

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

W. Lloyd Lane
Manager, Aeronautical Center

64-35 September 2, 1964

INCREASED RATES/INCREASED BENEFITS. An increase in benefits will accompany the November 1 increase in premium rates for participants in most of the Federal Employees Health Benefits Program. For example, in the Government-wide Service Benefit Plan (Blue Cross/Blue Shield) the high option bi-weekly payroll deduction will be increased by .81¢ for a self-only enrollment and by \$2.06 for self-and-family enrollment. At the same time, hospital care will be increased from 120 to 365 days for each confinement; doctor's hospital visits will increase from 120 to 365 days, and in maternity cases, the regular basic hospital benefits will be provided instead of the present \$118 allowance. Also, the Civil Service Commission has scheduled an unlimited open season from February 1-15, 1965. During this period, eligible employees may enroll or change plans, options or types of enrollments. You can get complete information from your Health Benefits Officer.

PAY FOR PERSONAL PROPERTY LOSSES. Legislation was completed Aug. 20 on a bill authorizing Government agencies to settle claims for loss of personal property incident to Government service. When signed into law by the President, FAA will be authorized to make payments of up to \$6,500 for each claim. A revised Agency order with the new changes will be published at an early date.

HELICOPTER SPECIAL PURPOSE SCHOOL. A special purpose helicopter school has been inaugurated by the General Aviation Branch of the Flight Standards Training Division. Purpose of the course is to teach Operations Inspectors from GADO's throughout the agency the proper method of rooftop operation and use of the helicopter in carrying external loads. Trainees in the three classes which began on August 24 are: Thomas F. Murphy, St. Louis; Robert C. Pehls, Ontario, Calif., in the first class; Barton Heefner, Norwood, Mass. and Myles Ruggenberg, Phoenix, in the second class; and A. E. Weninger, Long Beach, Calif., Robert J. Krass, San Diego, Calif. in the third class. Instructors are James T. Kerr, Jr., and John Gaalaas of the General Aviation Branch.

FIFTH NATIONAL AIRCRAFT ACCIDENT INVESTIGATION SCHOOL TO CONVENE. The fifth of a series of courses established jointly by the CAB and the FAA to improve the methods and techniques of aircraft accident investigation will begin September 9, according to Marion Roscoe, Dean of the NAAIS. Employees of the FAA, CAB, and international participants associated in accident investigations will attend this class. Six weeks long, the course is an intensive one covering current investigative techniques and procedures. Guest speakers from industry and other government agencies are included in the curriculum.

W. LLOYD LANE ASSUMES MANAGERIAL DUTIES. W. Lloyd Lane, formerly Deputy Director, Flight Standards Service, Washington, D. C. officially began his duties this last Tuesday, September 1, as Manager, Aeronautical Center. Lane, his wife, Helen, and daughter, Debbie, are temporarily located at 2810 Dorchester Drive, Oklahoma City.

MAKE THE PAY RAISE WORK FOR YOU. Now that it is actually in hand, why not put all or part of the recent pay raise into U. S. Savings Bonds? The last issue of INTERCOM carried the glad news that 60.9 per cent of FAA employees were saving \$12 million a year buying bonds through the payroll savings plan. The item ended on a note of hope for 100 per cent Agency participation by next June 30. Why wait? You can help close that bond gap now with those extra dollars and, at the same time, watch your money grow automatically and painlessly. It's easy. Just sign that little form and turn it in.

FINAL CRASH TEST TODAY. Weather and other factors permitting, Aircraft Development Service will conclude its two-part crash test program today. The first test took place on April 24. The site for both tests is Deer Valley Airport, north of Phoenix, Ariz. Profiting from lessons learned in the first test the second go-around will include greater instrumentation "redundancy" to insure transmission of data in the event some circuits are destroyed. A Super Constellation, last and biggest of the "Connie" series, will be the test vehicle. Participating with the FAA are: USAF, which will test seating; Navy, forepart of the plane, cockpit, seating and litter suspension; and the Airline Pilot's Association, testing seating and restraint. The tests are under the supervision of Program Manager Isaac H. Hoover, DS-41.

AIRPORT LISTINGS GROW. FAA reports a gain of 726 airports and other landing facilities in the U. S. As of January 1, 1964, there were 8,788, as against 8,062 for 1963. This figure includes civil, joint civil-military airports, seaplane bases, heliports and landing strips. Texas continues to lead the country with 705 airports; California is second with 574, and Alaska third with 519. Puerto Rico, the Virgin Islands and the U. S. Pacific Islands together report 26.

TO SRDS FROM PANAM WITH LOVE. Harold E. Gray, President of Pan American World Airways, in a letter to Administrator Halaby commended the Systems Research and Development Service for its prime role in "conceiving and developing the idea" of using inertial navigation equipment in civil airliners. A system produced by Litton Systems, Inc., was installed in a Pan American DC-8 and evaluated over a five-month period in 1963. Mr. Gray referred to the SRDS program as a "catalyst between experimental and commercial use, proving as it did the great accuracy possible in a practical airborne system." Gray continues: "It has been a pleasure to cooperate with the Federal Aviation Agency in the accomplishments in this field...and we look forward to the continuation of that cooperation in the completion of this program." Pan American recently announced a \$12 million contract to equip their Boeing 707 fleet with inertial navigators. Sidney Hirshon, RD-341, program manager for the Navigation Development Division, SRDS, took part in the flight program and was instrumental in the overall success of the project.

SO-1 HOSTS LATIN AMERICAN MEETING. SO Regional Director A. O. Basnight will host a meeting in Atlanta, Ga., Sept. 1-2 with FAA, Military Southern Command, and air carrier representatives to determine what can be done about the most pressing navigational and airway system deficiencies in the Caribbean and South Atlantic-South American ICAO Regions.

ARS SPREADS THE WORD. The Agricultural Research Service, U. S. Department of Agriculture, has published a new pamphlet, Apply Pesticides Safely by Aircraft. It will be distributed by GADOs to all aerial applicator operators and should be of special interest to new hands in the business. Some important topics covered are: the well-trained pilot, pesticide safety and dispensing equipment.

FLIGHT SAFETY NOMINATIONS SOUGHT. The Flight Safety Foundation asked the Agency for Laura Tabor Barbour Air Safety Award nominations. PT will solicit names from Regional Directors, Center Managers and Office heads. The award has been presented yearly since 1956 to an individual in aviation who has made a distinguished contribution to flight safety. Last year it went to David D. Thomas, Associate Administrator for Programs.

AU PLAISIR DE VOUS REVOIR, MONSIEUR... The vice chairman of the French AOPA, J. P. Dabry, Montmorency, France, wrote in a letter to Assistant Administrator Raymond B. Maloy, IA-1, "...as leader of the first flying tour made over the United States I would like, in behalf of my traveling companions, to express to Administrator Halaby and to all the members of the FAA our sincere thanks for your warm reception in Washington and for the comprehensive manner in which the traffic controllers worked with us. We came back to Europe with a feeling of deep appreciation and gratitude for all you have done for us...."

LAWYERS TO HEAR FAA OFFICIALS. Brig. Gen. Martin Menter, USAF, FAA Associate General Counsel, and Chairman of the Federal Bar Association Committee on Aviation Law, will chair a panel discussion on Government participation in commercial aircraft development at the national convention of the Federal Bar Association in Washington, Sept. 12. The discussion will concern the national effort for the development of a commercial supersonic aircraft and the efforts toward obtaining a replacement for the DC-3. FAA panelists are: Gordon M. Bain, Deputy Administrator for Supersonic Transport Development and Robert B. Meyersberg, Chief, Aircraft Division, DS. A further highlight will be the presentation of a short color and sound film of the recent sonic boom tests at Oklahoma City, together with a discussion of such tests and a recital of the Court determinations in legal actions undertaken to enjoin the tests.

...AND SCOTT, TOO. Through oversight one of the key men in the development program to modify ARTCC consoles (reported in last week's INTERCOM) was not recognized. He is George A. Scott, RD-710, project manager at NAFEC, the prime mover in the experimental phase of the program. He was singled out for commendation in a memorandum to SRDS Director Joseph D. Blatt from ATS Director Lee E. Warren. INTERCOM joins those who salute George A. Scott.

TRIMMING CAT'S CLAWS. What to do about clear air turbulence (CAT) was the subject of a recent two-day conference in the Pentagon with representatives of various Government agencies and the Air Transport Association. Representing the Agency were: Fred B. Kemery, DS-43; Sidney Blatt, SS-130; Robert M. Buck, RD-240 and James H. Muncy, RD-241. Other Government representatives included the USAF, Army, Navy, the Weather Bureau and NASA. What makes the problem such a serious one is the lack of techniques for detecting CAT before encountering it. Among the approaches being explored to tame CAT are forecasting techniques, climatological, electrical, and temperature measurements, radar and lasers.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 9-9-64. The best qualified applicant will be selected for these positions regardless of race, color, creed, sex or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 p.m. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
Position Location: FAA Academy			
*ACPP-1508	Publications Clerk, GS-2090-04	Center Wide	277
ACPP-1518	Education Specialist, GS-1710-09	FAA Academy	279
Position Location: Aircraft Services Base			
ACPP-1519	A/C Sheetmetal Wkr., WB-3853-10	ASB	176
Position Location: Installation and Materiel Depot			
ACPP-1520	Electrical Equip. Quality Control Specialist, GS-1935-09	Equip. Services Division	244

(*) Reannounced to extend area of consideration.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations.

***** PLEASE USE YOUR ROUTING SYMBOL *****

FEDERAL SERVICE ENTRANCE EXAMINATION. The Federal Service Entrance Examination will open this fall on September 3, 1964. Employees who desire to make application to take the competitive examination, which will be given at the main Post Office, Third and Robinson Streets, will have until September 17th to file if they wish to take the October 17th test. Application cards are located in Room 101 of the Headquarters Building. Additional tests will be scheduled on the following dates: November 21, 1964, January 16, 1965, February 20, 1965, March 20, 1965, April 17, 1965 and May 15, 1965. Copies of the examination announcement will be received within the next 30 days and may also be picked up in Room 101 of the Headquarters Building if you desire more explicit information about the examination. This is brought to the attention of employees since attainment of an eligible rating on the FSEE test is a mandatory requirement for entrance into many administrative fields at the GS-5 and GS-7 levels.

CENTER EMPLOYEE REELECTED TO HEAD AIRWAYS ENGINEERING SOCIETY. Billy R. Archer, Technical Assistance Staff, ANF Training Division of the FAA Academy, has been re-elected to head the national organization of the Airways Engineering Society. The announcement was made from Washington on Monday by N. B. Wilson, Executive Director of the group. Archer has been with the FAA since 1957 and is the only man ever to be re-elected to head the professional organization for a second term.

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

W. Lloyd Lane
Manager, Aeronautical Center

64-36 September 10, 1964

IM BRANCHES OUT. Control and responsibility for field contract administration and factory inspection is now centered in the Reliability and Product Control Branch (IM-270) newly established within IM's Procurement Division (IM-200). Dana E. Linden, formerly with the Office of Naval Materiel, has been named Branch Chief. IM-270 was organized to assure the FAA of the high quality and reliability of equipment specified in the contracts, and to provide on-the-spot administration of contracts by FAA factory inspectors. It is expected that the new method of operating will result in a significant savings in manpower.

LOTT TO LEAVE. Oscar C. Lott, Chief of the Training Division, is leaving the Agency September 12 to start his own organization. Lott's firm will be known as the Manpower Evaluation and Development Institute, Washington, D. C.

EQUIPMENT INVENTORY PLANNED. The first nationwide inventory of the equipment installed at air navigation and air traffic control facilities is about to get under way. First phase will be conducted during October 1964 and will be confined to itemizing radar equipment; the second, to begin December 1, 1964 and carry through until January 31, 1965, will take in all other equipment. As each phase is completed the data will be computer-processed at the Aeronautical Center and put on cards, giving management a long needed central source of information as to equipment in use. In addition, each region will receive a set of punched cards with which to begin a file of accountability records for agency property. I & M Notice 4650, prepared by the I & M Depot and issued last week, is a do-it-yourself inventory guide for field personnel involved. The overall project was developed by IM-300.

SINGLE CHARITY DRIVE. Government workers in selected cities will be asked to make a single contribution this year in support of the several voluntary health and welfare agencies that usually wage individual fund drives. Called the Federal Charity Campaign, it will begin in Washington September 14, and close November 1. Other cities participating in the test program are: Dover, N. J., Macon, Ga., San Antonio, and Fort Worth, Texas; Chicago Ill., Minneapolis and St. Paul, Minn., and Bremerton, Wash.

NEW MANAGEMENT COURSES SLATED. The Agency will offer the following courses on a scheduled basis: FAA Procurement; Procurement Management for Technical Personnel; Provisioning, Cataloging and Standardization; and National Inventory Control and Distribution. An Agency notice is in the mill which will provide specific information.

HOW TO GET AHEAD. Robert H. Willey, PT-1, briefed those attending the Fourth Annual Convention of the Airways Engineering Society in Los Angeles last month on where the emphasis will be in future FAA personnel programs. He tied in the Agency's career planning with the fact that the newly adopted policy of an employee's willingness to move and his record of experience in more than one location will be important factors in selection for appointments, promotion and training development programs.

GA STAGES DRY RUN AIRLIFT. In cooperation with state aviation directors, the Office of Civil Defense, the Civil Air Patrol, and the United States Air Force Reserve, the Agency will participate in a two-day general aviation exercise involving 2,000 aircraft October 3-4. The exercise will demonstrate general aviation's airlift capability in the eastern and southern regions. A simulated national emergency will be called in every state east of the Mississippi River with the exception of Wisconsin, Michigan, Illinois and Indiana. Individual state survival plans will be put into operation using GA aircraft for airlift to key areas.

HOT AIR IS DANGEROUS. Compressed air, like any gas or liquid hermetically confined, is a potential high explosive when subjected to high temperatures, a Department of Interior letter warns. The letter recounted two cases involving canned compressed air flasks used to inflate and seal automobile tires. A can of this type exploded in the trunk of a compact car, causing severe damage to the front end of the car. In another case a can stored in the glove compartment blew up, shattering the instrument panel and windshield. Moral: read the directions on cans of this kind before storing.

PRAISE FROM A NORTHERN NEIGHBOR. David D. MacLeod, Toronto, upon returning home from a 3,000 mile vacation flight that took him to Memphis, New Orleans, Mobile and Nashville, expressed his appreciation to the FAA for, to quote "...the excellence of the service and the patient courtesy shown by all tower and flight service station personnel encountered along the route." MacLeod went on to say that while everyone was most obliging he wished especially to thank personnel at the Memphis tower, New Orleans and Toledo radar approach control, and the Mobile and Tuscaloosa FSS for their assistance.

CENTER TO HOST REAL PROPERTY WORKSHOP. Real property management representatives from the regions, NAFEC, BNCA, AC, and I&M will meet at the Aeronautical Center the week of October 12-16. Among the topics to be discussed are: ways and means to improve and simplify directives; more effective use of ADP capabilities; how to standardize reporting, and potentials for greater management analysis. (Note: real property is real estate--land, buildings, etc.)

FROM JUDGE TO PRESIDENT. Robert V. "Judge" Reynolds, GA-2, was elected President of the National Hump Pilots Association at its 18th Annual Convention held in Dayton, Ohio, August 29-30. The new prexy reports that the organization is strictly a social one with membership limited to men who "flew the hump" (the Himalaya mountains between China, Burma and India) during World War II. Eligible employees should contact him. Next year's gathering is scheduled for Washington.

EXAM-O-GRAMS ON UP AND UP. FS-400 reports that the mailing list for Exam-O-Grams has doubled in one year. Currently 9,000 persons receive these informative guides five to eight times a year from the Airman Examination Section, FS-905, Oklahoma City. Exam-O-Grams are brief explanations of key problems most common to pilots.

MORE 'COPTER SCHOOL TIME PROPOSED. Fixed wing-aircraft pilots seeking to qualify for a helicopter rating can expect to undergo 25 hours of flight instruction and solo flight time in 'copters, instead of the present 15 hours, according to a proposal made by the Agency. This would restore the 25-hour requirement which was in effect before July 12, 1962. The proposal would also eliminate the practice which allowed pilot applicants for 'copter ratings to substitute a flight instructor's recommendation for actual flight time.

MORE ON FLIGHT SERVICE STATIONS. The Air Traffic Service has prepared a 20-page illustrated booklet entitled FAA's Modernized Flight Service Station System. The text was taken from the Administrator's presentation to the Subcommittee on Transportation and Aeronautics last May. The booklet describes the proposed revised FSS system in detail, giving statistics, charts of station activity levels and costs.

FAA, USAF EXCHANGE IDEAS. Agency representatives sat down with Air Force Communications Service (AFCS) at a two-day Traffic Control and Landing System (TRACALS) conference at Scott AFB, Ill., Sept. 1-2 to discuss future air traffic control and all-weather plans and programs. Nicholas J. Proferes, RD-320, briefed the group on ground-based all-weather landing equipment and low-cost ILS; Murray E. Smith, IM-66, spoke on the new traffic control structures, control tower cabs and related operational equipment. The visit also provided an opportunity to discuss all-weather landing program plans with Military Air Transport (MATS) officials headquartered at Scott AFB.

CRISTOBAL COLON (1451-1506). It is possible that Federal workers will be getting another holiday soon. The Senate has approved a Columbus Day bill which is now being considered by the House. Columbus Day already is a holiday in more than half the states.

NO MAGIC IN JOB TITLES. In most cases official titles of positions are prescribed by classification standards, whether WB or GS. The authors of Classification Standards attempt to prescribe titles which are most descriptive of typical work performed within an occupational series. In these cases, the most descriptive title possible is used to fit the individual position being classified. Whenever there are published standards, the title prescribed in the standard must be used. No authority exists to deviate from the prescribed titles. There is no grade impact in a title.

If Classification Standards were revised to authorize a change in titling from Paper Technician to Paper Specialist, or from Paper Worker to Paper Technician, this would not affect the grade, series, or pay system (i.e. WB to GS). Positions are classified based on their duties and responsibilities and a change in title does not affect what a person does and is responsible for. There just isn't any "MAGIC" in an official job title.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 9-16-64. The best qualified applicant will be selected for these positions regardless of race, color, creed, sex or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 p.m. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
Position Location: Installation and Materiel Depot			
*FPP=AC=64=1521	Electronic Engr. (Electro-Magnetics), GS-855-12	Agency Wide	292
ACPP=1522	Production Controller (Gen), GS-1152-07	Equip. Serv. Div.	250
*FPP=AC=64=1523	Supply Systems Analyst, GS-2003-12	Supply Mgmt. Div.	***
Position Location: FAA Academy			
**FPP=AC=64=1524	Air Carrier Operations Spec., GS-1825-13	Agency Wide	283
(Position located in Non-Resident Training Division)			
FPP=AC=64=1457	Digital Computer Systems Analyst, GS-334-12		CANCELLED
ACPP=1460	EAM Project Planner, GS-362-09		CANCELLED

- (*) Closing Date: 9-23-64.
- (**) Closing Date: 9-30-64.
- (***) On file Room 104, Headquarters Building.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations.

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INTERCOM

FEDERAL AVIATION AGENCY

W. Lloyd Lane
Manager, Aeronautical Center

64-37 September 16, 1964

IT PAYS TO ADVERTISE. GPO has sold out the first edition of FAA's Private Pilot's Handbook of Aeronautical Knowledge which appeared less than a year ago. This is one of the FAA publications chosen by GPO for exhibition at the World's Fair. The second edition, due in late Sept., will be available through the Superintendent of Documents, Government Printing Office, Washington, D. C., at \$2.50 per copy.

OPEN AND ABOVEBOARD. Use of recording or monitoring equipment may violate Agency policy unless its use has the prior concurrence of all parties. An FAA order dated Aug. 26, 1964, (OA 1400.1) specifically prohibits FAA employees, in the conduct of their official duties, from: "Clandestine, surreptitious, or other covert use of recording or monitoring equipment." The order was issued to safeguard the rights of Agency employees and the public. However, the policy does not preclude the use of standard types of recording equipment in areas involving air safety or under circumstances where the prior concurrence of all parties is specifically indicated.

DR. REIGHARD DEPUTY FAS. Dr. Homer L. Reighard has been appointed Deputy Federal Air Surgeon. Dr. Reighard holds a B.S. cum laude from Franklin and Marshall College, an M.D. from Temple University School of Medicine, and a Master of Public Health degree from Harvard University. The new deputy came to the Agency in 1953, after serving for three years as flight surgeon with the USAF.

COL. WITHERS TO AM. Col. Hayden Withers, USAF, is the new Chief, Occupational Health Division, AM-400. He reported to FAA from the Office of the Deputy Assistant Secretary of Defense (Manpower). In his new capacity, Col. Withers is responsible for the Agency's civilian health program and will have staff responsibility for the headquarters clinic and the clinics at NAFEC and the Aeronautical Center.

ACADEMY TO GIVE ARTS COURSE. Much of the Stored Program Alpha Numerics (SPAN) equipment to be installed in the Indianapolis ARTCC is similar to the Advanced Radar Traffic Control System (ARTS) being placed in the Atlanta Tower (see FAA HORIZONS, Sept. '64). Plans call for FAA Academy instructors to give ten weeks of training to maintenance personnel from Indianapolis and Atlanta starting Oct. 19.

NAMED TO HEAD NEW CHAPTER OF PROFESSIONAL SOCIETY. William M. Jackson, Assistant Manager of the Aeronautical Center, was recently named provisional president of a proposed new chapter of the American Society of Public Administration. About 30 Oklahomans met during the past week to apply for a charter.

CARI EMPLOYEE TAKES FOURTH PLACE IN AIR RACE. Richard G. Snyder, CARI, placed fourth in last weekend's national air race from Clearwater, Florida, to Reno, Nevada. Snyder, flying his own North American P-51, was the second plane to take off from Florida. He made his only stop at Will Rogers World Airport at Oklahoma City, after flying at 35,000 feet in order to top Hurricane Dora by 5000 feet. Snyder has owned the airplane for several years.

SAFETY RECORD. During the first two months of this fiscal year, three lost time injuries have been reported to the Aeronautical Center Occupational Safety Engineer. This is the beginning of a much improved safety record for the Aeronautical Center. Only with the continued support of the safety program by each employee can an even better record be achieved. Only you can prevent accidents!

TEMPORARY RESTRICTED AREA IN MISSOURI. The Agency has designated a 4,000 square mile area near Fort Leonard Wood, Missouri as temporary restricted air space from October 29 to November 13 for use in a joint U. S. Air Force-Army exercise. The exercise, called "GOLDFIRE I," will involve 40 to 600 aircraft sorties daily in tests and evaluations of assault airlift concepts and tactical mobility requirements. Restriction applies from the surface up to 8,000 feet msl from 12:01 CST October 29 to 11:59 CST, November 13, 1964.

DROWNING CLAIMS FOUR IN AL. Last month, four Agency employees in the Alaskan Region died while on boating or hunting trips on three separate outings. With the approach of fall hunting and fishing seasons, FAA personnel are urged to be cautious and to use all safety measures.

PILOT STUDY GUIDE PUBLISHED. In response to certificated pilots' interest in upgrading their aeronautical skills, FS has published a new guide, Private and Commercial Pilots Refresher Course. It was issued as Advisory Circular 61-10 and can be bought from the GPO for 15 cents a copy. The guide covers courses of study recommended by the Agency for private, commercial and instrument pilots. The FAA does not sponsor such training but those wanting refresher courses may contact their local General Aviation District Office for guidance.

EXECUTIVE PERSONNEL PLAN CITED. The Civil Service Commission cited FAA's executive personnel plan as one of the three most outstanding executive development programs in Government. Under the plan, PT provides staff assistance to the Executive Personnel Board, made up of the Deputy Administrator and the three Associate Administrators. The board makes recommendations to the Administrator on personnel actions relating to positions GS-15 and above.

AVIONICS COURSE STREAMLINED. General avionics principles, course #FA-150, is the first of a revised series of avionics maintenance training courses at the FAA Academy. The new series, which started August 17, may be completed in 24 weeks as compared with 33 weeks under the old system.

IT'S AGAINST THE LAW. Chapter 3 of Agency handbook, Conduct and Discipline (PT P 3750.1A), carries a brief summary of laws, Executive Orders and Agency policy concerning conflict of interest. Among other things, employees are prohibited from engaging in private aviation enterprises involving research, engineering, construction, maintenance, repair, modification, piloting or other related work. This applies to aircraft, aircraft components, airborne electronics equipment, or other material or equipment associated with flight control, aircraft movements or air-ground communications. In addition, employees may not engage in or participate in any business in any other phase of commercial aviation. PT P 3750.1, appendix 2, lists penalties for violations.

NEW MAN IN MS-200. Charles McKeon, former Audit Division chief at the Aeronautical Center, has been appointed assistant chief of headquarters Audit Division. He replaces David F. Tipp, who transferred to Airports Service.

AES RELINQUISHES INFORMAL RECOGNITION. The Airways Engineering Society notified Administrator Halaby that it no longer desires to have an informal recognition status in the Employment-Management Cooperation Program under Executive Order 10988. The Society now will function strictly as a professional group.

MAIL ORDER AIRCRAFT DISCOURAGED. Amateur builders of rotorcraft-glidern, gyroplanes, helicopters and other aircraft may not be eligible for an FAA experimental airworthiness certificate if they depend too heavily on prefabricated parts from nationally advertised kits. Intent of the experimental airworthiness certificate is to cover projects which are truly amateur-designed or fabricated for educational or recreational purposes, on a non-business, nonprofit basis. Certain nationally advertised kits may mislead would-be aircraft builders if they fail to read the data on the kit and the FAA provisions as outlined in current circulars. FAA rules do not preclude buying certain components such as engines, propellers, rotor blades and hubs, wheel and brake assemblies on the open market. But an aircraft assembled completely from prefabricated parts obtained commercially is not considered within the meaning of amateur construction and therefore would not be eligible for FAA certification.

PC IN NEW BUILDING. The Pacific Region will begin full-scale operations from its new building on Ala Wai-Kalakaua Ave., on Sept. 21. The new headquarters building will have personnel and activities previously scattered in four different Honolulu locations. The 10-story structure, which follows the 800 Independence Avenue concept, was formally accepted by GSA on Aug. 31. Plans for dedication and an open-house are underway.

BRITISH EYE U. S. 'COPTER OPERATIONS. The discovery of oil and gas deposits under the North Sea has sparked British interest in United States helicopter operations. Norman Walker, Assistant Air Attache in the British Embassy, visited FS to gather data on 'copter operations pertaining to off-shore oil rigs.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
Position Location: Office of the Manager, Aero. Center			
ACPP=1525	Bindery Worker, WB-4402-09	Off. of Mgr.	243
ACPP=1526	Film Assembler-Stripper, WB-4405-10	Off. of Mgr.	238
Position Location: Installation and Materiel Depot			
ACPP=1527	Machinist, WB-3414-12	Equip. Serv. Div.	207
ACPP=1528	Machinist, WB-3414-11	Equip. Serv. Div.	207

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INTERCOM

FEDERAL AVIATION AGENCY

W Lloyd Lane
 Manager, Aeronautical Center

64-38 September 23, 1964

THE FISCAL '65 BUDGET. President Johnson signed the Independent Offices Appropriations Bill August 30, which included \$724,374,000 for FAA during Fiscal 1965. The table shown below is a comparative statement of the Agency's Fiscal 1964 appropriation, with estimates and appropriation for Fiscal 1965. The figures given are in thousands.

	Appropriation 1964	Estimate 1965	Appropriation 1965
Operations	\$528,000	\$547,600	\$542,600
Facilities and Equipment	100,250	75,000	50,000
Grants-in-aid for Airports	75,000	75,000	75,000
Grants-in-aid for Airports, (Liquidation of contract authorization)	7,000	7,000	7,000
Research and Development	40,000	42,000	40,000
Operation and Maintenance			
Washington National Airport	3,582	3,631	3,565
Operation and Maintenance			
Dulles International Airport	3,985	4,619	4,319
Construction, Washington			
National Airport	2,075	1,800	1,710
Construction, Dulles			
International Airport	450	200	180
TOTALS	\$760,342	\$756,850	\$724,374

ADMINISTRATOR'S STATEMENT. At a press conference last week, Mr. Halaby made a brief reference as to how long he expected to remain as Administrator of the Federal Aviation Agency. The questions and his answers were exactly as follows:

QUESTION: Are you going to resign after the November election?

MR. HALABY: I submitted my resignation to President Kennedy when he appointed me. I kind of feel it is a good idea to let your boss know you are ready to leave any time he wants you to leave. When President Johnson took office, I offered my resignation again and actually submitted it. I serve at the will of the President. I must say I told President Kennedy, when he asked me to take the job, I said I would take it for three or four years. The fourth year will be up soon. Although I have no intention at present of leaving, I am ready to at any time the President has another man -- hopefully a better man for the job -- and I do not intend to be here for a long time.

QUESTION: Another four years after November?

MR HALABY: I cannot imagine anyone enjoying this job for eight years.

NOTHING LIKE BEING ON THE SPOT. FAA Academy instructors; Frank Reddout, James N. Boles, Pilots; and Thomas B. Young, panel operator, from PT-954, recently landed their Flight Inspection DC-3 at Kansas City after making a practice inspection of the ILS. Immediately following the FAA aircraft on final approach was a commercial air carrier 707, which came in a little low and knocked its landing gear loose on the levee and approach lights coming to rest on its belly. Although no one was injured, the accident required an immediate flight check of the navigational aid. Ordinarily, the Kansas City Flight Inspection District Office would have performed the check; however, the aircraft available did not have all the necessary equipment. The Academy crew volunteered and completed the check post haste....or should we say, post accident.

NO PRIZE FOR SHORT HAUL TRANSPORT DESIGN. Mr. Halaby told a news conference that none of the nine design proposals submitted for a local service airline transport, the so-called DC-3 replacement, was so advanced or unique as to be "worth spending \$100,000 of the taxpayers' money on it". The specifications submitted in response to the FAA request made earlier this year were described as "a serious disappointment". But the Administrator added, "I am not saying the designs are no good". FAA had planned to award \$100,000 design development contracts each to as many as three manufacturers among the nine who submitted the most promising proposals.

RESEARCH PHYSIOLOGIST QUILTS AT CARI. Dr. Bruno Balke, Chief of the Biodynamics Branch at the Civil Aeromedical Research Institute has announced his intention to leave the Agency. Dr. Balke has accepted a split appointment at the University of Wisconsin as Professor of Physiology and Professor of Physical Education, where he will be able to continue his research into the body's reaction to stress and exercise. He will report to the University for his new assignment on October 1.

SST DEVELOPMENT IS COMPETITION BUT NOT A RACE. Mr. Halaby returned from a trip to Europe where he surveyed development of the British-French Concorde supersonic transport. The program is proceeding rapidly, he said, but during the past eight or nine months the Europeans have redesigned the Concorde to provide more seats and greater range with a considerable increase in costs as well as slippage of the delivery date. The United States is proceeding "very deliberately" on its own SST program, giving full consideration to such factors as payload, range and the supersonic boom problem. Halaby said the problem of sonic boom nuisance has not yet been solved and that he would oppose the start of actual construction until a solution has been reached. "My present feeling is that it is not that insurmountable a problem," he added. The trip to England also gave the Administrator an opportunity to fly the BAC-111 and the VC-10.

UNION, FAA SIGN AGREEMENT AT AERONAUTICAL CENTER. The Federal Aviation Agency and the International Association of Machinists signed a work agreement at the Aeronautical Center on September 21, 1964. Although the IAM first received exclusive recognition at the Center in September of 1963, this is the first agreement that has been signed. The employees affected are aircraft and powerplant mechanics, electronic technicians, and aircraft inspectors of the Aircraft Services Base, and employees of associated aircraft trades.

BEST BY TEST. First test results of an improved glide slope antenna are proving highly successful. The new antenna is a multi-element glide slope array, 72 feet high, equipped with 30 dipoles and built by IT&T under SRDS direction. The initial prototype is now undergoing site evaluation at Charleston, W. Va., airport where the terrain causes some serious problems with conventional equipment. The new design provides highly accurate reception quality since it operates independent of the terrain surrounding it. According to Henry H. Butts, RD-320, project manager, the multi-array has improved straightness of course by a 3 to 1 ratio over the standard commissioned facility at Charleston. This element is one of a series of improved experimental equipment under development in the SRDS navigation program.

MOBILE TRAINING. An experimental maintenance training class on the FA-5394, 30-channel recorder was conducted at O'Hare International Airport by the FAA Academy, September 14-18. Results of this class will determine if future classes should be held.

NO DUST CLOUDS THIS ISSUE. The Agency will hold a public hearing November 5 at the Civil Aeromedical Research Institute in Oklahoma City, to get industry views on proposed safety rules for agricultural aircraft operations. At present, there are no specific Federal rules covering these flights. There are some 2,500 operators involved who are governed by FAA certificates of waiver which allow pilots to deviate from present air traffic rules.

BREAK DUE FOR PART-TIME STUDENTS. Many Aeronautical Center employees are interested in obtaining college degrees, but one of the major obstacles in the past has been the resident requirements (on campus courses) while holding down a full-time job. A recent announcement by the University of Oklahoma stated that courses in the following degree program offered at the OU-Midwest City-Tinker AFB Study Center are now carrying residence credit: College of Arts and Sciences, Business Administration, Education, and Engineering. Until now, only one-half of the total hours required for a degree could be earned at the Study Center. Removal of the restriction should be a great help to adult students in the Oklahoma City area.

INTERNATIONAL PARTICIPANTS ATTEND NATIONAL AIRCRAFT ACCIDENT SCHOOL. Two international participants joined the most recent class being conducted at the Aeronautical Center by the National Aircraft Accident Investigation School. D. A. McLellan, a member of the Department of Transport at Montreal

Airport, Quebec, Canada, and Ian M. Leslie, of the Department of Civil Aviation, Melbourne, Australia, checked in to attend the course. The NAAIS conducts the program to train personnel of the Civil Aeronautics Board and the Federal Aviation Agency in current investigation techniques and procedures in connection with civil aircraft accidents. The school is a joint FAA-CAB venture.

DIRECT FLIGHT OPEN TO AIR CARRIERS. Effective September 17, revised operations specifications permit direct flight anywhere within the 48 contiguous states, provided (1) the route is within controlled airspace, (2) operations are conducted at or above the MEA or at least 2,000 ft. above the surface, and (3) such routes lie within the advertised service volume of NAVAIDS selected at the altitude selected. Announcement was made also of the change to the two-level airway/route structure and the lowering of the use of standard altimeter setting to 18,000 ft. These changes also became effective September 17.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 9-30-64. The best qualified applicant will be selected for these positions regardless of race, color, creed, sex or national origin.

APPLICATIONS SHOULD BE SENT TO PLACEMENT BRANCH, AC-14. Those received after 4:30 p.m. on closing date will be returned.

A Personnel Data Summary (FAA Form 2062) must be initiated the first time an employee requests consideration for a vacancy. A new PDS should not be submitted for future requests unless the employee's supervisor or the Placement Branch determines that a new rating is needed.

ACPP Number	Position Title, Grade & Series	Area of Consideration	Key Number
Position Location: Office of the Manager, Aero. Center			
ACPP-1529	Supvry. Teletypist, GS-385-06	Off. of Mgr.	248
Position Location: Installation and Materiel Depot			
ACPP-1530	Supvry. Supply Systems Analyst, GS-2003-11	I & M Depot	**
ACPP-1425	Supvry. Storage Mgmt. Spec., GS-2030-11		CANCELLED
ACPP-1518	Education Specialist, GS-1710-09		CANCELLED

** On file Room 104, Hq. Bldg.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations.

* * * * * PLEASE USE YOUR ROUTING SYMBOL * * * * *

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

W. Lloyd Lane
Manager, Aeronautical Center

64-39 September 30, 1964

NATIONAL AIRPORT PLAN. The Agency last week issued a new National Airport Plan recommending construction of 727 new landing facilities and improvements to 2,537 others at a total cost of \$1.2 billion over the next five years. Landing facilities include airports, heliports and seaplane bases. Of the new construction recommended, 579 airports are for general aviation use exclusively. The remaining airports are used by both general aviation and the airlines. The National Airport Plan does not commit Federal funds. It serves only as a blueprint for needed airport development to meet the continuous growth and demands of the national economy. Inclusion of a facility in the plan is the first step toward eligibility for Federal grants under the Federal-aid Airport Program, but does not assure such funds.

PERSONNEL MANAGEMENT ORDERS ISSUED. Orders on Foreign Assignments, Reemployment, and Executive Key Personnel Actions, were signed by the Administrator Sept. 15. The first deals with the career advancement advantages to employees who participate in foreign assignments. The order on Reemployment, Restoration and Return Rights, guarantees employees positions in their previous employing jurisdiction after any assignment outside the 48 contiguous states and from assignments as instructors at the Aeronautical Center. The third order provides procedural information and Agency philosophy regarding jobs, selections and other matters requiring Executive Personnel Board consideration prior to action by the Administrator.

PROGRAM REVIEW STUDY IN SESSION. Regional Directors and Managers of the Aeronautical Center and NAFEC are in Washington headquarters this week attending the Agency's semi-annual Program Review Conference being held Monday, Tuesday and Friday. The first two days schedule includes discussion of FAA's goals in airports, airspace and safety policies. Friday will be devoted to the presentation of regional plans for the introduction of FOCUS. They also will attend the National Aviation System Symposium (Shareholders Meeting) to be held on the intervening Wednesday and Thursday.

WE'RE EXPECTING GUESTS. Like the conscientious host and hostess preparing for guests, FAA has tidied up 800 Independence Avenue to greet more than 150 top level aviation executives who arrive tomorrow for a two-day session on the National Aviation System Symposium. The session, called by Administrator Halaby, will be a report to the "shareholders" who use the nation's airspace. Among those invited are the top officials of airlines, manufacturers, airports, trade associations, Government, etc.

SUPERVISORS - NOTE. The Absence and Leave Handbook, PT P 3600.2, Page 7, Par. d., states the following:

"Leave Prior to Separation. Normally, terminal, annual, or vacation leave shall not be granted prior to separation when it is known in advance that an employee will terminate his Federal service upon the expiration of leave. Under the Lump Sum Leave Payment Act employees must be separated as of their last day of duty, and paid a lump-sum payment for accumulated leave. Exceptions to this requirement are: (1) Granting Use of Leave Not Authorized in Lump-Sum Payment. (2) Granting Leave Pending Disability Retirement. (3) Granting Leave Prior to Separation by Reduction in Force."

Except as stated above, there is no authority for granting annual leave upon separation of an employee. There appears to be growing evidence that supervisors are approving annual leave beyond the last day of duty when it is known in advance that an employee is going to terminate his Federal service. This violates the provisions of the Lump Sum Leave Payment Act. Employees who are separating and who request annual leave beyond their last day of duty should be so advised and the leave requested should be disapproved.

HEALTH BENEFIT PLANS CHANGE. Changes in rates, benefits, or both, of the Government Health Benefit Plans are explained in a Civil Service pamphlet BRI 41-117 which is to be released to all employees before November 1, the beginning of the new contract term for the plans. The pamphlet is entitled Information About Plan Changes Effective November 1964. All employees are encouraged to check the new pamphlet for up-to-date rates and changes. The BRI 41-117 and your present brochure concerning your type of plan constitute an up-to-date statement of your benefits. Any rate changes indicated under the conditions of the new contract term will be reflected in your salary effective November 8, 1964.

Coincident with the new pamphlet, employees will also receive a revised edition of pamphlet Standard Form 2809A, the Federal Employees Health Benefit Program. Keep the SF 2809A, the brochure and the BRI 41-117 with your important papers. An open season for changing plans, options and types of enrollment (self-only to family) has been set for February 1965 by the Civil Service Commission.

NAFEC TO AID IN COMBAT 'COPTER STUDY. At the request of Col. George W. Putnam, Jr., Acting Director of Army Aviation, the Agency has agreed to begin simulation studies early in November to explore a concept for instrument flight by assault helicopters in forward areas of the battle zone. The unique capability of NAFEC's dynamic simulation laboratory will be used to provide the Army with valuable information on the procedures, techniques and feasibility of using large numbers of helicopters in air assault missions under instrument conditions. Study results are also expected to supply FAA with data to aid in developing methods to control civil helicopter operations during IFR conditions. NAFEC technical personnel recently visited 11th Air Assault Division headquarters, Ft. Benning, Ga., to collect actual flight data on 'copter operations to use in support of the simulation project.

AIR TRAFFIC CONTROL STANDARDS READY. Uniform performance standards for professional and subprofessional air traffic control specialists in all three options -- center, tower and station -- have been adopted by AT and should be received in the field in about two weeks. The directive, AT 3410.1, Performance Improvement Program, is a four-page order with an 18-page attachment containing standards and instructions for their use.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

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<u>ACPP Number</u>	<u>Position Title, Grade & Series</u>	<u>Area of Consideration</u>	<u>Key Number</u>
Position Location: Office of the Manager, Aero. Center			
FPP-AC-64-1531	Communications Control Center Coordinator, GS-301-13	Agency Wide	**
ACPP-1532	Cost Accountant, GS-510-11	Off. Of Mgr.	263
ACPP-1533	Industrial Engineer, GS-896-11	Off. Of Mgr.	292
ACPP-1534	Industrial Engineer, GS-896-09	Center Wide	292
Position Location: FAA Academy			
ACPP-1535	Budget Clerk, GS-501-05	FAA Academy	262
Position Location: Aeromedical Certification Division			
ACPP-1536	Applications Examiner, GS-963-04	Aeromedical Cert. Div.	264
Position Location: Aircraft Services Base			
ACPP-1537	Tool, Stock, & Parts Keeper, WB-6904-06	Center Wide	275
Position Location: Installation and Materiel Depot			
ACPP-1538	Procurement Agent, GS-1102-09	Center Wide	267

** On file Room 102, Hq. Bldg.

Promotion lists established as a result of these announcements may be used for a period of 90 days to fill additional vacancies in the same tenant organizations.

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PAY OR COMPENSATORY TIME FOR OVERTIME? Various inquiries received by the Personnel & Training Division disclose that there is some confusion as to the circumstances under which employees are paid or receive compensatory time for overtime work. Employees whose basic rate of pay is in excess of the maximum step of grade GS-9 (presently \$9425) may be granted compensatory time for overtime work unless the approving authority determines that compensatory time is not practicable. Employees whose rates of pay are below the maximum step of GS-9 normally are paid unless the employee requests compensatory time. When an employee requests compensatory time, the approving authority has the option of granting or denying such a request. Agency Order PT 3550.5 provides detailed information on crediting and paying for overtime and compensatory time.

FAA ADMINISTRATOR REMINDS ALL EMPLOYEES OF U. S. SAVINGS BOND BENEFITS. Mr. Halaby emphasized the benefits of the Payroll Savings Bond program in a personal memorandum to Heads of major organizational elements. Particularly, was the recent pay raise mentioned as enabling employees to increase their deductions thus increasing their rate of savings. The Administrator's memorandum read as follows:

"The recent pay raise presents an opportunity to each of us to strengthen our personal financial security through the purchase of U. S. Savings Bonds. This kind of savings also helps the economic security of the Nation.. Many will want to use part of this extra money to increase their purchases through the Payroll Savings Plan. Others who have not been buying bonds regularly will now find it both possible and advisable to begin a regular savings program.

It is not really necessary to remind most of the FAA family of the advantages of the Payroll Savings Plan. In the past two years the number of our people saving this way increased from 17,000 to 27,500. It is my hope that each of you will actively promote this effort in your area.

The FAA is already on the Honor Roll of Federal agencies in this program. We should stand even higher. I will be looking forward to this kind of progress on future reports."

MONEY MEN ON THE ROAD. A financial management working group headed by Seymour E. Blum, Audit Staff, AU-1, has just completed a two-week coast-to-coast swing through the regions. The group presented a packaged lecture-slide-chart program to regional directors, center managers and their staffs detailing the latest in Agency fiscal planning. The presentation highlights progress toward installation of a cost accounting system for the facilities and equipment program; closer integration of the Agency budget, accounting, automatic data processing and financial reporting processes; and consistent classification and coding of data throughout the FAA's management cycle. In the task force were: Francis W. Lyle, on assignment to the Agency from the Bureau of Budget; Vincent A. Johnson, MS; Berwyn L. Miller, and Jack Ormsbee, BU; and William G. Allen, IM. Next on the agenda: Hawaii, Alaska and NAFEC.

CAVEAT EMPTOR. Mervin K. Strickler, GA-30, is FAA's representative on the Consumer Advisory Council established by President Kennedy in March, 1962, to protect consumer interest. A meeting of the Southeastern Consumer Conference, encompassing the states of Alabama, Florida, Georgia, N. Carolina, S. Carolina and Tennessee, open to everyone, will be held in Atlanta, October 2, in the municipal auditorium.

SCOPE DOPE. A new DFR-35 course study guide for facilities personnel, separate from the reference text, is now available. The new course will consist of five chapters and five examinations covering: Basic Antenna Principles; Arrays of Antennas; Parabolic Antennas; Circular Polarization; and PAR Antennas. Some of the material of the old course, no longer applicable to FAA radar antennas, has been removed and new topics have been introduced.