AAC-78-106	Utility Systems Operator Helper, WG-5406-5 Position has promotion potential to WG-9 without further competition. Must be able to obtain Government Vehicle Operator's License. Regular days off are Wednesday and Thursday.	AAC-55	JE-5406
FAA DEPOT			
AAC-78-107	Supply Clerk (Data Transcribing), GS-2005-4	AAC-490	2005
AAC-78-108	Freight Rate Assistant, GS-2131-5	AAC-433	2181
AAC-78-113	Supply Technician, GS-2005-7	AAC-430	2005
AIRCRAFT SERVICES BASE			
AAC-78-109	Aircraft Systems Electrician, WG-2892-11 Incumbent will be required to work rotating shift.	AAC-830	JE-2892
AAC-78-110	Aircraft Attendant Leader, WL-8862-5 Incumbent will be required to work on second shift permanently and weekends and holidays occasionally.	AAC-830	JE-8862
AAC-78-111	Aircraft Attendant, WG-8862-5 Incumbent will be required to work on second shift permanently and weekends and holidays occasionally.	AAC-830	JE-0001
AAC-78-81	CANCELLED/Production Controller, GS-1152-9 Position filled by surplus employee.	AAC-850	
FAA ACADEMY			
AAC-78-112	Clerk-Stenographer, GS-312-4	AAC-911	312

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Walter R. O'Connor Dudley Mason, Jr.	Transportation Safety Manager Aviation Safety Inspector (Operations-Instr.)	DPB-60 AAC-953	TSI-78-1 AAC-77-259
Dinah L. Degman	Procurement Clerk (Data Transcribing)	AAC-72	AAC-78-53
ena Schamahorn	Clerk	AAC-440	AAC-78-62

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...enjoy the safety & convenience of the PDQ
plan as your check is automatically deposited.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-19 May 10, 1978

BOND SPEAKS OUT IN WORLD

In the May issue of *FAA World* Administrator Bond talks about the professionalism of FAA employees ("I never ceased to be impressed by the precision and accuracy and reliability with which they perform."), his philosophy of management ("...simplification of structure is always a goal, to my way of thinking."), labor-management relations ("I don't think it's something you practice at contract time; if you do, you do so at your peril."), and the Booz-Allen study ("I can't predict exactly what will come out of it, but generally, I am striving for a leaner organizational structure, one that has fewer boxes in it, one that increases the number of productive people and reduces middle management.").

Continuing with the Bond theme, the May *World* also has an article on the fabulous career of Peter Goutiere of the N.Y. ACDO who worked for the Administrator's father in the Far East some 30 years ago. And for those who observed "Sun" Day on May 3, the cover story describes what the agency is doing in the field of solar power. You'll also find other features and the regular departments, such as "Direct Line." Don't forget to take home a copy.



MIKE MONRONEY CENTER?

A bill which would designate the FAA Aeronautical Center as the Mike Monroney Aeronautical Center has cleared the House Subcommittee on Public Buildings and Grounds. It is expected to go before the Public Works Committee this week. The Senate approved similar legislation last year.

Monroney promoted location of the Douglas aircraft plants in Tulsa and Oklahoma City after he entered the House in 1939 and pushed for construction of Tinker Air Force Base in Oklahoma City. In 1955, he authored legislation establishing federal participation in airport development. Also, legislation initiated by Monroney led to the creation of an independent aviation administration, and in 1958, the enactment of the Federal Aviation Act.



PLACEMENT PROGRAM

To date, 39 offers have been extended to headquarters and NAFEC employees under the Field Placement Program, now in its fifth week of operation. Lists of applicants are now in the hands of selecting officials for 270 of the 709 regional and Aeronautical Center vacancies which have been advertised in headquarters and NAFEC. As of April 28, a total of 1032 applications had been referred to those selecting officials with 622 coming from headquarters and 410 from NAFEC.

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Distribution: C-8

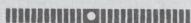
TOP RETIREES SELECTED

When the National Association of Retired Federal Employees selected the 10 finalists in its first Federal Retiree of the Year competition, the list included James E. Carter, formerly the Chief of the Air Traffic Airspace and Procedures Branch in the Anchorage Regional Office. However, a former Department of Defense employee walked off with the top honors and the \$2,500 cash award that goes with it. A May 31 reception is planned at the Mayflower Hotel in Washington to honor the winner and the other nine finalists.



KEEP BELTS FASTENED

In order to ensure maximum safety, the agency has proposed a regulation that would require airline passengers to remain seated and keep their seat belts buckled throughout a flight. The only exception would be when a passenger goes to the restroom or when a crew member authorizes a passenger to unbuckle the belt and move about in the cabin. The proposal also would require the airlines to post special signs saying "Fasten Seat Belts While Seated."



SPREADING THE WORD

With the help of FAA's Office of General Aviation, a new international aerospace education body was born in Dallas last month. Known as The World Aerospace Education Organization (WAEO), the new organization will work to promote a better understanding of the impact of aviation and space on the quality of life. Dr. Mervin K. Strickler, Chief of AGA's Aviation Education Programs Division, is one of six founding members of the new organization. Others include representatives from NASA and the Civil Air Patrol.

BETTER WIND INFO ON TAP

Chicago's O'Hare Airport went operational last week with a new surface wind detection system that enables controllers to provide pilots of arriving aircraft with more specific and accurate information on actual field conditions. The new system utilizes wind sensor equipment located near the runway threshold rather than sensors at the center of the field. The wind sensor equipment is part of a more complex computer-based wake vortex detection system currently being tested at O'Hare.



AV-AWOS COMPLETES TESTING

An unmanned aviation weather observation system that automatically collects and reports weather data satisfactorily completed four months of testing last week at the Patrick Henry International Airport in Newport News, Va. The Aviation Automated Weather Observation System, or AV-AWOS, now will be moved to the National Weather Service's test facility at Sterling, Va., where FAA and NWS will continue development work to enhance the equipment's capabilities.

AV-AWOS uses a series of automatic sensors to collect 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 computer and come out as a voice message which is available to pilots over their radios or on the telephone before takeoff. In addition, the weather reports are shown on cathode ray tube displays at local agency and airport facilities. As part of the test program, pilots in the area were asked to complete questionnaires giving their opinions of the new system. Their reactions will be summarized in the final test report, due later this year.

Join the Payroll Savings Plan.

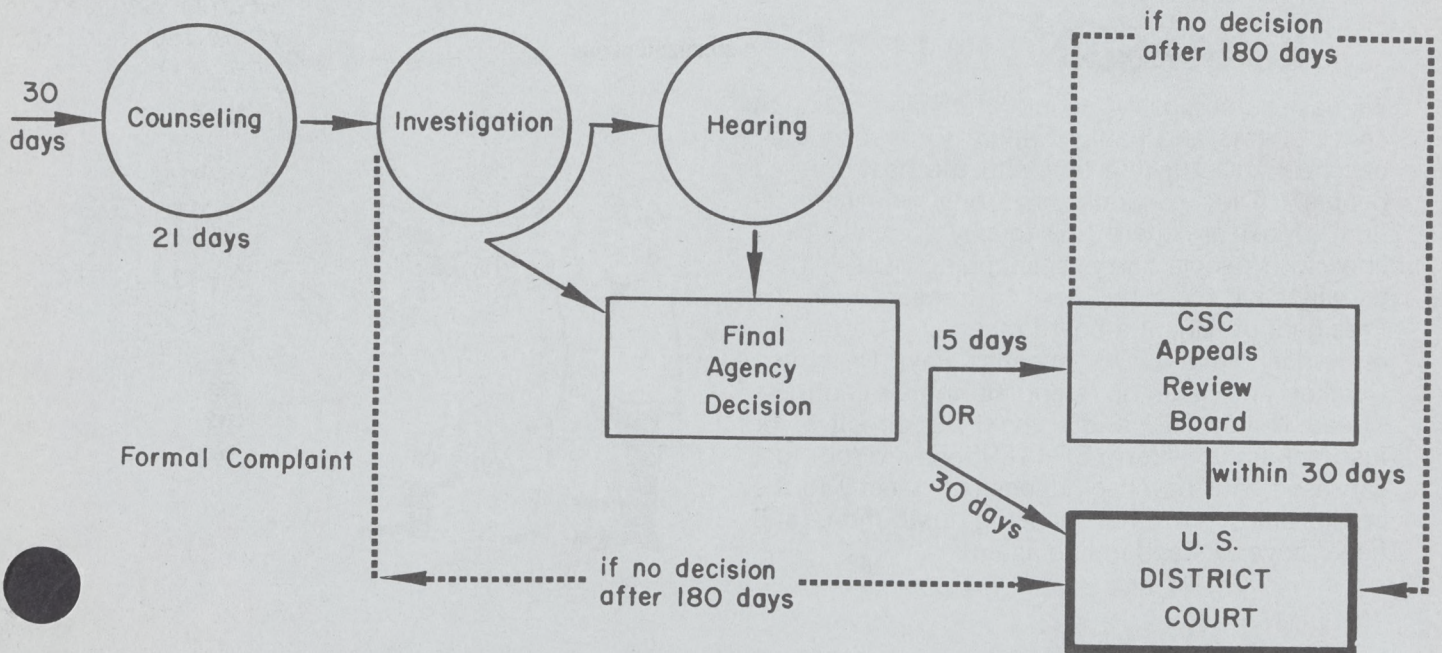
What goes on here!



PROCESSING COMPLAINTS OF DISCRIMINATION

Aggrieved employees or applicants for employment who believe they have been discriminated against because of race, color, religion, sex, national origin, age (40-70), or handicap (physical or mental), must consult with an EEO Counselor within 30 days of the matter giving rise to the complaint. Counseling is the first and most crucial stage in the discrimination complaint process.

After initial contact with an EEO Counselor, attempts are made to informally resolve the matter within 21 days or less. The chart depicted below shows the procedures and timeframes if informal resolution cannot be effected and the aggrieved person files a formal complaint:



ICAO SEEKS APPLICANTS

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

MONTREAL: 2 years — PC-9/78 Language Officer (Reviser), P-4. Gross: \$29,940; and Net (free of tax): \$20,209 without dependents and \$21,756 with dependents per annum. Language Requirement: A complete command of French as the native tongue or the language used for the purpose of education, with a thorough knowledge of syntax and stylistics. A thorough knowledge of English is essential. Also, Russian or Spanish would be valuable

PC-10/78 Editorial Officer, Spanish, P-3. Gross: \$23,910; and Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. Language Requirement: Spanish native tongue or the language used for the purpose of education and a sound knowledge of English is essential; a working knowledge of French and Russian an asset.

Applications due in AIA-19 by May 31, 1978. Additional information is available from your personnel office.



PROGRAM ON SOCIAL SECURITY CHANGES

The Federal Women's Program is sponsoring two lunchtime sessions in the Headquarters Auditorium concerning recent changes in the Social Security law as they relate to and potentially affect Federal employees. Mr. Kniffen of the Social Security Administration will make a presentation followed by a question and answer period. Two sessions will be held to provide all interested employees an opportunity to attend, one on May 17 and the other on May 18. Each session starts at 11:45 a.m.



NO STANDING IN LINE

We have some tips for people who stand in line at credit unions and banks waiting to deposit their paychecks: Get in the line with the best-dressed people. They generally have only one transaction. Most are there just to buy stamps. Avoid lines with people carrying shopping bags. They usually have more business to transact than the President of IBM at a board meeting. Better yet, remember that PDQ means Pay Deposited Quicker and give up standing in line entirely. Read Notice N2730.35, the PDQ directive, or just pick up your form SF 1189 today. You, too, can have your paycheck deposited directly to the credit union or other banking institution, and never have to stand in line again.

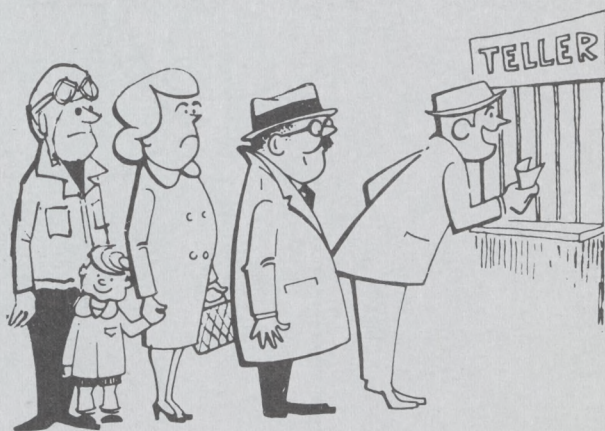
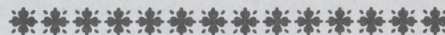
EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

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- Lloyd Noble Center (Norman) events
- Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00
- Six Flags Over Texas. \$7.25 each
- Silver Dollar City. Adults \$6.95, Child \$5.95
- Magic Kingdom Club Membership Cards for Disneyworld and Disneyland
- FAA Float Trip Tour. See May 17 issue of Wire-tap.
- Six-bulb carton of Westinghouse assorted household bulbs: \$2.00 tax
- FAA Caps: \$3.00 tax
- FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50; 1000 cards for \$10.50 and \$14.50

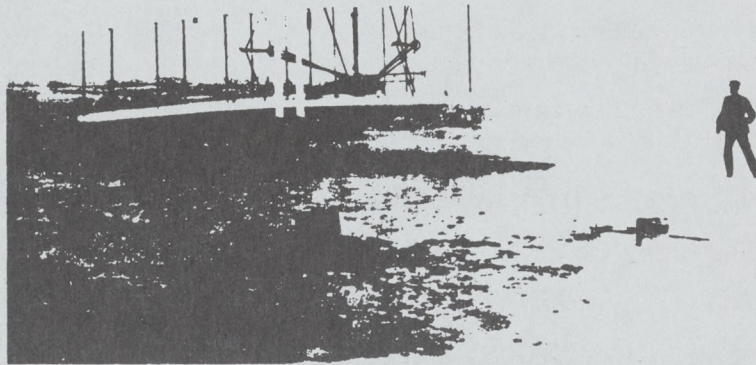
ATTENTION GOLFERS:

Sign up now through May 11, 1978, for the next FAA Golf Tournament to be held at Westwood in Norman on May 20, 1978. Tee times will be posted in the EA Bookstore on May 15. Each foursome should make sure their score card signed and attested after each tournament. At future tournaments we will allow a golfer to win golf balls for only one closest to the hole so that we can spread the wealth. If you are close, record it, even if someone is inside you. Who knows — you may win a ball just for your efforts.



1978: Diamond Anniversary of Powered Flight

How it was with the
Wright Brothers in 1903



February 12: Wrights test newly-built airplane engine for the first time.

February 12: Bishop Milton Wright notes in his diary: "The boys broke their little gas motor in the afternoon." The engine's casting had been broken when dripping gasoline froze the engine bearings.

March 23: Wright Brothers apply for a patent on their flying machine. (Patent issued May 22, 1906.)

April 16: Wilbur Wright's 36th birthday.

April 20: Bishop Wright notes in his diary: "The boys received their aluminum casting for their lightweight engine today."

May 25: Wilbur Wright to Octave Chanute: "We have the plans for our new machine about settled and are engaged in constructing some of the parts."

June 7: Orville Wright notes: "We worked out a theory on our own (on propellers) and soon discovered, as we usually do, that all the propellers built heretofore are *all wrong*. Isn't it astonishing that all these secrets have been preserved for so many years so that we could discover them!"

June 18: Wilbur Wright to Chanute: "Our engine develops at the brake 15.6 horsepower and we are convinced that is very close to what we will be able to reach as maximum."

August 19: Orville Wright's 32nd birthday.

August 23: Wilbur Wright to Chanute: "We are hoping to start for Kitty Hawk about September 20th, having been delayed beyond expectation."

September 9: Wilbur Wright to Chanute: "We shipped some goods to Kitty Hawk today and will ship the balance next week. . . The erection of a building will probably occupy us for a week, and it will take several weeks to set up the machine so we will not be ready for a trial much before October 25th."

September 23: Wright Brothers leave Dayton for Kitty Hawk.

September 25: Orville Wright notes in his diary: "Took trip over to Kill Devil Hill . . . and arrived at camp at one o'clock. We found provisions and tools already there."

September 26: Orville Wright notes in his diary: "Spent morning arranging kitchen and making 'French drip' coffee pot. In afternoon we began foundation for new building . . . (which would be used to assemble and house their new machine)"

September 28: Wrights finding the weather so favorable, stop work on the building and begin experiments with 1902 glider, making more than 60 glides that day.

October 3: Wrights modify 1902 glider and improve its performance by enlarging tail surface and changing method of attaching rudder to rear rudder frame.

October 5: New building completed.

October 6: Orville notes in diary: "Will and I worked on the new cradle which we upholstered so as to be softer than the old one."

October 7: Wrights modify the 1902 glider so that rudder could be operated directly from the cradle. (On this same date, Samuel Pierpont Langley's attempt to launch his "Aerodrome" ends in failure when the machine plunged into the Potomac River as soon as it left its launching track atop a houseboat.)

October 8: Parts for new aircraft arrive from Dayton

October 9: The *New York Times*, commenting on Langley's failure: "The flying machine which will really fly might be evolved by the combined and continuous efforts of mathematicians and mechanics in from one to ten million years."

October 9: Wrights begin assembling new machine.

October 16: Wilbur Wright to Chanute: "I see that Langley has had his fling, and failed. It seems to be our turn to throw now, and I wonder what our luck will be."

October 21: Wrights spend day gliding achieving, according to Orville, "by far the highest gliding we have ever done"

October 22: Orville notes: "We worked all day on lower surface and tail too sore from yesterday's gliding to take machine out."

November 2: Wrights begin installing engine on the new machine.

November 4: Orville in diary: "Have machine now within half-day of completion. Work on launching track finished"

November 5: Wrights, in testing engine and screws, break two propeller shafts. Send shafts back to Dayton for repairs.

November 12: Wrights terminate glider experiments because of the dilapidated condition of their glider.

November 20: Repaired propeller shafts arrive from Dayton

November 28: A propeller shaft cracks again during testing.

November 30: The Wrights decide not to waste any more time on the old propeller shafts. Orville, therefore, leaves Kitty Hawk for Dayton to make new shafts of more durable material

December 3: Orville arrives in Dayton

December 9: Bishop Wright notes in diary: "Orville started at nine o'clock, with his new propeller shaft, for Kitty Hawk."

December 11: Orville Wright arrives back in Kitty Hawk.

December 14: Wrights make their first and unsuccessful attempt to achieve powered flight, from slope of Big Kill Devil Hill. With Wilbur at the controls, the machine stalled after 3½ seconds in the air and settled to earth 105 feet below.

December 17: Orville wires his father: "Success four flights Thursday morning all against twenty-one mile wind started from level with engine power alone average speed through air thirty-one miles longest 57 seconds inform press home Christmas."

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: May 17, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-123	Film Librarian, GS-301-6 Requires 2½ years specialized experience in work related to film librarian field duties.	AAC-44D	300B
FACILITY SUPPORT DIVISION			
AAC-78-124	Electronics Technician, GS-856-9 Must have 1 year specialized experience on radar equipment.	AAC-52	856
FAA DEPOT			
AAC-78-125	Teletypewriter Repairer, WG-2509-11	AAC-443	JE-2509
AIRCRAFT SERVICES BASE			
AAC-78-126	Equipment Specialist (Aircraft), GS-1670-11 A & P License required.	AAC-820	1670

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Emery Vanover, Jr.	Aviation Safety Inspector (Airworthiness)	AFS-580	FSNFO-78-4
Gary S. Daugherty	ATC Spec. (Center-Instr.)	AAC-931	AAC-77-175
Arthur W. Breon	Electrical Engineering Tech. (Instr.)	AAC-943	AAC-77-205
Kenneth W. Weber	Electronics Tech. (Instr.)	AAC-940	AAC-77-258
*Marilyn M. Sidwell	Aviation Safety Inspector (Operations-Instr.)	AAC-953	AAC-77-259
*David Thompson	Computer Programmer Leader	AAC-330	AAC-78-78
**Henry A. Manek	Computer Programmer	AAC-330	AAC-78-78
Marsha A. Littles	Clerk-Typist	AAC-940	AAC-78-82
Margie A. Alabaster	Accounting Clerk	AAC-21	AAC-78-84

*Competitive reassignment

**Change to Lower Grade



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-20 May 17, 1978

FOUR ATCs HONORED FOR SAVES

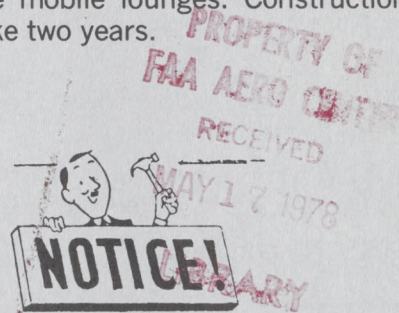
When a student pilot, suffering from vertigo, was lost in the clouds over rugged Alaskan terrain and needed help, FAA was there. David H. Williams of the FAA's flight service station in Tanana, Alaska, responded to the radio distress call and spent the next two hours reassuring the frightened and inexperienced pilot and guiding him down through the overcast to a safe and uneventful landing at the Tanana Airport. For his efforts, Williams was one of four FAA air traffic control specialists honored this week with an "Outstanding Flight Assist Award" in Washington, D.C., ceremonies.

Others receiving awards were: Robert Youngquist of the Eau Claire, Wisconsin, Flight Service Station; Robert W. Sory of the Nashville, Tennessee, airport control tower; and Gregory G. Barnes of the Los Angeles Air Route Traffic Control Center. In presenting the awards, FAA Administration Langhorne Bond noted that FAA air traffic control facilities provided 3,246 "flight assists" to pilots in trouble in 1977. Without this help, a great many of these flights would have ended in accidents.

While guiding the student pilot to a landing, Williams told him how to use carburetor heat to eliminate ice and how to fly on instruments. Youngquist checked a flight plan, realized a lost plane had only 30 minutes of fuel and provided headings directly to the runway. When the plane did land, only five minutes of fuel remained. Barnes vectored a pilot who had lost power to a small out-of-the-way airport and prevented a forced landing in mountainous terrain. Sory directed a rescue helicopter to the scene moments after a plane crashed and caught fire.

DULLES TERMINAL TO BE EXPANDED

The agency has awarded a \$6,649,000 contract to the Frank Briscoe Co. of East Orange, N.J., for expansion of the Dulles International Airport terminal building. The construction project involves the widening of the terminal building to the south (the airfield side) along its entire length. It will add approximately 75 feet to the width of the terminal on the ground level to provide extra space for airline personnel to sort baggage and an additional 50 feet on the concourse level for passengers using the mobile lounges. Construction is expected to take two years.



DO SS CHANGES AFFECT YOU?

Today (May 17) at 11:45 a.m., and again tomorrow at 11:45 a.m. in the Headquarters Auditorium, Mr. Claud Kniffin of the Social Security Administration will speak on the subject: "Social Security Benefits and the Federal Career Worker."

Changes in recent laws potentially affect all families who plan on both Federal retirement and Social Security income; therefore, all interested employees should plan to attend one of these sessions. Following the presentation there will be a question and answer period.

REGIONS' TOP FACILITIES

The outstanding regional air traffic facilities for 1977 have been named as a preliminary to next month's selection of the national winners. The annual competition to identify the top tower, flight service station and enroute center is held to recognize exceptional performance by air traffic facilities to promote the safe and expeditious movement of air traffic. The regional winners are:

EASTERN: Charleston Tower, Altoona/Johnstown FSS

SOUTHWEST: Houston Intercontinental Tower, Little Rock FSS, Ft. Worth Center.

SOUTHERN: San Juan Tower, New Berm FSS, Atlanta Center

CENTRAL: Wichita Tower, Wichita FSS, Kansas City Center

GREAT LAKES: Cleveland-Hopkins Tower, Cleveland FSS, Indianapolis ARTCC

ROCKY MOUNTAIN: Denver Tower, Salt Lake City FSS

NEW ENGLAND: Portland, Maine, Tower; Boston Center

WESTERN: Deer Valley Tower, Sacramento FSS, Oakland Center

NORTHWEST: Boeing Tower, North Bend FSS

ALASKA: Kenai Tower, Bethel FSS

PACIFIC: No nominees

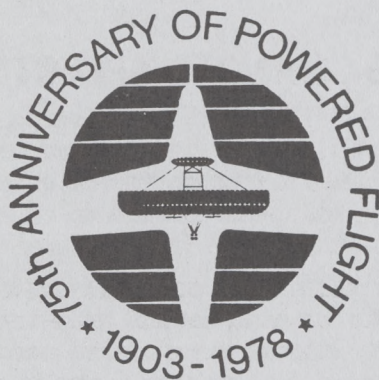
A ROSE BY ANY NAME

If you want to fly directly to Islip, Long Island, to visit the New York Air Route Traffic Control Center, you now will land at Long Island/MacArthur Airport. The name of the field was changed from the more parochial Islip/MacArthur last month. City fathers, who have changed the airport's name five times, now are trying to get the identifier switched from ISP to LIA, but that designator already has been assigned to Lima, Ohio. FAA policy, in fact, is to make identifiers as stable as possible because of the high costs involved in changing baggage tags, airline guides and other materials. For instance, Chicago O'Hare still carries the identifier of the old Orchard Airport (ORD), and O'Hare has done pretty well.



ALERTING SYSTEM AT LOGAN

An alerting system that detects low level wind shear caused by thunderstorms and fast-moving weather fronts will be installed at Boston's Logan International Airport by the agency next month. Using a mini-computer, the Low Level Wind Shear Alert System (LLWSAS) measures the speed and direction of the wind with sensors located at five points around the airport periphery. These readings then are compared with wind data obtained near the airport center. When a significant difference in wind velocity (approximately 15 knots) is detected, aural and visual alarms are triggered in the control tower cab, alerting controllers to potential wind shear conditions. The system is similar to those currently being tested at six other airports: Tampa International; Oklahoma City's Will Rogers; Houston Intercontinental; Denver Stapleton; Atlanta's W.B. Hartsfield, and New York's JFK. Operational tests at Logan are scheduled to begin in mid-August and tests at all seven locations are scheduled to run through the end of the year.



ICAO SEEKS APPLICANTS

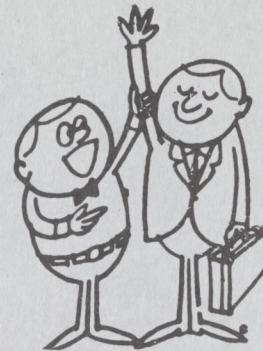
The following assignments are now available with the International Civil Aviation Organization (ICAO).

MONTREAL 2 years:

PC-15/78 Editorial Officer, Russian, P-3. Gross: \$23,910. Net (free of tax): \$16,978 without dependents, and \$18,193 with dependents per annum. Language Requirement: Russian native tongue or the language used for the purpose of education and a sound knowledge of English essential, with a working knowledge of French or Spanish an additional qualification.

PC-16/78 Language Officer (Interpreter/Translator), P-4. Gross: \$29,940. Net (free of tax): \$20,209 without dependents, and \$21,756 with dependents per annum. Language Requirement: A complete command of Russian as the native tongue or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. A thorough knowledge of English, and a sound knowledge of French or Spanish are essential.

Applications are due in AIA-19 by June 20, 1978. Information concerning applications, salary, duties, qualifications and benefits is available from the Personnel Office. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.



CAMI PERSONNEL RECEIVE AWARDS

Dr. J. Robert Dille, Chief of CAMI, received the 1978 Aerospace Medical Association's Theodore C. Lyster Award for outstanding achievement in the general field of aerospace medicine. The award was presented during the recent annual convention of the Aerospace Medical Association. Dr. Dille was cited for "his significant and continuing contributions to flight safety and to the health of civilian fliers and air traffic controllers as an active administrator, an active scientist, an active teacher, and an active physician." Dr. Dille was also named to a three-year term on the Board of Directors of the Aerospace Medical Association.

Two researchers in CAMI's Protection and Survival Laboratory were also recognized at this convention for their contributions to flight safety. **J. D. Garner** who heads up research in evacuation received the 1978 Harry G. Moseley Award for his work on evaluating flow rates for emergency exits, cabin doors and evacuation slides, for development of concepts in aircraft emergency cabin lighting and exit awareness, and for his most recent work on methods for evacuating the handicapped under emergency conditions. **Earnest B. McFadden** who heads up research in survival, was named a Fellow of the Association in recognition of his work with aircraft oxygen systems, flotation characteristics of aircraft seat cushions, infant flotation devices, shark avoidance, loading of life rafts and development of flame retardant smoke hoods.





NEW EEO GUIDELINES

The Civil Service Commission has issued EEO guidelines that extend our current complaints of discrimination process to persons physically and mentally handicapped

These guidelines are covered in FPM Letter 713-43 dated April 17, 1978, and eventually will be incorporated in Part 713 of the Federal Personnel Manual.

The guidelines cover specifically (1) competitive and excepted positions in the Executive branch of the Government, (2) those positions within the judicial branch of the Federal Government, and the government of the District of Columbia and the United States Post Office Service.

Handicapped person is defined as one who has a physical or mental impairment which substantially limits one or more of the person's life activities, has a record of such impairment, or is regarded as having such an impairment. This definition includes alcohol and drug abusers. Variations in our current EEO complaint procedures are (1) Civil Court actions will not be considered under CSC authority and (2) there will be no authority for back pay to a person who can establish that they were discriminated against because of a handicap in Federal employment. There is no specific statutory authority governing lawsuits involving discrimination because of a handicap for this reason....any such court action would have to proceed under *general jurisdictional* statutes without regard to the 180-day time limit.

STAFF TO SUPPORT 'COPTERS

A helicopter program staff to coordinate research and development in support of helicopter operations has been established within the Approach and Landing Division of SRDS (ARD-700). According to James R. Nelson, Acting Program Manager, the staff will help develop techniques, systems and procedures which will permit helicopters to use the National Airspace System more efficiently. In conjunction with this program, last week a CH-53 Sikorsky helicopter, which will be used for instrument flight testing, was delivered to NAFEC. The aircraft is on loan to FAA from NASA.

The first helicopter to actually join the agency's fleet, a Bell 206L, was delivered to Hangar Six at Washington National Airport early this month. Being leased on a yearly basis, the craft will be used for testing and evaluating new navigation techniques, for proficiency flying by agency pilots, and for transportation in the Washington area.



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The following tickets and services are available from the Employees Association Office:

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AERONAUTICAL CENTER PROMOTION PLAN ANNOUNCEMENTS

Closing Date: May 24, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-127	Clerk-Stenographer, GS-312-4	AAC-43	312
AAC-78-128	Moving Services Clerk, GS-301-5	AAC-44	300B
CIVIL AEROMEDICAL INSTITUTE			
AAC-78-129	Psychology Technician, GS-181-5	AAC-118D	181
This position has promotion potential to GS-7 without further competition.			
FAA DEPOT			
AAC-78-130	Clerk-Stenographer, GS-312-4	AAC-440	312
AAC-78-131	Electronics Technician, GS-856-5	AAC-442	856
This position has promotion potential to GS-7 without further competition.			
AAC-78-99	CANCELLED/Sheet Metal Mechanic, WG-3806-10	AAC-443	
This position was restructured.			
AAC-78-132	Sheet Metal Mechanic Helper, WG-3806-5	AAC-443	JE-0001
This position has promotion potential to WG-10 without further competition.			
AAC-78-133	Equipment Specialist (Electronic), GS-1670-9	AAC-482	1670
AAC-78-134	Electronics Technician, GS-856-7	AAC-442	856
This position has promotion potential to GS-9 without further competition. Applicants must have 1 year experience on NAVAIDS equipment.			
AAC-78-100	CANCELLED/Painter, WG-4102-9	AAC-443	
This position was restructured.			
AAC-78-135	Painter Helper, WG-4102-5	AAC-443	JE-0001
This position has promotion potential to WG-9 without further competition.			
AAC-78-136	Electronics Technician, GS-856-7	AAC-442	856
AIRCRAFT SERVICES BASE			
AAC-78-137	Quality Assurance Specialist (Electronics), GS-1910-11	AAC-820	1910

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

Closing Date: May 24, 1978

Area of Consideration: FSNFO, OKC FIFO and Aeronautical Center

May 17, 1978

: 6 :

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-78-18	Secretary (Stenography), GS-318-4	AFS-510	318

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Harold J. Curtice	Electronics Technician	AAC-950	AAC-77-113
Francis G. Rice	Electronics Technician	AAC-950	AAC-77-113
George M. Williams	Accounting Officer	AAC-20	AAC-78-2
William M. Watson	Supervisory Clerk	AAC-250	AAC-78-69

**PROMOTION PLAN ANNOUNCEMENT
SECRETARY (STENOGRAPHY), GS-318-5, 6, and 7**

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 Registers for this occupation. Registers were established for Calendar Year 1977. These Standing Registers were opened for competition every 90 days. For Calendar Year 1978, the current registers will be maintained and used to fill vacancies. Candidates presently on the registers will keep their original assessment score; however, those who have been on the registers for 1 year will have the points gained from education, training, experience, PER, and awards updated by AAC-14. These points will be added to their present assessment center score. This procedure will be used to update their file and placement on the Standing Register.

This announcement is open only to those who have not been assessed previously. During Calendar Year 1978, the Standing Registers will be opened for competition every 120 days to employees who have not been ranked by the Assessment Center.

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

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

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

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

CLOSING DATE: May 24, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	QUAL.
AAC-SR-78-2.1	Secretary (Stenography), GS-318-5	318
AAC-SR-78-3.1	Secretary (Stenography), GS-318-6	318
AAC-SR-78-4.1	Secretary (Stenography), GS-318-7	318

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



"service to those who fly"

Intercom

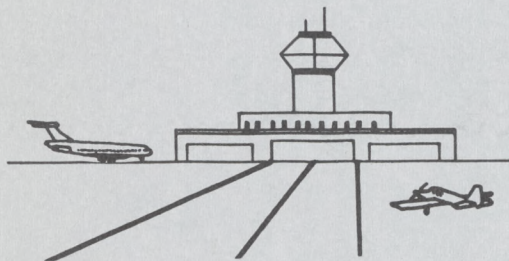
AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-21 May 24, 1978

LIBRARY

EXPERIMENTAL AIRWORTHINESS CERTIFICATES

In a speech delivered to members of the Experimental Aircraft Association in Washington recently, Deputy Administrator Taylor announced that the duration of airworthiness certificates issued to experimental aircraft soon may be extended. He said a Notice of Proposed Rule Making (NPRM) will be issued "before long" which will "extend airworthiness certificates for EAA planes on an indefinite basis, with an inspection annually required, just like other general aviation aircraft." Taylor went on to say that if the new rule is issued, flight inspectors will have to rely even more heavily than before on EAA's "well known trait of self-policing." He added that FAA has "been impressed with your fine efforts in this respect....."



FLY-IN ON NATIONAL TV

"Affair in the Air," a one-hour TV program depicting the annual 1977 Experimental Aircraft Association Fly-In at Oshkosh, Wisconsin, will be aired on public television stations June 6 at 9:00 p.m. EDT. Since not all public TV stations will carry the program at that time, check local listings for day and time of broadcast in your area.

AIRLINES MOVE TOWARD DABS

The airlines early this month voted to make provisions in new transponders so that they would be compatible with the agency's new Discrete Address Beacon System (DABS). The vote at the annual meeting of the Airline Electronic Engineering Committee in Minneapolis came after FAA published a draft national standard for DABS in the *Federal Register*. Designed to operate with the present Air Traffic Control Radar Beacon System, DABS will improve aircraft surveillance and, most importantly, will provide a data link communications capability which will increase safety, further improve traffic handling efficiency and generally reduce pilot/controller workloads. The first of three ground interrogators, being built by Texas Instruments, Inc., is scheduled to be delivered next week. Avionics to be used in a test of the system are currently being procured.

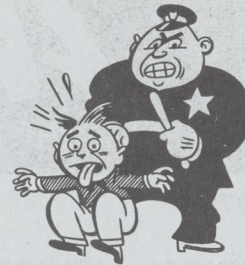


NOAA NAMES HURRICANES

If you are a hurricane watcher or if you live on the West Coast, there may be a Paul instead of a Paula in your life this season. The National Oceanic and Atmospheric Administration (NOAA) announced last week that it will drop the practice of naming hurricanes exclusively after women. Beginning this year, Pacific storms will be named alternately for men and women. Next year, Atlantic hurricanes will be identified in the same way. The projected cast of characters for Pacific disturbances this year are: Aletta, Bud, Carlotta, Daniel, Emilia, Fico, Filma, Hector, Iva, John, Kristy, Lane, Miriam, Norman, Olivia, Paul, Rosa, Sergio, Tara, Vicente, and Willa.

ATCA CONVENTION ANNOUNCED

The Air Traffic Control Association (ATCA) will hold the 23rd Annual Meeting and Technical Program this year on October 2-5 at the Kahler Green Oaks Inn, Ft. Worth, Texas. The convention theme will be "Integrated ATC Development — The Next Decade."

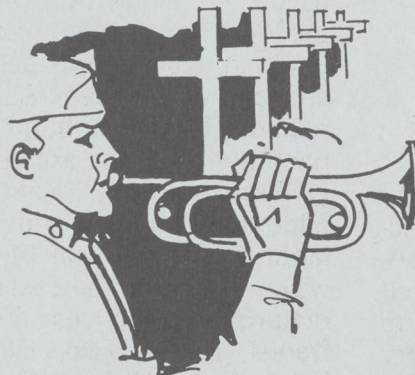


FRAUD AGAINST THE GOVERNMENT

Since the government loses millions, or even billions, of dollars through fraud each year, a concerted effort is being made throughout the government to detect fraud and bring those who commit it to justice. Any employee who commits a fraud is subject to both agency disciplinary action (which could include dismissal) and possible criminal prosecution. Persons found guilty of fraud may receive either jail sentences, a heavy fine, or both. Several FAA employees recently have been tried and found guilty of such fraudulent acts as claiming overtime for work not performed, making a false claim on a travel voucher or imprest fund, and submission of a false OWCP claim. Supervisors are reminded of Order 1600.38A, FAA Investigations Programs, paragraph 7, which covers reporting of criminal acts, and employees of Order 3750.3B, DOT Regulations on Employee Responsibilities and Conduct, Appendix 1.

ALERT FOR DOD TEACHERS

Teachers in the DOD Overseas Dependents School System between April 14, 1966, and June 30, 1975, have until November 1, 1978, to apply for back pay entitlement under a three-year-old court judgement. Write: Back Pay, 2461 Eisenhower Avenue, Alexandria, Va 22331. Give name under which employed, date of birth, social security number, and inclusive dates of employment. If currently with the Federal Government, give the name and address of the agency. The Department of Defense will compute each teacher's entitlement and so advise the teacher.



MEMORIAL DAY

A RACE WITH ICE

There was panic in the pilot's voice, but specialist Doyle D. Werner of the North Platte, Kansas, Flight Service Station could not establish direct radio contact with the lost plane. So a TWA flight closer to the meandering plane got in the act and relayed Werner's messages. The pilot of the single engine, light plane advised that he was in and out of clouds and picking up ice. He also reported that the plane was not equipped with a transponder and that he was not trained to fly on instruments. TWA then lost radio contact with the plane, but communications were reestablished through a United flight. From there on, vectors were first relayed and then radioed directly to the plane as the ice continued to build up on windshield and wings. But with the help of the FSS instructions this time the pilot won the race and landed before the ice build-up made his plane unflyable.

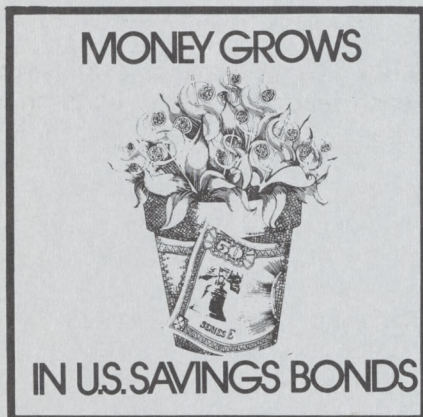
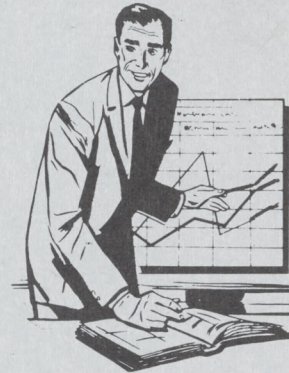
During the month of April, 321 flight assists were reported; 108 by flight service stations, 92 by towers and 31 by centers. There were a total of 57 people reported on board the aircraft involved. The primary cause for the assists included 144 lost, 30 low on fuel, 51 involved in dangerous weather and 38 with some type of equipment failure.

ICAO SEEKS APPLICANTS

The following assignment is now available with the International Civil Aviation Organization (ICAO).

MONTREAL 2 years: PC-17/18 Procurement Officer, P-3. Gross: \$23,910; Net (free of tax): \$16,978 without dependents and \$18,193 with dependents per annum. Applications are due in AIA-19 by May 31, 1978.

Information about salary, duties, qualifications, benefits, and applications is available at your personnel office. In addition, employees may be eligible for allowances such as: dependency allowance, assignment allowance, post adjustment, and installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights.



TRANSPORTATION DEATHS UP

Although 1977 was a particularly bad statistical year for aviation safety because of the runway collision in the Canary Islands, air crashes still accounted for only a few more deaths than the total for grade crossing and bicycle accidents. According to NTSB preliminary figures for 1977, general aviation accidents resulted in 1,395 deaths and air carrier accidents for 654 of which 573 were in the Canary Island crash. By comparison, 1,001 persons died at grade crossing and 952 on bicycles. Overall, transportation deaths were up nearly four percent in 1977, the first significant increase in five years. As usual, highway accidents led the way with 46,880 deaths, an increase of 1,357 over the previous year. Total transportation deaths numbered 52,154 as compared with 50,288 in 1976.

ORDER CANCELED

Order AT 3410.1, Performance Improvement Program, is obsolete and is hereby canceled. A new order will be published in the near future.

EMPLOYEE AWARDS

The following employees received recognition during the month of April 1978:

SPECIAL ACHIEVEMENT AWARDS: Carolyn Hudson, AAC-70; Charles J. Rusling, AAC-312; and Robert A. Supplee, AAC-932C.

OFFICIAL LETTERS OF COMMENDATION: Leroy Powell, AAC-942A; Edward W. Owens, AAC-953B; Ronald C. McGarry, AAC-953B; Clyde M. Pinkerton, AAC-953B; Philip J. Hoy, AAC-953B; Gary A. Lavender, AAC-953B; Alton E. Tolson, AAC-944F; James L. Bell, AAC-944F.

ADOPTED SUGGESTIONS: Jimmie R. Tyler, Facility Support Division, for suggesting a modification to a hot water tank to provide an access door.

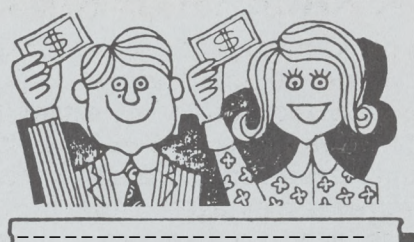
Earl W. McClure, Kenneth E. DeWitt, Bernard J. Bourgo, FAA Depot, for suggesting provision of a portable FSP;ANK test set.

Leonard Dutton, Aircraft Services Base, for suggestion on aircraft AC power for Hangar 9.

Ronald W. Chambers, Aircraft Services Base, for suggestion on use of aviation shop frequency to decrease turnaround.

Winston C. Rose, Aircraft Services Base, for a suggestion on installation of CV580 cargo door operation placard.

Robert S. Bowers, Aircraft Services Base, for a suggestion on encoding altimeter rate output calibration.



ESPECIALLY FOR EMPLOYEES

What is a SUGGESTION? It is a constructive idea, derived from any source by one or more employees, that is submitted in writing to an immediate supervisor and gives a "YES" answer to one or more of these questions:

1. Will it accomplish a job better, faster or cheaper?
2. Will it simplify or improve operations, tools, procedures, methods?
3. Will it effect improvements or beneficial changes in occupational safety practices?

The FAA pays cash for money-saving ideas. Complete Employee Suggestion Form 2333 and **SUBMIT YOUR SUGGESTION NOW.**



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

- Gaslight Dinner Theater, \$9.90 each
- Lloyd Noble Center (Norman) events
- Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00
- Six Flags Over Texas. \$7.25 each
- Silver Dollar City. Adults \$6.95, Child \$5.95
- Magic Kingdom Club Membership Cards for Disneyworld and Disneyland
- FAA Float Trip Tour.
- Six-bulb carton of Westinghouse assorted household bulbs: \$2.00 tax
- FAA Caps: \$3.00 tax
- FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50
- 1000 cards for \$10.50 and \$14.50

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: May 31, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
AIRCRAFT SERVICES BASE			
AAC-78-140	Electronics Technician, GS-856-5	AAC-830	856
Position has promotion potential to GS-9 without further competition.			
AAC-78-141	Production Controller, GS-1152-11	AAC-850	1152

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
FSNFO-78-17	Airspace System Inspection Pilot, GS-2181-14 (Inspection Position)	AFS-530	2181
Closing Date: June 8, 1978 Area of Consideration: FAA-wide			
FSNFO-78-20	Airspace System Inspection Pilot, GS-2181-13	AFS-530	2181
Closing Date: June 7, 1978 Area of Consideration: FSNFO-wide			

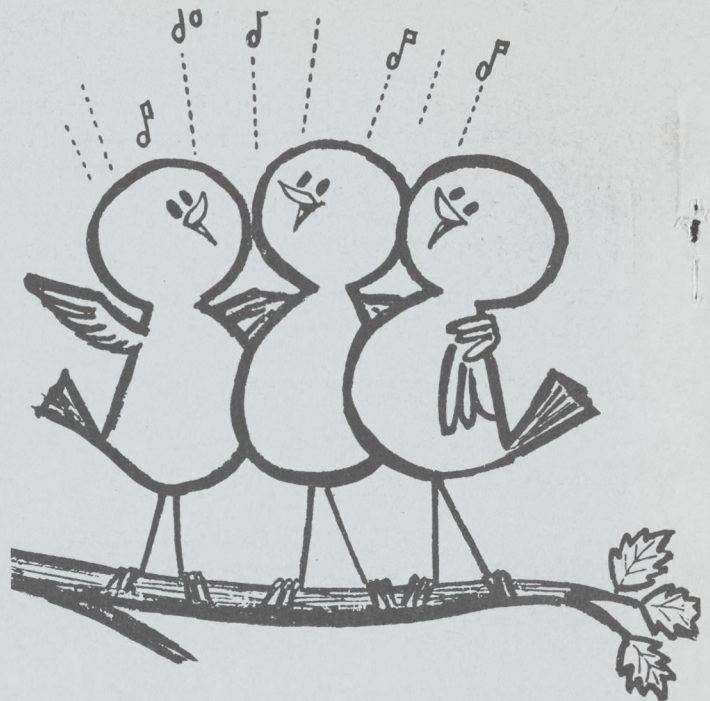
SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
John P. Harames	Electronics Tech. (Instr.)	AAC-940	AAC-77-257
Edward L. Clair	Electronics Tech. (Instr.)	AAC-940	AAC-77-258
Mark A. Nilson	Electronics Tech. (Instr.)	AAC-940	AAC-77-258
Henry A. Wint	Laborer	AAC-443	AAC-78-43
Marie M. Cobb	Clerk	AAC-260	AAC-78-56
Adrienne Walls	Clerk-Stenographer	AAC-45	AAC-78-75
Joyce Morrison	Clerk-Typist	AAC-940	AAC-78-82
Shirley Grove	Supply Clerk (Data Transcribing)	AAC-435	AAC-78-93
Leslie E. Melton	Aviation Safety Inspector (Operations-Instr.)	AFS-590	FSNFO-78-9

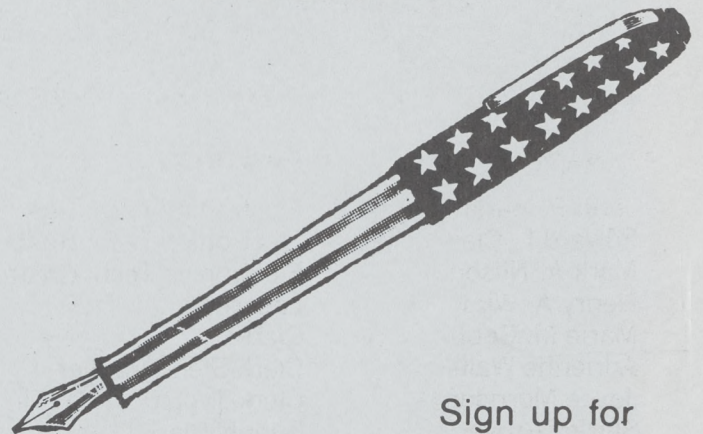
JUST FOR FUN

Many of you have experienced the confusion of traffic accidents and have had to try to summarize exactly what happened in a few words or less on insurance forms. The following was published by Tilden, a Canadian car rental business. Tilden apparently picked it up from an auto publication which got it from heaven knows where. The Alaskan Region TRAPLINE got it from the Toronto News, and we pass it along.

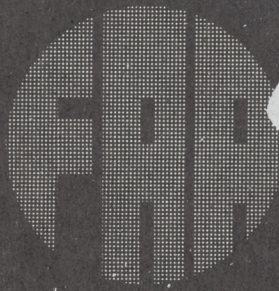
- Coming home, I drove into the wrong house and collided with a tree I don't have.
- I thought my window was down, but found it was up when I put my hand through it.
- The other car collided with mine without giving warning of its intentions.
- I collided with a stationary trunk coming the other way.
- A truck backed through my windshield into my wife's face.
- A pedestrian hit me and went under my car.
- The guy was all over the road; I had to swerve a number of times before I hit him.
- I pulled away from the side of the road, glanced at my mother-in-law, and headed over the embankment.
- In an attempt to kill a fly, I drove into a telephone pole.
- To avoid hitting the bumper of the car in front, I struck the pedestrian.
- An invisible car came out of nowhere, struck my vehicle and vanished.
- I told the police that I was not injured but on removing my hat, I found I had a fractured skull.
- I was sure the old fellow would never make it to the other side of the road when I struck him.
- The pedestrian had no idea which direction to run, so I ran over him.
- I saw the slow-moving, sad-faced old gentleman as he bounced off the hood of my car.
- The indirect cause of this accident was a little guy in a small car with a big mouth.
- I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.
- My car was legally parked as it backed into the other vehicle.



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SAVINGS BONDS



"service to those who fly"

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AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

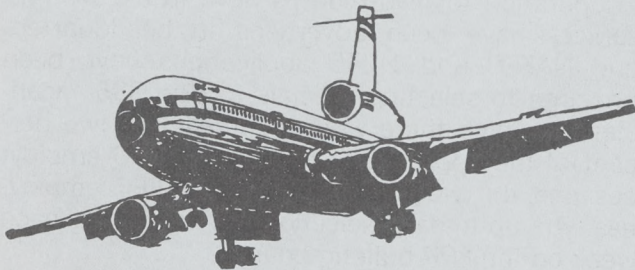
78-22 June 1, 1978

BOND TESTIFIES ON NOISE BILL

The DOT supports legislation that would assist the airlines in financing the modification or replacement of noisier aircraft in their fleet but "strongly opposes" any plan that would tie such aid to a rollback in compliance dates for meeting Federal noise standards, Administrator Bond told the Congress last week.

At issue is a Senate bill proposing a seven-year rollback for aircraft with the JT8D engine, such as the DC-9 and the Boeing 727 and 737, to meet the FAR Part 36 noise criteria. Now, half must be in compliance by the 1981 date and all by 1983.

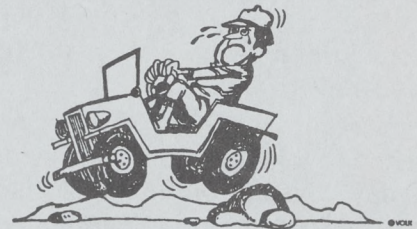
Bond said the proposed Senate bill, which would establish a \$20 million loan guarantee program for the purchase of new airline equipment, "appears to be based on the promise that retrofit of two- and three-engine jets provides inadequate noise reduction." Expressing the department's disagreement with this approach, Bond noted that a modified JT8D airplane is significantly quieter than an unmodified one, especially on approach. For example, he said, a stretched Boeing 727-200 treated with sound-absorbing materials operates at levels up to seven decibels quieter on approach than the untreated 727-200.



TEMPORARY STREET CLOSING

61st Street east of MacArthur at the northwest corner of Academy Headquarters will be temporarily closed during the day on Monday, June 5, 1978. Then it will be closed again for approximately two days during the week while power lines to the RTF building are being installed.

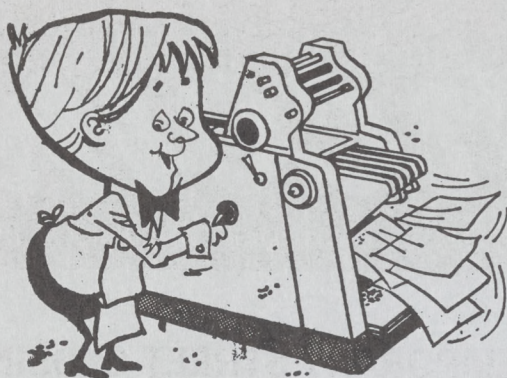
Barricades will be put up on both sides of the construction area. There will be no parking spots affected; however, access to parking lots north and east of Academy Headquarters and north of Hangar 8 will be via 63rd Street (between Air Traffic and Headquarters Buildings).



104th STREET CLOSING

104th Street between Meridian and Portland will be closed for approximately one week, beginning at 8:00 a.m. May 31.

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



FAA/PATCO CONTRACT PUBLISHED

Copies of the 1978 PATCO/FAA agreement are being distributed this week to all employees in the bargaining unit at ATC facilities throughout the system. The booklet includes all 75 articles contained in the three-year agreement signed last December 15.



FIRST EARTS DELIVERED

The first of four Enroute Automated Radar Terminal Systems (EARTS) was delivered to the Anchorage Center last week.

EARTS is essentially the ARTS III, specially modified by UNIVAC — the original manufacturer — for use in certain enroute facilities. Previously, ARTS III has been used operationally only in airport towers.

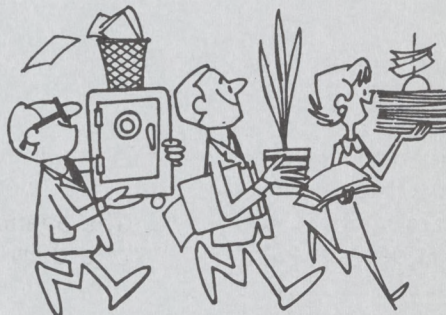
Installation of the system at Anchorage is expected to take four to six weeks. Following that, a 60-day "System On Site Test" is scheduled. System shakedown and integration will take another four to six months before the new ATC augmentation is ready for commissioning.

The automated equipment generates alphanumeric tags — letters and numbers — that follow the radar "blip" or target on the controller's scope. The three other systems are slated to be delivered to: Honolulu, July 1; Nellis AFB, Las Vegas, August 1; and San Juan, PR, October 1.

EMPTY TANKS CAUSED CRASH

Fuel exhaustion — just old fashion being out of gas — was the probable cause, according to the National Transportation Safety Board (NTSB), for the recent crash that killed members of the Lynrd Skynyrd rock music band. In all, two crewmembers and four passengers died when the leased aircraft plunged into a wooded area near Gillsburg, Miss., October 20, 1977. The probable cause, according to NTSB was: "The flight crew's inattention to the fuel supply which resulted in fuel exhaustion and total loss of power from both engines. Contributing to the fuel exhaustion were inadequate flight planning and an engine malfunction...."

The Board also noted that the lease covering the ill-fated flight did not conform to Federal regulations. It omitted a critical clause which would have fixed responsibility for maintenance and flight planning. The plane was en route from Greenville, S.C. to Baton Rouge, La., was in contact with the Houston enroute center and was attempting to make an emergency landing at McComb, Miss., when it crashed in a wooded area just short of an open field.



91 GET FIELD JOBS

To date, 91 jobs have been filled through the Field Placement Program (FPP) which has been in operation for two months now. In all, 742 vacancies have been advertised in headquarters and NAFEC and 1,245 applications have been provided to selecting officials for the 336 vacancies on which there were bidders. Sixty-two percent of the applications referred are HQ employees and thirty-eight percent are NAFEC employees. An up-to-date selection list is posted each week on the FPP bulletin boards.

REGS UPDATED

The agency has adopted 22 amendments to its regulations on air carrier operations to update training and proficiency requirements for flight crews, flight attendants and ground personnel. Among them are amendments that will:

- Strengthen emergency training procedures by requiring each crewmember to actually operate emergency exits, fire extinguishers, oxygen bottles and other emergency equipment during training.
- Require the use of operationally oriented training programs and simulators to meet pilot training and proficiency requirements.
- Require recurrent training for employees who handle hazardous materials.

At the same time, the agency adopted 66 miscellaneous amendments, ranging from one specifying the number and type of management personnel required for air travel clubs to one requiring a person who makes a parachute jump at night to carry a light that is visible for three miles.



WEATHER TELECAST TO RETURN

The agency has agreed to provide partial funding of a daily TV series which would offer flight planning information for general aviation pilots. The new program, to be called "A.M. Weather," will fill a gap created when another public service program, "Aviation Weather," was dropped in 1976 for lack of funds. The new 15-minute programs, produced in cooperation with the National Weather Service, would be transmitted to public TV stations each weekday at 6:45 a.m. and would give pilots useful weather information compiled by the NWS. The daily telecasts, which could start in October, would be produced for the nation's 261 public television stations by the Maryland Center for Public Broadcasting. FAA has agreed to fund half of the production, with the remaining fifty percent to be raised by the Maryland Center from private aviation sources.

AFGE CONSOLIDATION ELECTION.

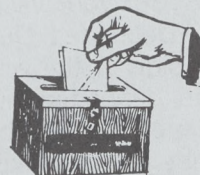
The American Federation of Government Employees (AFGE), Local 2282, will be voting whether or not to consolidate their seven units of exclusive recognition at the Aeronautical Center into one unit. Those employees who are ELIGIBLE to vote are all employees of the FAA AC assigned to the Facility Support Division, Accounting and Audit Division, Administrative Services Division, Data Services Division, FAA Depot, Airmen & Aircraft Registry, and the FAA Management Training School who were employed during payroll period ending April 8, 1978. Those employees NOT ELIGIBLE to vote are all professional employees, GS employees of the Facility Support Division, confidential employees, management officials, employees engaged in Federal personnel work in other than a purely clerical capacity, and supervisors as defined in Executive Order 11491, as amended.

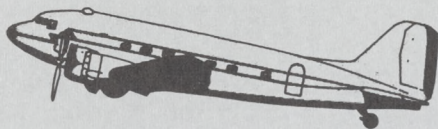
The dates, times, and places of election are:

- # June 7, 1978 8:15 - 8:30 am MTS Room 108, Smith Hall, Lawton
- # June 7, 1978 1:00 - 4:30 pm Warehouse Bldg. Cafeteria, OKC
- # June 8, 1978 7:00 - 9:00 am MPB Room 320, OKC
- # June 8, 1978 10:00 - 11:30 am Base Maintenance Building Lunchroom, OKC
- # June 8, 1978 12:30 - 2:30 pm Hd Bldg Rooms 111/112, OKC
- # June 8, 1978 3:30 - 5:00 pm ARB Room 302, OKC

Questions regarding eligibility to vote in this election should be directed to the Labor Relations Branch, AAC-16, X2638.

Voter identification will be required. Only Agency ID cards and/or Agency ID badges will be accepted.





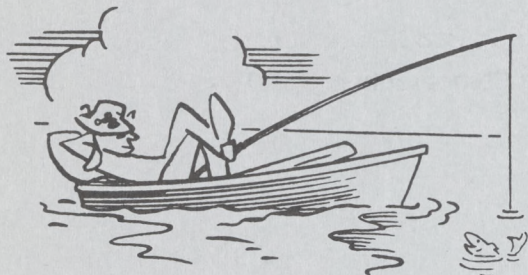
AND THEN THERE WERE FOUR

FAA's fleet of DC-3 flight inspection aircraft soon will be reduced from seven to four — two in Anchorage and two in Oklahoma City. But first, there will be an agency version of musical chairs designed to retire the high time DC-3s and keep the "newer" ones. Here's the scenario:

N-35 has been flown from Oklahoma City to Anchorage to replace N-41, which has a total of 21,175 hours and has flown its last flight. Another Anchorage-based DC-3 will remain where it is and be used for both flight inspection and logistics missions.

Meanwhile, N-34, the last DC-3 assigned to the Los Angeles Flight Inspection Field Office, will soon head for Oklahoma City to replace the retiring N-31. It will be used there with its sister ship, N-33, for flight inspection and training missions.

Finally, the Atlantic City FIFO's DC-3, N-21, is also headed for early retirement and that will bring the total down to four, which will be kept at least through 1979. At one time, the agency had 65 DC-3's in its fleet.



CUT VACATION MONEY WORRIES

One way to get ready for your vacation is to sign up for P.D.Q. (Pay Deposited Quicker). Even if you're on the other side of the world on payday, your money will be deposited automatically to your account. This means you'll be able to write checks against money you're making while on vacation.

ICAO SEEKS APPLICANTS

The following assignments are now available with the International Civil Aviation Organization (ICAO). Salary: P-4, Gross \$29,940; Net (free of tax) \$20,209 without dependents and \$21,756 with dependents per annum. Duration: 2 years.

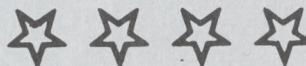
— PC-18/78 Technical Officer, Aerodromes and Ground Aids, Bangkok.

— PC-19/78 Technical Officer, Aerodromes and Ground Aids, Mexico.

— PC-20/78 Technical Officer, OPS, Dakar.

Applications due in AIA-19 7/14/78.

Information about duties, salary, qualifications, benefits and applications is available from your personnel office. In addition, employees may be eligible for allowances, such as post adjustment, dependency allowance, assignment allowance and installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

Gaslight Dinner Theater, \$9.90 each

Lloyd Noble Center (Norman) events

Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00

Six Flags Over Texas. \$7.25 each

Silver Dollar City. Adults \$6.95, Child \$5.95

Magic Kingdom Club Membership Cards for Disneyworld and Disneyland

FAA Float Trip Tour.

Six-bulb carton of Westinghouse assorted household bulbs: \$2.00 tax

FAA Caps: \$3.00 tax

FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50; 1000 cards for \$10.50 and \$14.50

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: June 8, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FAA DEPOT			
AAC-78-134	AMENDMENT/Electronics Technician, GS-856-7	AAC-442	856

The remark "must have 1 year experience on NAVAIDS equipment" is removed. Applicants who applied on Announcement No. AAC-78-134 need not reapply.

AAC-78-142	Electronics Technician, GS-356-5	AAC-442	856
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This position has promotion potential to GS-9 without further competition. Microwave option.

AIRCRAFT SERVICES BASE

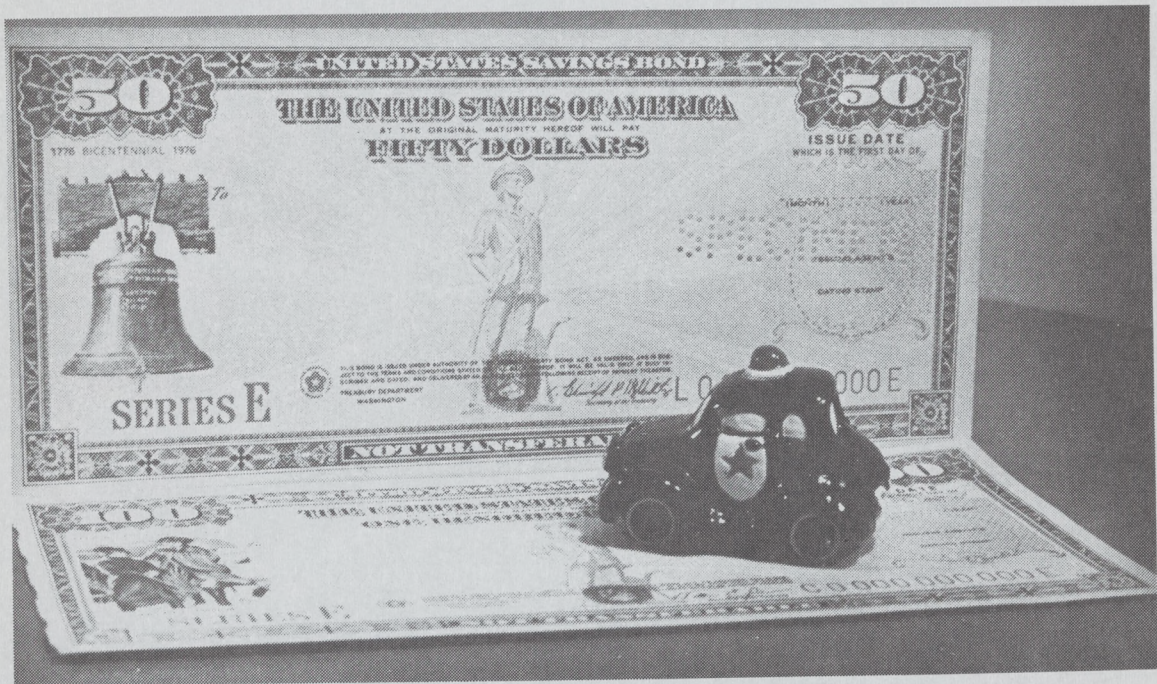
AAC-78-143	Secretary (Stenography), GS-318-4	AAC-820	318
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FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-17	CANCELLED/Airspace System Inspection Pilot, GS-2181-14 (Inspection Position)	AFS-530	
FSNFO-78-22	Clerk-Stenographer, GS-312-4	AFS-530	312
Closing Date: June 8, 1978			
FSNFO-78-23	Airspace System Inspection Pilot, GS-2181-13 (Inspection Position)	BTL FIFO	2181

Closing Date: June 15, 1978, and Area of Consideration: FSNFO-Wide

Special security.



Bonds are safe from bad guys,
and bad luck and bad memory.
Nothing's safer than Bonds.



"service to those who fly"

Intercom

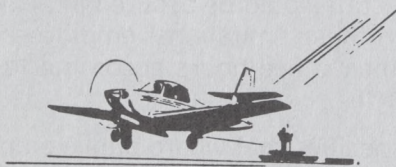
AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-23 June 7, 1978

RUNWAY CONSTRUCTION BEGINS

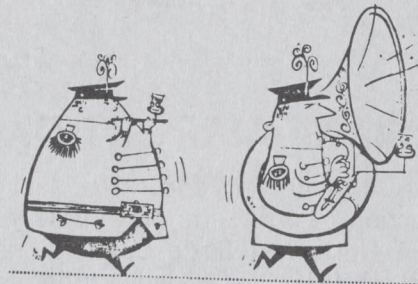
Work on the new runway at Harry S. Truman Airport on St. Thomas in the Virgin Islands is slated to start next month. Initial construction or site preparation for a new 7,000 by 150-foot runway, overrun area and taxiways includes a mammoth ocean-fill project and the leveling of a hill. This part of the job, which does not include paving, lighting or terminal construction, will cost \$38.8 million and take about two and a half years. According to the Office of Airports Programs, most of this work will be paid for by one of the largest grants ever awarded under the Airport Development Aid Program (ADAP).

Earth from the small but precipitous Cabritaberg Hill, on which the airport control tower is currently located, will be used to fill an offshore area and provide space for the new runway to be built parallel to the existing 4,658-foot main landing strip. In spite of the major work to be accomplished in a confined area, the airport is expected to remain operational throughout the construction period which is scheduled to last until 1983. The need for the modernized, longer runway has been tragically underscored during the past decade. In that period, there have been three major airline accidents, including two with fatalities.



WORD FROM THE PAST

Thomas J. Creswell, Director of the Aeronautical Center, will have some interesting reading when the time capsule in the lobby of Headquarters Building is opened on June 21. Besides photos and newspaper stories, a letter to the "Current Director" is contained in the box, which was sealed 20 years ago at the time of the building's dedication. It will be opened during a special ceremony, and Creswell will read the message written to him in 1958. At that time, the building was the first permanent facility at the then embryonic training and logistic center. Since that time, the Center has grown, and there are now 18 major structures including the 15-acre depot, Academy buildings, Civil Aeromedical Institute, and so on. A total of 15,000-plus agency employees, more than one quarter of the entire work force, are trained here annually.



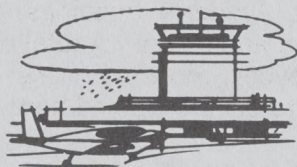
TRAINING CATALOG REVISED

Because of an apparent misunderstanding in the field, the Office of Personnel and Training has emphasized that FAA Order 3010.6E, FAA Catalog of Training Courses, dated March 1, 1975, has been superseded by the revised FAA Catalog of Training Courses dated May 2, 1977.

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

CSC REFORM TO CONGRESS

President Carter's recently proposed Civil Service Reform Act has been sent to the Hill for Congressional action. Principal proposals of the President's plan include recommendations relating to within-grade pay raises for employees in grades GS-13 through GS-15. The proposal would replace today's virtually automatic "step" increases for employees in those pay grades with "incentive" pay raises, which would be based on job performance. Also, the President's recommendations would make it easier to remove inefficient workers. Other major suggestions in the plan include: termination of hiring and retention privileges for able-bodied World War II and Korean veterans; and creation of a new Senior Executive Service of employees in grades GS-16 and above. In addition to the Reform Act, the President has submitted to Congress Reorganization Plan No. 2 which proposes to dismantle the Civil Service Commission and replace it with an Office of Personnel Management and an independent Merit Systems Protection Board.



MIAMI AIRPORT OKed

The Department of Interior ruled last week that construction of a new training runway for airline crews in Northwest Dade County, Fla., will not adversely affect the already endangered Everglades Kite. The "Kite" is a grayish, hawk-like bird which stands up to 18" tall and has a wing span of almost four feet. Because the bird is protected by the Endangered Species Act, work on the projected runway was held up pending a decision by the Fish and Wildlife Service. Now that the decision has been made, FAA will go ahead with an Environmental Impact Statement. When this is finally accepted, legislation to fund land acquisition and construction of the jetport would be proposed to Congress.

SECOND CAREER TRAINING

If you're going to college on the Second Career Training Program, plan to attend a school in the "Good Old U.S.A." FAA's denial of a controller's request to go to an agricultural college in Ireland has been upheld by an arbitrator in a grievance action. The arbitrator accepted the agency's position that training in a foreign country would be nearly impossible to monitor and that such overseas training was not contemplated by Congress when it passed PL 92-297.



FLEXITIME MAYBE

The so-called "Flexitime Bill," setting up a three-year experiment, which allows Federal employees to decide (within certain limits) what hours they will work each day, passed the House by a five-to-one margin last week. It will now go to the Senate. The basic ground rules for the experiment are:

- Employee participation will be voluntary and an agency will maintain the right to restrict or even eliminate the program if it is disruptive to operations.
- Each employee would have to put in 80 hours each two-week period and would have to work during a "core" period each day so that a full staff would be assured in peak periods.
- Within these limitations, employees could adjust their office hours according to their own life-styles.

The bill specifies that where public employees are covered by unions, the flexitime would be subject to the same collective bargaining conditions as other job factors.

ICAO SEEKS APPLICANTS

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

— PC-21/78 Language Officer (Reviser), P-4. Gross \$29,940, and Net (free of tax) \$20,209 without dependents and \$21,756 with dependents. LANGUAGE REQUIREMENTS: A complete command of Russian as the native tongue or the language used for the purpose of education, with a thorough knowledge of syntax and stylistics. A working knowledge of French or Spanish would be valuable additional qualification.

— PC-22/78 Language Officer (Translator), P-3. Gross \$23,910, and Net (free of tax) \$16,978 without dependents and \$18,193 with dependents. LANGUAGE REQUIREMENTS: A complete command of Spanish as the native tongue, or the language used for the purpose of education, with a thorough knowledge of its syntax and stylistics. A working knowledge of French or Russian would be a valuable additional qualification.

Applications are due in AIA-19 by June 27, 1978. Information about duties, salary, qualifications, benefits and applications is available from your personnel office. In addition, employees may be eligible for allowances such as dependency allowance, post adjustment, an installation grant, etc. Federal employees accepting ICAO assignments are entitled to restoration rights. Further information concerning ICAO assignments can be found in Agency Order 3330.6B, Chapter 7.



FTS COSTS

FTS telephone calls are not free! The average cost to the agency for each FTS call is approximately \$1. Supervisors should control the use of FTS, and make sure that calling is the least expensive form of communication. Mail, facsimile, and teletype service is available and should be used when appropriate.

BLOOD DRIVE

The Bloodmobile will be at the Aeronautical Center on Friday, June 16, to take blood donations from volunteers. If you want to participate, call Mary Chastain, Ext. 4159, for an appointment

.....

REASSIGNMENTS ANNOUNCED

The following reassignments were made in the Personnel Management Division, effective June 5, 1978:

William Shelton, Jr., is now Chief, Training Branch, AAC-17; and Bob Beene is now Chief, Labor Relations Branch, AAC-16.

.....

EMPLOYEES ASSOCIATION

In addition to all the tickets and services available from the EA Bookstore, the Aeronautical Center Employees Association is sponsoring a float trip on the Illinois River. Chartered buses will depart the Center Saturday, July 15 and return Sunday, July 16. Round-trip transportation, one night lodging (double occupancy), Fort Gibson tour, and canoes, paddles, and cushions for a 12-mile float trip are provided for only \$36 per person. (Children under 12 staying in same room with two adults may deduct \$10.00.)

An optional Green Country Tour (including a guided tour of Tsa-La-Gi Village, the Cherokee National Museum, Murrell Home, Golda's Old Waterwheel-powered Gristmill, Northeastern Oklahoma State University, the Cherokee National Capitol, and reserved seat tickets to the Trail of Tears Drama in Tsa-La-Gi Amphitheater) is available for \$10.00 per person (children under 16 may deduct \$3).

A signup sheet and additional details are available in the Bookstore (Hdq., Room 141). Deadline for the \$36 price is June 16, and final day to sign up for this float trip is July 1.

SAVINGS BOND CAMPAIGN

Listed below is the final report of participation in this year's U.S. Savings Bond campaign at the Aeronautical Center:

<u>Organization</u>	<u>Percentage of Participation</u>
AAC-1	100%
AAC-5	100%
AAC-7	100%
AAC-9	100%
AAC-10	95.6%
AAC-20	93.9%
AAC-30	91.3%
AAC-40	92.3%
AAC-50	94.3%
AAC-60	100%
AAC-70	100%
AAC-90	100%
ODAC TOTAL	94.9%
AAC-100	91.9%
AAC-200	78.6%
AAC-300	90.0%
AAC-400	84.2%
AAC-500	90.9%
AAC-800	91.0%
AAC-900	70.9%
AAC-1000	94.0%
AERO CENTER TOTAL	85.1%
FSNFO	71.5%
TSI	75.0%
TENANT TOTAL	71.7%
GRAND TOTAL	83.1%

Join the Payroll Savings Plan.

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: June 14, 1978

ACPP NO.	POSITION TITLE, SERIES & GRADE	LOCATION	QUAL.
	PERSONNEL MANAGEMENT DIVISION		
AAC-78-51	CANCELLED/Labor Relations Specialist, GS-233-12	AAC-16	
	Position was filled at GS-13 level.		
	ADMINISTRATIVE SERVICES DIVISION		
AAC-78-144	Clerk-Stenographer, GS-312-4	AAC-44	312
	FACILITY SUPPORT DIVISION		
AAC-78-145	Shop Planner (General), WD-4740-5	AAC-53	JE-4749A
	Pay rate comparable to WS-7.		
	CIVIL AEROMEDICAL INSTITUTE		
AAC-78-146	Animal Caretaker, WG-7706-5	AAC-111	JE-7706
	FAA DEPOT		
AAC-78-147	Inventory Management Specialist, GS-2010-7	AAC-486	2000
	AIRCRAFT SERVICES BASE		
AAC-78-148	Sheet Metal Mechanic Helper, WG-3806-5	AAC-830	JE-0001
	Position has promotion potential to WG-10 without further competition.		

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Geoffrey W. McLellen	Labor Relations Specialist	AAC-16	AAC-77-52
Joseph C. Thompson	Electronics Technician (Instruction)	AAC-944	AAC-77-257
Chester W. Pete	Production Controller	AAC-853	AAC-78-11
Martha A. Brown	Coding Clerk	AAC-133	AAC-78-91
Joe E. Hartman	Coding Clerk	AAC-133	AAC-78-91
Sherry L. Leafgreen	Program Assistant (Typing)	AFS-513	FSNFO-78-14
Margie D. Pine	Secretary (Stenography)	AAC-300	AAC-SR-78-2

*Competitive reassignment

LIVING CAN BE HAZARDOUS.

The following is copied from an Associated Press article:

Warning: Living can be hazardous to your health. Or so it seems. If you believe everything you read and hear, it is hard to imagine how anyone survives.

Consider just a few of the dangers lurking in a typical day.

Wake up with a cup of coffee. But too much caffeine is bad for you. It causes birth defects in animals, says the Center for Science in the Public Interest. And who can afford coffee anyway?

Bacon and eggs for breakfast? Do not take safety for granted. The government wants to sharply reduce the amount of sodium nitrite used to cure bacon because nitrite can combine with other substances to form cancer-causing agents. "Bacon," says Michael Jacobson of the Center for Science in the Public Interest, "is nothing but little strips of fat laced with nitrosamines. The fat promotes heart disease, America's No. 1 health problem. The nitrosamines promote cancer, the No. 2 health problem."

Just eggs, then. Wait. Egg yolks contain cholesterol and high levels of cholesterol are bad for your heart.

A quick cigarette before showering? Remember the cancer warnings!

Be careful stepping into the tub. Twenty-one million Americans are injured in home accidents every year, says the Consumer Product Safety Commission. And if the water is too hot, you may waste energy.

Back in the bedroom to dress. Stop before you spray. Aerosol products containing chlorofluorocarbons may be damaging the earth's atmosphere and the government has taken steps to ban them.

Off to work. Careful of that automobile. Does it pollute? Is your seat belt fastened? Drive carefully. The National Safety Council says 72.3 percent of all fatal accidents happen within 25 miles of home.

Safe at the office. Safe? Nearly one million Americans may be exposed to cancer-causing substances where they work, according to the National Institute of Occupational Safety and Health. An additional 20 million workers face possible dangers from everything from asbestos to noise and other pollutants. Between 1,500 and 2,000 chemicals are known or suspected as cancer-causing agents.

Nervous? Try chewing gum, but not with sugar which can cause cavities.

Lunch time. Skip the three martinis. President Carter does not approve. Anyway, lots of alcohol, over a long time, can damage the liver, brain and heart, says the National Center on Drug Abuse.

Fast-food, then. Wait a minute. Just recently, it was suggested that certain methods of cooking hamburger may — just MAY, mind you — be dangerous. Four Canadian doctors say some people may be allergic to one ingredient in McDonald's sauce, although McDonald's says there is no evidence the ingredient is "either dangerous or harmful."

Perhaps a salad. Perhaps. Residues of a pesticide, DBCP, sometimes found on carrots, radishes, cabbage and cucumbers are "an unreasonable risk," claims the Environmental Protection Agency.

That is one way to reduce. Another, the liquid protein diet may be dangerous, FDA says. It is checking. Watch artificially sweetened soft drinks. Large doses of saccharin causes bladder cancer in male rats.

A stroll in the sun should take your mind off your stomach. Careful! Ultraviolet radiation from the sun is the main cause of skin cancer.

There is no refuge at the beauty parlor. Preliminary data shows that two chemicals in permanent hair dyes "are positive cancer-causing agents in rats and mice," says the National Cancer Institute.

You might as well go home.

More than half our time is spent there, says the Household Pollutants Guide published by the Center for Science in the Public Interest. Some of the dangers: aerosol sprays, cleaners, insect killers and repellents, paints and solvents, inks, spot removers, and on and on.

Need a tranquilizer? Or at least an aspirin? Each year, some 300,000 Americans are hospitalized with severe drug reactions.

Time for dinner. Use the microwave oven. Unless it has been found to be leaking excessive radiation.

Give up and go to bed.

As you drift off, ponder one more statistic. It may cheer you:

In 1900, when we knew of none of these dangers, the average life expectancy in the United States was 47.3 years, according to the Census Bureau. Today, it is more than 70 years.



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-24 June 14, 1978

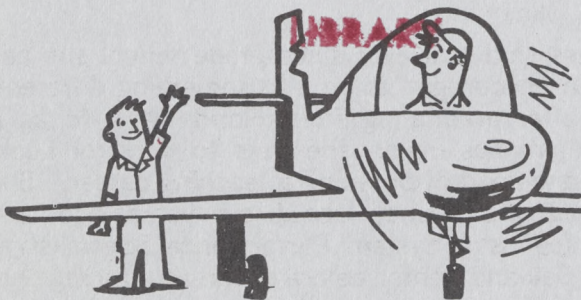
TOP AIRMEN PICKED

Winners of the 1977 Flight Instructor of the Year and Mechanic of the Year awards were selected last week by judges from the agency, aviation associations and industry. Howard Libersky, Fort Pierce, Fla., is the Mechanic of the Year, and Obie S. Young, Pascagoula, Miss., is the top flight instructor.

Libersky, who owns Libersky Aero in Fort Pierce, developed ramp equipment for testing alternators and generators and for testing fuel flow systems in order to give safety service to planes just stopping for fuel. Young, who is director of training for Gulf Coast Aircraft Sales, developed a slide presentation to train students for initial cross-country work. Using his slides of chart excerpts, checkpoints and airports as seen from the air, instructors can better explain basic navigation to the student, saving time and money. Young also used the same technique for an instrument training program.

Both winners will receive cash and merchandise awards from industry at a ceremony in Washington June 28.

PROPERTY OF
FAA AERO CENTER
RECEIVED
JUN 15 1978



ANNIVERSARY CELEBRATION

On June 21, 1958, during the nationwide observance of the 20th anniversary of the Civil Aeronautics Administration, the Aeronautical Center was dedicated. Permanent buildings were replacing the old World War II wooden structures and there were close to 1,000 people on the payroll.

A large plaque in the lobby of Headquarters Building, installed in 1958, will be removed during a special ceremony on Wednesday of next week. Behind the plaque is a lead box containing documents, pictures, and a letter addressed to the 1978 director of the Aeronautical Center. The box will be opened and our Director, Thomas J. Creswell, will read the letter. A new letter, addressed to the 1998 director, along with other current documents, will then be sealed in the box for another 20 years.

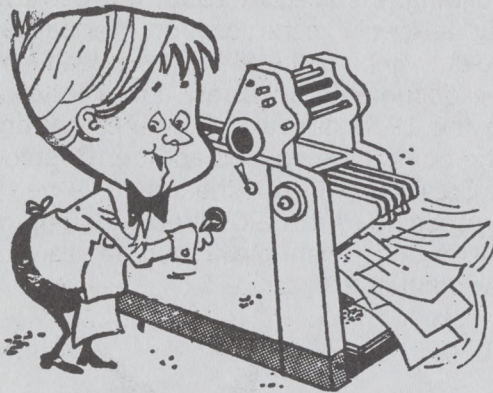


50,000th LANDING!

N-23 recently made history. The Boeing B-720, used by the Aeronautical Center's Academy in their flight training program, recently made its 50,000th landing. That averages out to about two-and-a-half landings for every hour it has been flown. James T. (Butch) Kerr (AAC-951B) was at the controls for this historic touchdown. Boeing officials tell us this is the highest number of landings any of their craft have made. The B-720 was bought and delivered to the Aeronautical Center in 1961.

JUNE FAA WORLD READY

You may not have heard very much about it recently, but the Aviation Safety Reporting System is doing very nicely, thank you. The June issue of *FAA World* explains how the system works now that it is in the hands of NASA, and how participation has increased sevenfold..... We retell the story of one of history's great flights, the trans-pacific trek of the Southern Cross 50 years ago this month and repeated this month by pilot Charles Kingsford-Smith's son and namesake..... Margaret Boylan, chief of the Administrative Staff in Headquarters, remembers that the WASPS could fly anything, because she was there, and she recounts the history of this unique women's group..... There's also the results of a survey on reader reaction to *FAA World*, a story on self-defence with Kung Fu, and on the pilot-examiner standardization course developed and taught by FSNFO personnel at the Aeronautical Center.

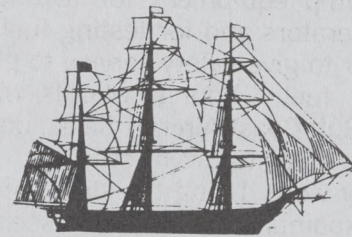


STATISTICAL HANDBOOK OUT

A new edition of the annual *FAA Statistical Handbook of Aviation* is just off the press. This latest compendium of statistical information contains data on major civil aviation activities for the period ending December 31, 1976. Included are statistics on aviators, aircraft, airports and aviation activity as well as aircraft accidents and aeronautical production and exports. If you want to know how many IFR aircraft were handled by enroute centers (24 million), the number of aircraft in the U.S. air carrier fleet (2,492), the number of women air transport pilots (160) in 1976, or practically any other aviation statistic, the handbook is the place to find the answer.

SHIP DETECTION SYSTEM

A detection system to determine if any large ships are maneuvering in the channel off the end of active runways is scheduled to go into operation this week in Boston Harbor. The two-camera system is located on a dock about a half mile from the threshold of runway Four Right. It will be used to check the area for arrivals on that runway and departures on runway 22 Left. The pictures from the remote cameras are relayed by microwaves to the tower where they are displayed on T.V. screens. In this way controllers can determine if the ships in the vicinity have masts high enough (over 85 feet tall) to cause a problem. A tug's mast, for instance, is only about 60 feet high and therefore no problem. But a freighter's or even a large sailboat's mast could be over 85 feet and be a potential danger.



WOMAN MANAGER

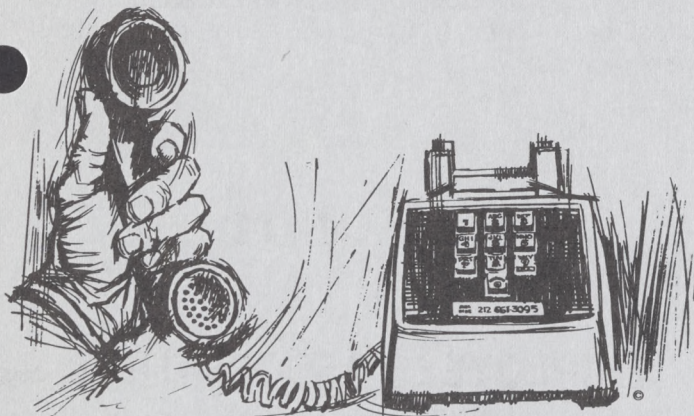
An electronics engineer who was promoted to GS-14 and came to Washington headquarters from the Western Region only a year ago, is the first woman to be tapped for a top managerial position in an AF sector. Betty Jones of the En Route Automation Branch, AAF, will be returning to the West Coast as Assistant Sector Manager at the Seattle Center on August 28 after a two-week stint at the Management Training School in Lawton, Oklahoma.

Jones said that ever since grade school she has been encouraged to go into something different, so after graduating from Florida A & M as a mathematics major, she went to work for Lockheed instead of pursuing a teaching career. She joined the agency about six years ago and worked as a System Performance Specialist at the Oakland Center before moving to the regional office.

NEW PHONE SERVICE

An expanded telephone system called "New Dimensions" will go into service at the Seattle FSS this month. The system will provide automatic services to pilots calling from Touch-Tone telephones. It will also sequence calls in the order they are received and will route calls from regular phones to a briefer.

Pilots using Touch-Tone phones will be able to get direct access to an automatic system for several services. They will be able to get weather briefings for any one of seven different routes radiating out of Seattle and contact with a "fast file" recorder to file a flight plan and/or speak with a live weather briefer. The seven routes fanning out of Seattle are intended for traffic to various destinations such as, for instance, Los Angeles or Minneapolis. To select the weather sequence for a particular route, the pilot pushes a two-digit code number on the telephone. With the cooperation of the local telephone company, letters and wallet-sized cards are being sent to pilots, telling them how to use the system.



THIS IS CONFIDENTIAL

It's about time again for all employees who have submitted a Confidential Statement of Employment and Financial Interests (Form DOT F3700.1) to submit their annual updates. The supplemental statements are due by July 31. Additional information on these statements can be found in paragraphs 6, 7, and 8 of FAA Order 3750.3B. These paragraphs also contain information about the yearly requirement for supervisors to remind their subordinates about the standards of conduct which employees are expected to observe.

NEW EEO ORDER

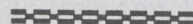
A totally rewritten and simplified proposed order, Equal Opportunity in FAA Employment, was distributed to the field last week. Although sent to Office and Service heads and regional and center directors, all employees, especially those involved in EEO programs, are invited to comment on the order. Drafted by a task force of headquarters and regional EEO specialists, the order reflects changes which update FAA's program and procedures for promoting and achieving equality of opportunity for all employees in all aspects of FAA employment. Comments on the new order must be submitted to the Office of Civil Rights in Washington by June 30.



NASM SEEKS DIRECTOR

The National Air and Space Museum (NASM) is seeking a "distinguished scholar in the history of aeronautics and space flight" to fill the post of director of NASM. The position was recently vacated when Michael Collins was named Under Secretary of the Smithsonian Institution.

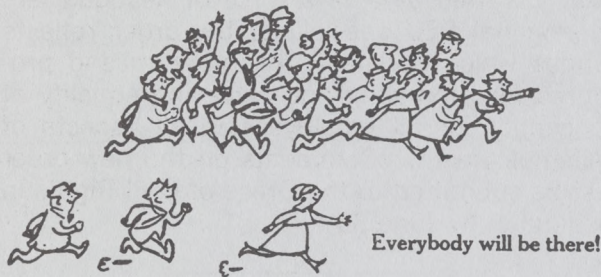
A search committee is currently looking for a candidate with a proven record in one of the fields represented in the museum, namely, aeronautics, astronautics, air and space history or aviation science and technology. The candidate must also have a successful record of administrative accomplishments in an academic or museum community and familiarity with the special opportunities and problems of museums.



You never get a second chance to make a good first impression.

BLOOD DRIVE

The Bloodmobile will be at the Aeronautical Center on Friday, June 16. For an appointment to give blood on that day, call Melva Brown, X4711.

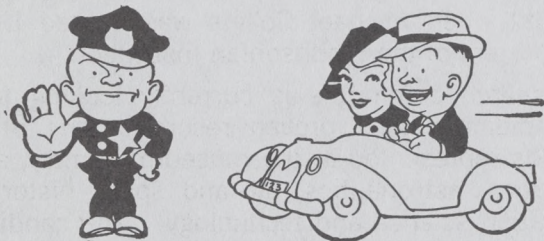


EQUIPMENT DEMONSTRATIONS

The Wright Line Company will be displaying their new data processing system and accessories on Thursday, June 15, 1978, in Room 206D of the Aviation Records Building, during the hours 8:30 a.m. through 4:00 p.m.

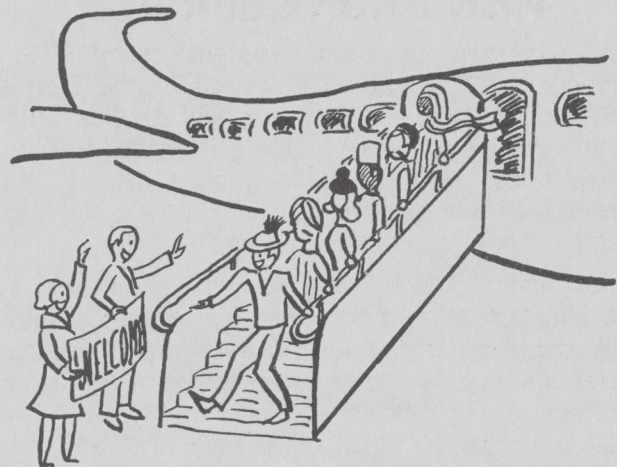
R. K. Black, Inc., 3M Business Product Center, will have a continuous showing of the new 3M Secretary III plain paper copier and other small copiers, plus new techniques in visual communications, on Thursday, June 15, and Friday, June 16, in Room 206C of the Aviation Records Building, from 9:00 a.m. until 4:00 p.m.

All interested personnel are invited to attend these demonstrations.



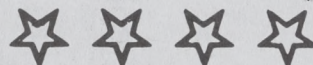
ROAD CLOSING

A short north-south street, Airport Road, between 59th and 64th Streets, will be closed as of June 22, 1978. The road, just west of the Aeronautical Center, is near the FAA Employees' skeet range and ball diamond. The permanent closing of this street will not deny access to either the skeet range or ball diamond.



FOREIGN NATIONALS IN ACADEMY

Monday, June 12th, was the beginning of an 8-week course in advanced ATC training for eleven Bulgarian officials. The preceding week, twenty-four technicians from Libya began a lengthy all-encompassing study of equipment used in airway facilities. Their training will run approximately six months.



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

- Gaslight Dinner Theater, \$9.90 each
- Lloyd Noble Center (Norman) events
- Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00
- Six Flags Over Texas. \$7.25 each
- Silver Dollar City. Adults \$6.95, Child \$5.95
- Magic Kingdom Club Membership Cards for Disneyworld and Disneyland
- Limestone Run Race Tickets
- FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50; 1000 cards for \$10.50 and \$14.50

Remember June 16 deadline for float trip.

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: June 21, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FACILITY SUPPORT DIVISION			
AAC-78-149	Electronics Technician, GS-856-11 Must have 1 year experience on ground NAVAIDS equipment.	AAC-52	856
AAC-78-150	Electronics Technician, GS-856-9 Must have 1 year experience on ground NAVAIDS equipment.	AAC-52	856
MANAGEMENT SYSTEMS DIVISION			
AAC-78-118	Industrial Engineer, GS-896-12	AAC-60	800
CIVIL AEROMEDICAL INSTITUTE			
AAC-78-151	Medical Records Clerk (Typing), GS-675-3 This position has promotion potential to GS-4 without further competition.	AAC-130	675
DATA SERVICES DIVISION			
AAC-78-152	Computer Specialist, GS-334-11 Incumbent will be required to work rotating shift.	AAC-340	334
AIRCRAFT SERVICES BASE			
AAC-78-153	Pantographer Helper, WG-4423-05 Position has promotion potential to WG-9 without further competition.	AAC-830	JE-0001
FAA ACADEMY			
AAC-78-154	Secretary (Stenographer), GS-318-4	AAC-930	318
AAC-78-155	Clerk, GS-301-4	AAG-911	300-B

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-24	Secretary (Stenography), GS-318-5 Area of Consideration: FSNFO Headquarters and OKC FIFO Closing Date: June 21, 1978	AFS-510	318
FSNFO-78-25	Airspace System Inspection Pilot, GS-2181-13 (Procedures Position)	MSP FIFO	2181
FSNFO-78-26	Airspace System Inspection Pilot, GS-2181-13 (Procedures Position)	ACY FIFO	2181

Area of Consideration: FSNFO-Wide
Closing Date: June 28, 1978

SELECTIONS

NAME	POSITION	LOCATION	ANN. NO.
Wilma George	Secretary (Stenography)	AAC-850	AAC-SR-78-2
Lyndell McDonald, Jr.	Electronics Tech. (Instr.)	AAC-943	AAC-77-258
David A. Tilton	Aviation Safety Inspector (Operations-Instr.)	AAC-953	AAC-77-259
Lawrence M. Theriot	ATC Spec. (Terminal-Instr.)	AAC-932	AAC-77-261
*Willis C. Nelson, Jr.	ATC Spec. (Station-Instr.)	AAC-933	AAC-77-262
Billy L. Smith	Electronics Tech. (Instr.)	AAC-940	AAC-77-276
James K. Shafer	Electronics Tech. (Instr.)	AAC-940	AAC-78-71
Francis E. Threadgill	Electronics Tech. (Instr.)	AAC-940	AAC-78-71
*Ollis B. Harrison	Electronics Tech.	AAC-442	AAC-78-80
Phillip L. Stanley	Electronics Tech.	AAC-442	AAC-78-80
Donna Moore	Clerk-Typist	AAC-940	AAC-78-82
James W. Wheeler	Electrical Equip. Repairer	AAC-443	AAC-78-88
James L. Sershon	Animal Caretaker Leader	AAC-111	AAC-78-90
Beverly Norman	Medical Records Technician	AAC-133	AAC-78-92
Estella Norton	Clerk	AAC-260	AAC-78-97
Pamela Robinson	Freight Rate Assistant	AAC-433	AAC-78-108
Thomas M. Abbott	Airspace System Insp. Pilot	ATL FIFO	FSNFO-78-10
Glendon W. Muse	Aviation Safety Inspector (Airworthiness)	AFS-590	FSNFO-78-12
Rita J. Clegg	Clerk-Typist	AFS-580	FSNFO-78-15
Evelyn G. Elliott	Secretary (Stenography)	ATL FIFO	FSNFO-78-16

*Change to Lower Grade or Competitive Reassignment



"service to those who fly"

Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-24 June 21, 1978

IT'S OFFICIAL! MIKE MONRONEY AERONAUTICAL CENTER

The FAA Aeronautical Center is now officially named *THE MIKE MONRONEY AERONAUTICAL CENTER*. President Carter signed the bill changing the name on Monday June 19. The bill to change the name was sponsored in the U.S. Senate by Oklahoma Senator Dewey Bartlett, and in the House of Representatives by Congressman Tom Steed of Oklahoma's Fourth District.

PROPERTY OF
FAA AERO CENTER
RECEIVED
JUN 21 1978
LIBRARY

HAPPY ANNIVERSARY!

On June 21, 1958, the CAA (Civil Aeronautics Administration) Aeronautical Center was dedicated. As part of the ceremony, a lead box was interred behind the plaque in Headquarters Building lobby. In the box were sealed printed material of all kinds on the CAA Center, photographs, and a letter from the 1958 director addressed to the 1978 director.

Today, at 2:30 p.m., Director Thomas J. Creswell will preside at ceremonies opening the time capsule and will read the letter left there 20 years ago. A new time capsule will then be sealed behind the same plaque for opening in the year 2000.

Guests attending the ceremony will include several people who were directly involved in locating the Aeronautical Center in Oklahoma City many years ago. They are:

Edgar Oppenheim, Oklahoma City Chamber of Commerce member and part of Oppenheim Company which helped underwrite the first general revenue bonds for the Center.

Sheldon Stirling, Oklahoma City manager at the time of the dedication in 1958, and later an employee at the Aeronautical Center.

Mrs. Bill Gill, widow of city manager at the time of trust setup and first bond sales.

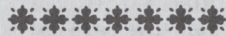
Phil Rhoads, first Oklahoma City Airport Trust member named.

Others attending will be: **Jim Cook**, Trust member and Oklahoma City Manager, **Ralph Ball** of HTB Inc. (formerly Hudgins, Thompson & Ball), **Felix Porter**, Airport Trust member, **Leroy Hansen**, Department of Airports Director, **Robert Boyd**, Department of Airports Deputy Director, **Bill Bishop**, Oklahoma City Councilman, Ward 4, **Merle McCollum**, Oklahoma City Councilman, Ward 8, and the following Oklahoma City Chamber of Commerce representatives: **Paul Strasbaugh**, Executive Vice-President, **C. Richard Ford**, Vice-President, **Max Knotts**, Vice-President, and **Sharon Scherzinger**, of the public relations office.

FIELD PLACEMENT GROWS

In a little over two months 136 jobs in the regions and at the Aeronautical Center have been filled through the Field Placement Program. The jobs were filled by 39 NAFEC employees and 97 employees from headquarters. In all, over 1,300 applications have been received for positions advertised through this program.

As of June 5, 1978, all regional and Aeronautical Center vacancies at grades GS-11 and below, and vacancies at grades GS-14 and below requiring general aviation inspection knowledge, skills, and experience will no longer be advertised. This is due to the diminishing number of potential headquarters and NAFEC applicants at those grade levels and in those skill areas.



DOWNGRADES FORESTALLED

The Civil Service Commission recently ruled that any involuntary demotions in FAA, other than those resulting from a reduction in force, may be delayed through December 31, 1979. The action came as a result of a letter from Secretary Adams to the CSC in which the Secretary cited the agency's large size and the attendant complexity of restructuring grades. He said FAA is "attempting to make necessary grade and organizational changes and, at the same time, to reduce staffing without having to run a reduction in force." The Secretary also noted that FAA's organization is currently being reviewed by a management consulting firm, which, he said, "may ultimately result in a substantial reorganization of the entire agency." In allowing the request, the commission stipulated that specific placement and classification corrective-action plans and timetables be submitted within 90 days.



USE SELF-SERVICE GAS

Drivers of Government cars are reminded by the Logistics Service that there is a continuing need to conserve energy and control spiraling costs. So, remember, when you're buying gas from a commercial outlet, use the self-service gasoline pumps in order to save the Government up to seven cents per gallon.

NAFEC FINANCES SET

The way has been cleared for work to begin on a 500,000 sq. ft. building complex at NAFEC, following completion of arrangements last week for financing the \$50 million project. The administrative and technical complex, scheduled for completion in 1980, is being built by the Atlantic County Improvement Authority for lease to the FAA for the next 20 years at an annual rate of \$5.2 million. Following the signing of the agreement in New York, a ceremony was held at NAFEC to mark completion of the financial arrangements. Among those participating in the ceremony was Associate Administrator for Engineering and Development, J. W. Cochran, who said the new facilities will enable the FAA "to better conduct the engineering, development and testing necessary to maintain the preeminence of U.S. civil aviation around the world."

The new complex will replace 36 obsolete World War II buildings currently in use at NAFEC. It will house a variety of engineering, testing and simulation labs, more than \$100 million worth of computer equipment, and administrative office. Designs for the new complex will begin immediately with construction expected to start by September 15.



CONCORDE NOT DIRTY

An analysis of air-quality measurement at Washington's Dulles International Airport, released with May's monthly Concorde noise report from New York's JFK, showed that Concorde operations had an unmeasurable impact on overall air quality at that airport. During the month at JFK, citizen complaints concerning Concorde operations increased, even though noise levels were about the same as in previous months. A total of 397 complaints about the 130 Concorde operations were received during May, compared to 277 during the previous month. Departure sound levels averaged 95.2 EPNdB at Howard Beach and 98.3 EPNdB at Belle Harbor. Approach noise levels averaged 101.1 EPNdB at Cedarhurst.

SCREENING SET FOR CHARTERS

The agency has adopted a regulation requiring airlines to screen passengers on charter flights. The action was taken as a precautionary measure because of an increase in the terrorist threat and recent action by the Civil Aeronautics Board (CAB). The board action, which eliminated the requirement that only affinity groups can qualify for reduced charter fares, removes much of the protection from hijacking enjoyed by charter flights in the past when everyone in the group knew each other and a stranger would be easily spotted. Also considered was the increase in the terrorist threat — 31 hijacking attempts worldwide in 1977 compared to 15 in 1976 — and the fact that terrorists, looking for easier targets than those presented by the scheduled airlines, might attempt to hijack charter flights. The new regulation will go into effect on July 25.

ADAP VIEWS SOUGHT

Agency and OST officials will visit the Midwest June 18-21 to get the views of the aviation community, including FAA field personnel, on what should be included in proposed legislation affecting the future of the Airport Development Aid Program, which expires September 30, 1980, and other programs financed by the Airport and Airway Trust Fund. The new legislation will replace statutes currently authorizing these programs. Similar field visits will be conducted in the Southwest during the week of June 26 and in the West during the week of July 10.

Issues on which the views of people in aviation-oriented professions will be sought include:

- Estimates of future airport and airway systems needs;
- The appropriate roles of local, state and federal governments and airport sponsors in planning, capital development and operations and maintenance;
- Financing and delivery of systems which could support the level of estimated needs;
- Opinions on FAA-developed alternatives and options;
- Recommendations on particular legislative provisions, such as program requirements, administration, and eligible items.

ROAD CLOSING

Many of you have expressed concern over the announced closing of the short street, Airport Road, between 59th and 64th Streets. We were informed of the closing in a letter signed by Robert R. Boyd, Deputy Director of Airports, which said in part, "The main reason for the scheduled closing is the road has become a dump area. Security and road maintenance were also factors that caused us to take this action...."

Any comments you have about this decision to close Airport Road may be directed to the Public Information Office, Department of Airports, P.O. Box 59937, Oklahoma City, Oklahoma 73159.

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MS — GENERAL OPS INSTRUCTOR

Marilyn Sidwell, general operations instructor, Flight Standards Branch in the Academy, is the first Ms type to join the instructor ranks. Marilyn, who last worked general operations at the Denver GADO, also has been an air traffic controller in Detroit, Michigan. She has been five years with the agency; a pilot since 1964. She came to the General Operations Section in the Academy in May of this year.

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E & D CONFERENCE REPORT

The agency has published a report summarizing the results of its recent two-day meeting on "New Engineering and Development Initiatives /Policy and Technology Choices." The conference was the beginning of a major new effort to involve the aviation community in decisions concerning the future development of the airport and airways system. At the meeting, FAA announced the establishment of five specialized topic groups to analyze critical issues of policy and operational philosophy. The areas being examined are: Productivity and Automation, Airport Capacity, Freedom of Airspace, Safety and Flight Control, and Zero-and-Low Capital Policies to Improve Efficiency. Copies of the report will be available from ASP-10, FAA, Washington, D.C. 20591, in a week or two.

COMPENSATION FOR TRAVEL TIME

The Fair Labor Standards Act (FLSA) has clarified the earning of overtime entitlements while traveling. On February 12, 1978, payments were started for this type entitlement and they continue to be processed on a current basis. Entitlements which may have been earned prior to February 12, 1978, and after the effective date of the Act will now be processed for payment. The method to be used in accomplishing this will be on an individual claim basis.

Employees who believe they are entitled to retroactive compensation for travel time performed between May 1, 1974, and February 12, 1978, should answer the following questions:

1. Does your current T&A card indicate that you are a nonexempt employee?
2. Did you perform travel between 5/1/74 and 2/12/78?
3. If so, was the travel outside your regular assigned tour of duty?
4. On a weekly basis, was the travel in excess of 40 hours regular duty time actually worked?

If your answers are yes, you should contact the Payroll Branch (AAC-24) Room 121, Multi-Purpose Building, Ext. 2331, to obtain applicable claim forms with detailed instructions.

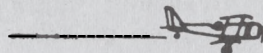


AERO CENTER TRAFFIC FLOW

Those of you who have recently come to the Aeronautical Center should take note of a long-standing practice concerning traffic flow. When cars approach an intersection, whether in the parking lot, side road, or MacArthur Boulevard, the practice is to take turns. Common courtesy turns into a very effective and safe way to allow hundreds of cars to leave the Aeronautical Center in a very short time. We request your cooperation in continuing this practice.

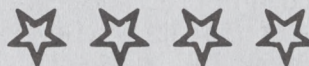
EQUIPMENT DEMONSTRATION

On Tuesday, June 27, 1978, Hazeltine Corp. will demonstrate their TICCIT (Time-shared Interactive Computer Controlled Information Television) computer-based training system. The showing will be in Room 12/15 of the Systems Training Building from 8:00 a.m. until 4:30 p.m. All interested personnel are invited to attend.



NEW TELEPHONE DIRECTORY

Have you moved? Have you changed your routing symbol, telephone extension, building or room number? A new Aeronautical Center telephone directory is being prepared for printing, and if information on your Employee Locator and Emergency Notice Card (AC Form 1770-40) is out of date, you should see that a new one is prepared and forwarded to AAC-44C in accordance with AC Order 1770.8F, Telephone Locator and Information Service. *The deadline is Friday, June 23, 1978.*



EMPLOYEES ASSOCIATION

The following tickets and services are available from the Employees Association Office:

Gaslight Dinner Theater, \$9.90 each
Lloyd Noble Center (Norman) events
Oklahoma Racing Association tickets. Adults \$3.20, Child \$2.00

Six Flags Over Texas. \$7.25 each
Silver Dollar City. Adults \$6.95, Child \$5.95
Magic Kingdom Club Membership Cards for Disneyworld and Disneyland

Limestone Run Race Tickets

FAA Business Cards: 250 for \$8.50 and \$11.00; 500 cards for \$9.50 and \$13.50; 1000 cards for \$10.50 and \$14.50

KOFM Gift Check Book, "Getting to Know You" (coupons from local merchants); Regular price \$24.95, FAA price \$19.95.

Garbage bags, 125 to a box, 40 gallon size, 2 ml thick. \$14.00 plus tax.

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. Employees selected for supervisory positions must satisfactorily complete the Supervisory Training Course, 01200. 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: June 28, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
ADMINISTRATIVE SERVICES DIVISION			
AAC-78-105	CANCELLED/Supply Clerk, GS-2005-4 Cancelled due to position reclassification.	AAG-45C	
FACILITY SUPPORT DIVISION			
AAC-78-156	Clerk-Typist, GS-322-5	AAC-50	322
CIVIL AEROMEDICAL INSTITUTE			
AAC-78-157	Medical Record Technician (Typing), GS-675-4	AAC-133	675
AIRMEN AND AIRCRAFT REGISTRY			
AAC-78-158	Correspondence Clerk (Typing), GS-309-4	AAC-260	300-B
AAC-78-159	Accounting Clerk, GS-501-5	AAC-250	500
DATA SERVICES DIVISION			
AAC-78-160	Computer Specialist, GS-334-7 Position has promotion potential to GS-9 without further competition. Incumbent will be required to work rotating shift.	AAC-340	334
FAA DEPOT			
AAC-78-161	Electronics Technician, GS-856-9 Candidate must have 1 year experience on ground microwave equipment.	AAC-442	856

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-21	Aviation Safety Inspector (Operations- Instruction), GS-1825-12/13	AFS-590	1825
Closing Date: July 5, 1978 Area of Consideration: FAA-wide			
FSNFO-78-29	Clerk-Stenographer, GS-312-4	AFS-530	312
Closing Date: June 28, 1978 Area of Consideration: FSNFO Headquarters, OKC FIFO and Aeronautical Center			



"service to those who fly"

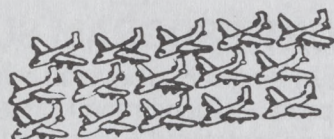
Intercom

AERO CENTER DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

78-25 June 28, 1978

"SAFER" COMMITTEE

The agency will form a special committee of government and industry experts to seek ways to reduce the fatality rate in post-crash fires. The panel, to be known as the Special Aviation Fire and Explosion Reduction (SAFER) Advisory Committee, will consider all aspects of post-crash fires, including the problems of smoke given off by burning fuel and the toxic fumes emitted by burning cabin interior materials. The group will recommend corrective measures to the Administrator. Persons who want to be considered for membership on the committee should submit written applications outlining their expertise on the subject and identifying the organization, if any, that they would represent. Applications should be sent to AFS-100, FAA, Washington, D.C., by August 7.

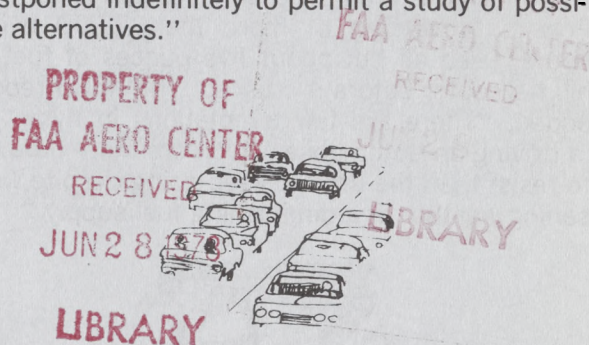


TRANSFAIR ON AT NAFEC

Air Force Thunderbirds, wing walkers and at least 50 industrial exhibits will be featured at Transfair '78 to be held at NAFEC August 16-20. This is the second year in a row NAFEC will host the event which is sponsored by New Jersey Transportation Exposition, Inc., a non-profit organization. Last year over 150,000 people attended the five-day show. This year, ATC officials expect up to 400 visiting planes to use the FAA-owned field during the show.

ROAD "UNCLOSING"

In the last two issues of INTERCOM we announced the closing of Airport Road, a short road between 59th and 64th Streets. The Oklahoma City Department of Airports has informed us that their plans to close Airport Road "have been postponed indefinitely to permit a study of possible alternatives."



PILOT POPULATION GROWS

The number of active pilots in the U.S. climbed to a record 783,932 in 1977, a five percent increase over the 744,246 total for the previous year. Student and private pilots accounted for most of the increase, with the former going from 188,801 to 203,510 and the latter from 309,005 to 327,424. Women in aviation also recorded gains with the number of active pilots increasing from 41,643 to 47,294. Gains also were registered among the "non-pilot" airmen population (mechanics, parachute riggers, controllers, etc.). The 1977 year-end total was 348,584 as compared with 334,681 on the last day of 1976. These and other pertinent facts appear in the "1977 U.S. Civil Airmen Statistics" prepared by the Office of Management Systems' Information and Statistics Division.



LOCKHEED U-2

DEATH "NEEDLESS"

Even the U-2 pilot who survived being shot down by the Russians could not fly without fuel. The National Transportation Safety Board reports that "running out of fuel needlessly" caused the deaths of U-2 pilot Francis Gary Powers and a cameraman in a helicopter crash near Santa Barbara, California, last year. The two men were filming a brush fire for a Los Angeles television station at the time. The safety board said that Powers, a veteran of more than 7,000 flying hours, used all but about five ounces of fuel in his helicopter before it crashed. The NTSB report added, "There are few temptations in flying—as in driving an automobile—which are more difficult to resist than the urge to keep going despite worsening weather or a diminishing fuel supply."



QUINCY RERUN

This Friday night, June 30, the TV show "Quincy" will rerun the segment featuring Betty Gatliff's facial reconstruction technique (which helps Quincy solve a murder). Betty, a medical illustrator at CAMI, was flown to Los Angeles last winter to be technical consultant for the show and to actually work the clay model featured in the story.

This facial reconstruction technique was developed at CAMI by Dr. Clyde Snow and Betty Gatliff for the purpose of identifying victims of airplane crashes when all other means of identification were impossible. Betty's skill has been requested by law enforcement agencies and victim identification based on her reconstructions have been instrumental in solving otherwise "perfect" crimes.

... AND FOUND AGAIN

The pilot was lost and had no radio contact with the ground. But a jet pilot flying in the area intercepted the distress calls and told the disoriented pilot to switch to the emergency frequency, 122.5. He did and "very weak communications" were established between the plane and the Charleston, W. Va., Flight Service Station. By that time the pilot was having trouble holding a heading in marginal visibility with snow, but he did report that he was over a river. With this information, Specialist Boyce R. Wade was able to establish the plane's position. After that, Wade set up a rendezvous between the wandering, single-engine plane and a state police helicopter. But even then, the specialist's job was not done. He had to keep up a constant conversation with the anxious pilot whose mounting alarm became apparent in his voice. Finally, one hour and 13 minutes after the initial contact, the plane landed safely at Kanawha County (Charleston) Airport with only two gallons of fuel remaining.

During the month of May 1978, 280 flight assists were reported; 113 by flight service stations, 100 by towers, and 58 by centers. There were 400 people reported on board the aircraft involved. The primary causes for the assists included 173 lost pilots, 26 low on fuel, 44 in threatening weather, and 58 with some type of equipment malfunction.



AIRPORT PROGRAM SUCCESS

The agency has given an overall satisfactory rating to a special demonstration program in which four states administered Federal grants for development of general aviation airports. However, the FAA report to Congress noted that the demonstration program was too short in duration and too limited in scope for a full test of state capabilities to administer Federal airport grants. Therefore, it recommends that the program be extended through fiscal year 1980. The four states involved were: Arizona, Michigan, Pennsylvania and South Dakota. Of the \$5.8 million they received in Airport Development Aid Program (ADAP) funds, they granted \$3.4 million for development projects at 11 general-aviation airports. The remainder of the funds were carried over to FY 1978.

EMPLOYEE AWARDS

The following employees received awards or had their suggestions adopted during the month of May 1978:

QUALITY INCREASE AWARDS: **Katie H. Black**, AAC-14; **Tempie L. Hutchings**, AAC-22; **Quenton T. Duren**, AAC-133; **Billie C. Ferguson**, AAC-252; **William E. Dunbar**, AAC-836; **James N. Boles**, AAC-954B; **Victor I. Beaty**, AAC-933A; **George Lotz, Jr.**, AFS-590; **Everett J. W. Gentry**, AFS-590.

SPECIAL ACHIEVEMENT AWARDS: **Lowell E. Smith**, AAC-834; **Glenn E. Trewet**, AAC-951B; **Margaret D. Barrett**, ATL FIFO.

OFFICIAL LETTERS OF COMMENDATION: **Lamoyne J. Post**, AAC-445E; **Bobby W. Sexton**, AAC-844; **Don Moore**, AAC-844; **Billy J. Oliver**, AAC-932E; **Jack J. Buchholz**, AAC-931B; and the following personnel of BTL FIFO: **William M. Ardies**, **Norman Burch**, **James T. Balazs**, **Robert H. Barnes**, **Leo W. Blakely**, **Bertrand J. Buckhout**, **Billy J. Bunch**, **Thomas E. Casserly**, **James J. Compton**, **Jackson D. Clay**, **Peter Crowe**, **William S. Ernst**, **Leo D. Fantin**, **Edward W. Gries**, **Charlotte L. Hammond**, **Vernon H. Hazzard**, **Raymond H. Irvine**, **M. D. King**, **James R. Koch**, **Dyson S. Lloyd**, **Kenneth T. McKim**, **John G. Mehi**, **Sylvester J. Mehringer**, **David E. Mitzlaff**, **Frederick M. Nicolai**, **Francis W. Petersen**, **Richard Peterson**, **Charles R. Porter**, **Edward J. Prentice**, **Mary A. Pryor**, **Gerald J. Regts**, **John R. Robinson**, **Doyle W. Rogers**, **Elisandra R. Russell**, **Stanley N. Shirey**, **Thomas E. Smith**, **Lawrence J. Spoor**, **Gerald W. Swope**, **Kenneth L. Tenpenny**, **Gerard C. Thibault**, **Harold W. Walls**, **Robert S. Wieckowski**, **Joan E. Shirey**, **Morris R. Wiegand**.

Employees whose suggestions were adopted are: **Virginia S. McCann**, Accounting & Audit Division, for simplified pay procedure; **Ronald E. Hensley**, Data Services Division, for better utilization of TSO for Correcting programs; **Jim E. Evanoff**, Aircraft Services Base, for audible telephone monitor; **Gerald E. Woock**, and **Michael J. Brown**, Academy, to standardize the recapitulation of en route practice lab problems; **William B. Taylor**, Academy, for gain adjustment to BRITE TV Camera Video Amplifier, **William B. Taylor**, Academy, for addition of a preamp test point to the BRITE camera; and **Kenneth L. Lee**, Atlanta FIFO, SNFO, for chemoluminescent supplemental light source for emergency lighting requirements-buildings without windows, basement work areas, etc.

A FUTURE FOR MICROCOMPUTERS

A recently released agency report, "The Impact of Microcomputers on Aviation: A Technology Forecast and Assessment Study" predicts dramatic increases in speed and sharp declines in size, weight, power requirements and cost of both airborne and ground-based aviation computer systems during the rest of the century. The study, which a team of University of Michigan experts prepared for the Office of Aviation Policy, predicts developments in computers and associated devices, such as sensors, converters, and displays. The report also describes a number of likely effects of micro-technology including: a significant reduction in the space required for air traffic control computers; the possible return of increased responsibility for air traffic control to the pilot; the manufacture of aircraft by automated machines; automated monitoring and control of aircraft systems in flight to achieve the highest operating efficiency; as well as the recording of aircraft operating performance during flight for maintenance readout on landing. Copies of the two-volume report may be obtained from the Office of Aviation Policy.



EMPLOYEES ASSOCIATION

LAST CALL!

FAA EA FLOAT TRIP

This Friday, June 30, is the deadline to sign up for the Aeronautical Center Employees Association-sponsored float trip tour. Chartered buses will depart the Center on Saturday, July 15, and return Sunday, July 16. The price of \$40 per person includes round-trip transportation, a tour of the Fort Gibson stockade, overnight lodging in Tahlequah, and canoes, paddles, and cushions for a 13-mile float trip around Sparrow Hawk Mountain on the Illinois River. An optional "Green Country" tour of Tahlequah area attractions is available for only \$10 additional per person. All the details of this tour and a sign-up sheet are available in the EA Bookstore, Hq. Room 141.

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. Employees selected for supervisory positions must satisfactorily complete the Supervisory Training Course, 01200. 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: July 5, 1978

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
	FAA DEPOT		
AAC-78-163	Shipment Clerk (Data Transcribing), GS-2134-4	AAC-430	2102

Applicant must be a qualified typist or data transcriber.

AAC-78-164	Equipment Cleaner, WG-7009-6	AAC-443	JE-7009
AAC-78-165	Supply Cataloger, GS-2050-5	AAC-490	2000

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

FLIGHT STANDARDS NATIONAL FIELD OFFICE (FSNFO) PROMOTION PLAN ANNOUNCEMENTS

<i>ACPP NO.</i>	<i>POSITION TITLE, SERIES & GRADE</i>	<i>LOCATION</i>	<i>QUAL.</i>
FSNFO-78-32	CANCELLED/Aviation Safety Inspector (Airworthiness), GS-1825-13	AFS-580	

This position was filled by reassignment.

FSNFO-78-33	Airspace System Inspection Pilot, GS-2181-12/13	AFS-530	2181
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Promotion to GS-13 may be made without further competition if position is filled at GS-12.

Applicants should submit a breakout by month showing duty assignments as a crew member of a Flight Inspection aircraft.

Area of Consideration: FSNFO-Wide

Closing Date: July 12, 1978

SELECTIONS

<i>NAME</i>	<i>POSITION</i>	<i>LOCATION</i>	<i>ANN. NO.</i>
Norris E. Dow, Jr.	Electronics Tech. (Instr.)	AAC-940	AAC-77-258
Matthew J. Fletcher	ATC Spec. (Terminal-Instr.)	AAC-932	AAC-77-261
Robert L. Pedersen	ATC Spec. (Terminal-Instr.)	AAC-932	AAC-77-261
Michael L. Short	ATC Spec. (Terminal-Instr.)	AAC-932	AAC-77-261
Constance Garoutte	Secretary (Stenography)	AAC-305	AAC-SR-78-2
Barbara Moorehead	Clerk-Typist	AAC-930	AAC-78-96
Wilma Taylor	Supply Clerk (Data Trans.)	AAC-490	AAC-78-107