

CITY SALES TAX ISSUE GOES TO VOTE NOVEMBER 9. Once again employees of the Aeronautical Center residing in Oklahoma City are being called upon to cast their vote in a decisive city election to be held November 9. Issues on both sides of the question have been aired in local newspapers during past weeks and the outcome now depends upon the citizen's choice at the polls. Every eligible employee is urged to consider the implications of this crucial election and then to cast his or her vote accordingly.

ADMINISTRATOR SPEAKS ON SST. General McKee told an Aero Club of Washington luncheon meeting that the Federal Aviation Agency is "looking to a certification date of 1974" or "better" for the supersonic transport. "And when we do put this new plane in service," the Administrator continued, "I think it will be much in demand. The whole history of transportation is the story of trying to save time. If there's any doubt about this, just look what the present jets did for the airline business." Noting that the Congress had appropriated \$140 million for the current detailed design and test phase of the SST program, General McKee said, "This present phase means more than blueprints and wind tunnel tests. It means hardware -- three engines from each manufacturer. It means certain sections of the proposed wings and sections of fuselage. I've just come back from visits with the manufacturers and the work is under way and going well. The manufacturers are in high blower and the competition is keen." The contractors are Boeing and Lockheed in the airframe area, General Electric and Pratt & Whitney in the engine area.

FAA MARKS SEVENTH ANNIVERSARY. It is seven years ago today (Monday, November 1) that the FAA was born officially with the swearing in of Elwood R. (Pete) Quesada, a retired Air Force General, as its first Administrator. Although the Agency did not become fully operational until the end of 1958, November 1 is recognized as the official anniversary date.

LOCAL SCOUT RECEIVES SPACE MERIT BADGE. Douglas W. Graham, son of William G. Graham, AC-976, was among thirteen Boy Scouts and Explorers from different parts of the nation who received Space Merit Badges at ceremonies at Houston's Manned Space Center early this week. The badges were presented by astronauts James A. McDivitt and Edward H. White.

DO IT YOURSELF RADAR TO BE TESTED. Pictures from the radar screens at Boston's Logan International Airport control tower are being transmitted to two aircraft for pilot evaluation in a test which began October 30. Eight FAA pilots and a like number of general aviation pilots from the Boston area will attempt to locate their own aircraft's radar blip on the five-inch TV screen in the aircraft while flying designated routes in the local area. Purpose of the airborne test is to determine the value of TV in the cockpit for locating or avoiding other aircraft, as a navigation device, or as means of avoiding bad weather.

'MR. PROUD' NOW AVAILABLE IN THE DRIVER'S SEAT. Bumper Banners which display Mr. Proud are available in limited numbers at the reception desk in the Headquarters Building. Let's show the motoring public that we are PROUD to be members of the Aeronautical Center's fine team.

FAA/AIR FORCE TO CONSOLIDATE NOTAMS. Both FAA and Air Force NOTAMS (Notices to Airmen) in the future will be consolidated under provisions of a joint agreement. Under this plan, the Air Force-operated USAF/USN Central NOTAM Facility (CNF) will move from Tinker AFB, Oklahoma City, to FAA Headquarters and will be collocated with the existing National Flight Data Center, which is the central source for NOTAMS and other flight information issued by the FAA. When finally consolidated, the National NOTAM System will be managed by the FAA which will provide the required domestic communications network and computer capability and will operate and monitor the civilian input to the system. The Air Force will provide for connections to the FAA domestic communications system and USAF/USN locations and will provide the military input to the system.

AWARD NOMINEES NAMED. Mary E. Healy, deputy manager, Headquarters Operations, has been named by the Administrator as the Agency's nominee for the Federal Women's Award. Gen. McKee said in his recommendation, "...our nomination of Miss Healy is to recognize her significant administrative achievements..." The Administrator also named Joseph A. Ferrarese, technical project officer, Operations Division, FS, as the Agency's nominee for the Laura Taber Barbour Award given annually for notable achievement in flight safety. Ferrarese's nomination is for work in the development of an all-weather landing capability for civil aviation and other achievements in the area of aviation safety. Sterling R. Timmerman has been named by the Administrator as the Agency's nominee for the Handicapped American of the Year. Timmerman, afflicted with polio in 1949, suffered total loss of use of his right leg and 60 per cent loss of use of his left leg. In spite of this, he leads an active and useful life, pilots an aircraft, and carries out his duties as a flight service specialist at the Watertown, N. Y., Flight Service Station. He has previously been cited by the Governor's Committee on Employment of the Handicapped for New York State for his accomplishments and courage.

FOREIGN JOB ASSIGNMENTS STUDIED. FARE (Foreign Assignment Resource Employees) system, which has been in operation one year, is in the process of updating the names in the system. Designed to fill foreign assignment position vacancies, GS-12 and up, PT reports that skills most in demand are Facilities Flight Check Pilots, Aviation Operations Specialists, Aviation Maintenance Specialists, Electronic and Civil Engineers, Electronic Technicians, and ATC Specialists. All GS-11s and above interested in foreign assignments may have their names entered into the system at any time. Application forms may be obtained in Room 102, Hq. Bldg. After completion, they should be returned to AC-14E.

NOMINEES NEEDED FOR FLEMING AWARDS. Recognition for young men who have performed outstanding and meritorious work for the Federal Government will be provided for the 18th consecutive year under the Arthur S. Flemming Awards Program. Eligibility extends to any male, civilian, officer or employee of the Executive Branch of the Government who will not reach his 40th birthday before January 1966. Nominations should be submitted to the Personnel Relations Branch, AC-13, not later than November 5, 1965.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 11-10-65. 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.

Applications are also solicited from employees on a Center-Wide basis who wish to be considered for REASSIGNMENT to announced positions.

| ACPP Number | Position Title, Series & Grade | Area of Consideration | Key Number |
|--------------------------------------|--|-----------------------------|------------|
| Position Location: FPP-AC-65-1715 | FAA Academy *Assistant Chief, Flight Standards Training Branch, GS-301-14 | Agency Wide | ** |
| Position Location: ACPP-1717C | FAA Depot Preservation-Packing Specialist, GS-2032-11 | Center Wide | *** |
| ACPP-1718C | General Supply Specialist, GS-2001-13 | Supply Management Branch | |

*Correction title only from Assistant Chief, GS-301-14.

**On file Room 103 Hq. Bldg. with the following additional requirements:

Three years of specialized experience must have been acquired as an inspector, specialist, or supervisor in one of the principal Flight Standards fields, i.e. Operations, Maintenance, Engineering and Manufacturing or Flight Inspection and Procedures.

***On file Room 104 Hq. Bldg.

GOBBLEDYGOOK OF THE WEEK. The FAAer who submitted this week's gem complains of a sore thumb from flipping pages back and forth and winds up saying she'd completely lost the meaning of the paragraph... "The incumbents of the positions named in 6a (1) and (2) and (3) above and the officials to whom they re-delegate the authority to authorize and approve travel in accordance with subparagraph 7e below, may further redelegate the authority to authorize or approve local travel (see 5c above) to..."

INTERCOM

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

65-45 November 9, 1965

W Lloyd Lane
Director, Aeronautical Center

COMBINED FEDERAL CAMPAIGN OVER THE TOP. OVER \$70,000 PLEDGED. FAA employees in the Oklahoma City area have every reason to be PROUD of their support of this year's Combined Federal Campaign. Ninety-five percent of all employees participated in the annual drive for funds for United Fund, and National Health and International Service Agencies. A total of \$70,913.99 was pledged at the time of the final accounting with a few more dollars contributed but not counted. FAA employees exceeded the monetary goal established at the beginning of the drive by 17%, an excellent showing. Organizations and the percent of their goal accomplished are as follows: Overall FAA - 117%; Office of the Director - 139%; AM-110 - 85%; AM-300 - 105%; AM-600 - 81%; FS-190 - 137%; FS-300 - 126%; FS-800 - 96%; FS-905 - 135%; FS-909 - 116%; FS-980 - 104%; IM-900 - 138%; PT-900 - 112%; SI-1 - 121%; SW Reg. - 82%.

AGENCY PRAISED FOR SUGGESTION AWARD RECORD. President Johnson, in commenting on the progress made by Federal agencies in incentive awards programs, said: "This unparalleled record of cost consciousness and alertness to improvement on the part of our career civil servants deserves the heartiest plaudits of the American people. Each individual, each supervisor, each manager who contributed to this record has my gratitude." The FAA was among those agencies cited for significant increases in dollar benefits from adopted suggestions. The total for FY'65 was \$411,211, an increase of \$205,564. This represents a 65 per cent increase in adopted employee suggestions and a 100 per cent increase in measurable dollar benefits. The Agency goal is one million dollars for FY'66.

SALARY ACT REGULATIONS TO BE DISTRIBUTED. The 1965 Salary Act contained a provision for severance pay to employees involuntarily separated through no fault of their own. However, none of the government agencies can carry out that provision of the Act until implementing regulations are released by the Civil Service Commission or other designated agency. The regulations will be distributed to employees as soon as they are received at the Aeronautical Center.

PRESIDENT SIGNS RETIREMENT BILL. The President recently signed HR 11303 which extends the retirement annuity bonus feature of Public Law 87-205 through December 30, 1965. An employee who retires on or before December 30, 1965, and is eligible for an immediate annuity, will receive the 6.1 percent bonus plus the 2 percent cost of living adjustment of 1962.

"...BY OUR DEEDS AND NOT OUR WORDS..." President Johnson has proclaimed November 11, Veterans Day. In doing so, the President requested officials of the Federal Government throughout the nation to associate themselves with the appropriate Veterans Day Committee and to participate in public ceremonies and exercises to "pay deserved honor to the millions of our fellow citizens who have served in the armed forces of our country in times of war and conflict..." FAAers are encouraged to participate in local observances in their own areas.

TINKER HAS JOB OPENINGS. The Board of Civil Service Examiners at Tinker Air Force Base has opened an examination announcement for Electromechanical Instrument and Controls Repairer, W-7 and W-9; Computer Repairer, W-8 and W-10; and for Instrument Sealer, W-7. Qualifications for these positions are on file on the Bulletin Board in the Aeronautical Center Employment Office.

CLASSIFICATION VS PAY EXPLAINED. The Office of Personnel and Training has just distributed a new pamphlet on classification and pay to all of the Regions and the Aeronautical Center. The pamphlet points out some of the essential elements involved in classifying and setting pay. All employees are urged to read the pamphlet. If you have not received one, please contact your supervisor.

UAL APPROVED FOR CATEGORY II LANDINGS. United Air Lines has become the first U. S. airline to receive Agency approval to conduct Category II landings. This six months approval permits UAL instrument approaches in DC-8 aircraft to minimums of 150 feet height and 1600 feet runway visual range (RVR) under certain conditions. Successful operations under these minimums will be the basis for future approval to lower minimums of 100 feet height and 1200 feet RVR. This approval for UAL applies to Dulles, Pittsburgh and Oakland airports, which are ground equipped for Category II operations, and are now being served by United's DC-8s. Two other airports, Louisville and Atlanta, are so equipped and it is expected that by the end of the year at least eight airports will have the necessary ground equipment to handle Category II landings. American, Pan American and TWA are also in the Category II evaluation program at present.

MUNSON HEADS TASK FORCE. David M. Munson, Deputy Director of Budget, has been relieved of his normal duties and has been named full-time head of an FAA task force to develop the Planning, Programming and Budgeting System recently ordered by the President and the Bureau of the Budget. The task force, which reports directly to the Associate Administrator for Administration and the Steering Committee for Planning, Programming and Budgeting established by the Administrator on October 20, will include staff drawn from the Office of Budget, Office of Policy Development, Office of Management Services and Systems Research and Development Service.

LIKE MONEY IN THE BANK. Annual savings of \$54,000 has been made possible by the use of FAA's 1071 words-per-minute teletypewriter relay network for handling of Mechanical Reliability Reports from Flight Standards Air Carrier District Offices to Washington and regional offices. Use of the Agency Service B Data Interchange System replaces a leased service.

JET NOISE JARS JAPANESE, TOO. The Japanese Civil Aviation Bureau has sent three legal experts to this country in the hope that when they return it will be sayonara to aircraft noise problems in the Land of the Rising Sun. They will consult with airport authorities to seek advice on how to abate the aircraft noise that is making even the Japanese sandman lose sleep. The Tokyo trip represents a group which calls itself the "Society for Prevention of Public Nuisance."

100 PER CENT RETURN ON INVESTMENT. The Agency has received \$142,540 from the Wilcox Electric Co., Kansas City, Mo., which represents FAA's total cost of developing a general aviation transponder, an electronic device that identifies airplanes for air traffic control purposes. This is the first time a civilian agency of the Federal Government has recovered its entire cost of developing a device produced under Government contract by a private manufacturer and sold to the public. Payment was made under a recovery of development costs clause in the contract, a means of recovering FAA funds used in the development of commercially saleable products.

SOUTHWEST REGION PLACEMENT PROGRAM PAYS OFF. The Agency's program of positive placement assistance to surplus personnel was demonstrated recently by the Southwest Region's handling of 18 excess construction representatives. Eight were offered and accepted jobs at NAFEC, the other ten were given an opportunity to fill vacancies in the subregional organization.

GOBBLEDYGOOD OF THE WEEK. This one came from one of our readers in Air Traffic Service... "A review of prototype models of our proposed record keeping system were examined and discussed regarding compatibility and feasibility in respect to standardization throughout the section and its interdependent relationship to ADP practices."

GOUDIE AND GRANT HONORED. Glenn E. Goudie, Deputy Director, Systems Maintenance Service, and Lt. Gen. Harold W. Grant (USAF, ret.) former Deputy Administrator, were honored by the Government of Iceland in a ceremony held last week at the embassy. Petur Thorsteinsson, Ambassador of Iceland to the United States, said the honor was in recognition of Goudie's and Grant's distinguished service to Iceland in helping to establish air navigation and communications facilities which greatly enhance the safety of all air travel over the North Atlantic. Goudie was made a Grand Knight of the Order of the Falcon and Grant a Grand Knight with a Star.

MOVING ALLOWANCE BILL DIDN'T MOVE. Congress adjourned without taking action on the proposed bill to liberalize transportation, moving and travel allowances for Government employees (INTERCOM 65-41). A House Government Operations Sub-Committee has approved the bill but the full committee had not acted due to the pressure of other legislation before adjournment. Prospects for action next year are reported to be good.

FAAERS TO RECEIVE AEROCLASSIC RECOGNITION. Two of four International Aero-Classic Aviation Progress Awards for 1965 are to be awarded to FAA employees. Dr. Mervin K. Strickler, chief of the Aviation Education Division, General Aviation Affairs, and Stanley Dilatush, chief tower controller, Long Beach (California) Municipal Airport, are winners of awards to be presented at the AeroClassic Awards Banquet, Palm Springs, California, November 13. Strickler's award in the Education category was for developing and promoting of aviation education, while Dilatush's award in the Applications category was in recognition for his work in air traffic control concepts for dual runway airports.

AUTOMATIC TERMINAL INFORMATION SERVICE EXTENDED. Continuous tape broadcasts now operating at 13 of the nation's busiest airports to give pilots routine non-control information will be extended to another 59 airports. Called Automatic Terminal Information Service (ATIS), the broadcasts relieve airport traffic controllers of issuing routine information such as ceiling, visibility, wind direction, barometric pressure, runway in use and other pertinent data repetitively to arriving and departing pilots. It also lets pilots select the time when they want to receive this information.

PLAN AHEAD==MAIL EARLY. Employees planning to send Christmas remembrances to U. S. personnel in Viet Nam and Southeast Asia are reminded to mail early. All packages sent with regular surface postage should be mailed by November 17. Airmail packages, letters and cards should be sent no later than December 1.

THREE AGENCY OFFICIALS OFF TO SCHOOL. Harold Selinsky, chief of the Accounting Programs Division, MS, George Lanka, chief of the Investment Analysis Division, PO, and Ed Forbes, Management Requirements officer, BU, are attending a four-week school on program budgeting and its relationships with resource management systems at the Navy Postgraduate School at Monterey, Calif. The course emphasizes the role and techniques of cost effectiveness analysis in planning and programming. At the conclusion of this training, they will be assigned to an Agency task force responsible for designing and installing the system in FAA.

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
Director, *(Aeronautical Center)*

65-46 November 16, 1965

MCKEE VISITS AERONAUTICAL CENTER. Administrator William F. McKee made his first official visit to the Aeronautical Center this week arriving Tuesday noon from a speaking engagement in Hot Springs, Arkansas. He was greeted by Center Director W. Lloyd Lane and given an overall briefing of the mission of the Center following a luncheon in the manager's conference room. Later Tuesday afternoon, the Administrator was given a tour of the FAA Depot and the Civil Aeromedical Institute before departing for a reception and buffet. Wednesday morning he was scheduled for a breakfast with community leaders before being given a tour of the FAA Academy, the Aircraft Services Base and the Data Services Division. Following a luncheon with the Center staff he will depart for Los Angeles.

MCKEE PRAISES FAA PERFORMANCE IN POWER FAILURE. General McKee had high praise for the "outstanding performance" of FAA employees during the massive power failure which occurred over a 80,000 sq. mile area of the northeastern U.S. and Canada, on the evening of November 9.

Occurring during the peak early evening air traffic period, the power failure began in the Niagara Falls-St. Lawrence Seaway Complex. Electrical power failure in upper New York State and over much of Ontario resulted. But that was only the beginning of a hectic six to twelve hours for FAA employees and residents of the afflicted area.

The Niagara Falls-St. Lawrence system is tied into a power system which links most of northeastern U.S. through a national power grid system. In theory, power failure in one locality should be overcome through power drawn from the "pool" of surrounding localities. In this case, however, the Niagara Falls-St. Lawrence complex was a major contributor and user of electric power in the joint system. Its failure caused a severe drain on surrounding areas and eventually, like a house of cards, the entire system collapsed.

With the New York City-Boston megalopolis failure at 5:19 p.m., nearly 30 million people in New York, Massachusetts, Connecticut, Rhode Island, and parts of adjoining states and Canada were affected.

Three FAA air route traffic control centers -- New York, Boston and Cleveland -- were directly affected by the power failure. All three switched to standby power units and were "back on the air" almost immediately. But navigation aids and radar systems were slower in returning to normal.

The New York and Boston terminal areas were most severely affected since most of the field lighting and airport navigational aids, including radars, relied on "second-source" commercial power for back-up.

More than 100 flight diversions were reported in the New York area. Most of them went to Philadelphia or Newark. Many others diverted to smaller terminals throughout the area.

INGENUITY WAS THE KEY

Thanks to the ingenuity of pilots, controllers and communications and maintenance personnel, as well as good weather and a beautiful bright moon, the power failure was handled without any serious incidents. Many stories could be written == of controllers working from parked airliner cockpits to communicate with airborne aircraft, of impromptu rerouting of aircraft, ingenious handling of ground communications, and lash-ups of emergency power and lights. The idea of safety and service was exemplified by all concerned.

La Guardia arrivals and departures proceeded under VFR clearances. Chief E. E. Skaggs of La Guardia Tower estimated that delays were of "no more than ten minutes" for the duration of the power failure. But, he added, "We could have handled a lot more if it had been necessary."

At Boston, lights on one runway were restored in less than an hour. Meanwhile, "bekon" lights had been spread out along another runway for use in case emergency landings became necessary. They were never needed. Boston Tower controllers alertly "taped" all information for the ATIS (automatic terminal information broadcast). Fortunately, the Boston VORTAC, over which ATIS broadcasts are transmitted, was equipped with a standby power unit and had quickly resumed normal operation. Thus, pilots in the Boston area were never "in-the-dark" even though the lights were out.

Knowing that there are limits to human ingenuity and good weather, the Administrator has directed Agency heads to begin at once the necessary actions for installing FAA-operated backup power generating equipment at critical air traffic control and navigation facilities.

CENTER HOSTS 1965 FLIGHT SEMINAR FOR YOUTH. Students from 18 states and their escorts are guests of the Aeronautical Center this week at the Third Annual Flight Seminar for Youth. The meeting is sponsored by the National Association of State Aviation Officials. Monday was spent at the Aeronautical Center with emphasis placed on the FAA Academy and the Civil Aeromedical Institute; Tuesday the group was hosted by General Melvin McNickle at Tinker AFB; Wednesday plans call for a visit to the State Capitol and an interview with Governor Bellmon and a tour and luncheon at the Aero Commander plant. Most of the participants will depart Wednesday afternoon.

HEALTH BENEFIT CHANGES REPORTED. Changes are upcoming January 1 in some of the health benefit plans, including an increase in premium rates. Facts on this matter are contained in a Civil Service Commission pamphlet, "Information About Plan Changes Effective January 1966," which will be distributed throughout the Agency by the end of the year. Open season for changing enrollment in the plans is not scheduled yet, but will be sometime before Feb. 15, 1968.

GOBBLEDYGOOK OF THE WEEK. This one has the folks in Flight Standards scratching their heads: "The quality and quantity of work accomplished complemented the parameters established in the work program guidelines for the specific work items." Translation (we think): The work completed confirmed the validity of the established guidelines.

EMPLOYEE-MANAGEMENT COOPERATION SEMINAR SCHEDULED. Nominations of employees to attend a three-day session in administering the FAA Employee-Management Cooperation Program are requested by November 19. Twenty-five FAAers will convene December 14 at Hershey, Pa., for the conference. Division chiefs, GS-14s and above, or others having a specific need for this information are eligible. Notice 3710.1 dated 10/26/65 contains particulars.

ALL-WEATHER LANDING SYSTEM TO BE TESTED. All-weather fully automatic landings under zero-zero weather conditions may be possible in the future if the tests to be conducted by Lear Siegler, Inc., prove successful. A \$741,500 contract has been awarded by the Agency to study the feasibility of such operations which would greatly improve schedule reliability for air travelers and enhance safety of landings by added control and monitoring capability during the landing phase. The Category III all-weather test model will be installed in the FAA Convair 880 jet transport. The experiments will be conducted at NAFEC where the Category III instrument landing system is now being installed. Currently, most planes may land only under Category I weather minimums -- 200 foot ceiling and one-half mile visibility. One airline, United Air Lines, has been authorized to operate under Category II, (INTERCOM 65-45). The contract with Lear Siegler calls for completion by March 1967 of the three phases -- design of equipment, fabrication, and installation and flight test.

SERVICE TO PUBLIC IMPORTANT. The President, in a November 1 memo to all Government departments and agencies, repeated his interest in seeing that each American receives from his Government the fastest, most efficient and most courteous service. "The time for action is now," he said. We, as employees of the Federal Government and experts in communicating with the flying public, should keep this in mind and do our best to insure that the FAA is providing fast, efficient and courteous service to its users.

JET TRANSFER NETS SAVINGS. An Agency-owned 707 jet aircraft, presently based at Oklahoma City, will soon be reassigned to Honolulu for flight inspection duties in the Pacific Region. This will result in an annual savings of approximately \$221,000 for aircraft fleet operations by permitting the retirement of three L-749 Constellations. It also will provide more rapid response to emergency flight check requirements for FAA and military navigational facilities.

UNION SUPPORTS PROUD PROGRAM. The Executive Committee of AFGE #2282 has endorsed the PROUD Program and announced their intention to achieve the highest standards of error-free workmanship. Thomas O'Leary, speaking for the Executive Committee, stated that "every employee is a professional craftsman who strives to produce a product of which he can be "PROUD." He added that "average workmanship results in average satisfaction." PROUD is indeed pleased to add the members of Lodge #2282 to the ranks of those aiming for quality performance.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 11-24-65. 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.

Applications are also solicited from employees on a Center-Wide basis who wish to be considered for REASSIGNMENT to announced positions.

| <u>ACPP Number</u> | <u>Position Title, Series & Grade</u> | <u>Area of Consideration</u> | <u>Key Number</u> |
|--------------------|--|------------------------------|-------------------|
| | Position Location: Operations Airman Examination Section Air Carrier Examination Unit | | |
| FPP-AC-65-1719 | Airman Examination Spec., GS-301-12 | Agency Wide | * |
| | Position Location: Operations Airman Examination Section, General Aviation Examination Unit | | |
| FPP-AC-65-1720 | Airman Examination Spec., GS-301-12 | Agency Wide | * |

* 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 and/or the same area of consideration at the Aeronautical Center.

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

INTERNATIONAL VISITOR. Antony M. Gomes, Senior Signals Officer, Department of Civil Aviation, Ceylon, visited the Academy and International Liaison Office Monday, November 11. He stopped in Oklahoma City en route to Los Angeles from 2 weeks school at ICAO Headquarters, Montreal.

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
Director, Aeronautical Center

65-47 November 23, 1965

VIERLING NAMED TO NEW POSITION. Bernard J. Vierling, head of Systems Maintenance Service since mid-1962, has been named Deputy Director of the Office of Supersonic Transport Development. Vierling started his aviation career in 1936 when, upon graduation from Stanford University, he went to work for Douglas Aircraft Co. He later directed engineering and maintenance for Pennsylvania Central Airlines, and from 1946 to 1948 he headed his own company of aviation consultants. Last December Vierling was awarded a plaque by President Johnson for having saved the Government more than \$8 million in the maintenance of air traffic and navigation equipment.

CHARLES HAWKS RECEIVES AGENCY AWARD. Charles R. Hawks, chief, Aircraft Engineering Division Western Region, was presented the Agency Meritorious Service Award by Administrator McKee in a special ceremony in Los Angeles last Wednesday. The second highest FAA award was given to Hawks for outstanding service to the Agency and to the aviation industry. Hawks, who joined the Bureau of Air Commerce in 1936, has spent his Federal service in the Western Region in the field of aircraft engineering.

CONSOLIDATION OF ENGINEERING FUNCTION ANNOUNCED. As a result of a detailed management review of the engineering functions of the Agency, it has been decided to consolidate all facility equipment design engineering functions into the Systems Research and Development Service. SRDS is being reconfigured to accept this added responsibility and the responsibilities of the Installation and Materiel Service will be redefined to reflect this change. This consolidation will permit the Agency to carry out its total engineering function with fewer professional engineers. An analysis to determine personnel requirements is being conducted at the present time. Individuals involved will be told how this affects them as soon as possible. Every effort will be made to avoid or hold to the minimum actions such as demotions and separations. Reduction in force will be used only as a last resort and all persons affected by RIF or demotions resulting from RIF will be given 60 days advance notice. All regulations and individuals' rights will be carefully observed in all actions taken in connection with this reorganization.

NONA QUARLES IN GENERAL AVIATION FLIGHT REFRESHER. Mrs. Donald A. Quarles, recently named special assistant for women's aviation activities in the Office of General Aviation Affairs, is taking the General Aviation Single Engine Refresher Course at the FAA Aeronautical Center. Mrs. Quarles received her Private Pilot's Certificate in January, 1958. The course is designed to update pilot proficiency in single engine aircraft.

AN ACCOUNT OF ACCOUNTANTS. The Agency has a need for Grade 12 and 13 systems accountants and a Grade 9 accountant. Interested employees should send applications to Washington headquarters, attention HQ-100.

A SOBERING APPROACH. Pilots and other crewmembers would be required to wait at least eight hours after drinking alcoholic beverages before operating an aircraft, under a new rule proposed last week by the FAA. This proposal is aimed at reducing accidents in general aviation in which there is reasonable medical evidence to indicate that drinking may have contributed to some accidents. Current rules, while they prohibit the operation of an aircraft by pilots who are under the influence of liquor, are inadequate and difficult to enforce. The public has until January 10 to comment on the proposed rule.

EQUAL EMPLOYMENT OPPORTUNITY. "It is not enough," President Johnson said, "just to open the gates of opportunity. All of our citizens must have the ability to walk through those gates. This is the next and most profound stage of the battle for civil rights -- not just equality as a right and a theory, but equality as a fact and as a result." Agency personnel management programs and practices provide for equality of treatment and opportunity for all qualified persons without discrimination because of race, color, sex, creed or national origin. Discrimination is prohibited in all aspects of personnel management including: recruiting, appointments, internal placements and promotions, position classification, training and development opportunities, recognition and awards, leave administration, employee services, and disciplinary or adverse actions. These programs and practices are supported in their entirety by Aeronautical Center management officials. Employees and supervisors at all levels are responsible for avoiding discrimination in any form by observing the spirit and intent of Agency personnel management programs.

POINTS BEYOND. Several holidays are ahead during the next few weeks. This will afford many of us the opportunity to travel to points beyond. We trust that with safety in mind it will not be so far beyond that we cannot return to our jobs. Statistics show that death resulting from traffic and home accidents make this period the most dangerous time of the year. We all have a moral obligation to drive carefully and a legal obligation for any negligence on our part as "pilot" of our vehicle. We must be alert to the hazards of driving during this holiday season and act accordingly. If you are involved in a traffic accident, your chances of escaping death or injury are much better if you have and are using seat belts. Seat belts are available from the Employees Association office, Room 134, Headquarters Building. Do you have yours? Are you using them?

IATA MEMBERS 'FLY' SST. Thirty International Air Transport Association (IATA) pilots and air traffic control specialists were guests of FAA and NASA recently for a special demonstration of the supersonic transport simulator in a typical air traffic control environment. Pilots in the group "flew" the simulated SST cockpit at Langley Research Center, while ATC specialists participated in controlling it in a simulated live environment at NAFEC.

ONE-SHOT EMPLOYEE APPRAISAL RECORD ADOPTED. The new Employee Appraisal Record (EAR) to be adopted Agency-wide will combine into one report the many annual appraisals now made on each employee. The EAR will provide information for within-grade salary increases, merit promotion, training requirements, and recognition and awards. A team of P&T specialists who have been closely

associated with the field tests of this plan will visit all regions to assist in the adoption of the program.

MEMORIAL FUND FOR PETE R. HUNTING STARTED. Twenty-four year old Pete Hunting was killed in a Viet Cong ambush November 12th. He was working with the International Voluntary Service in an education program among the agricultural hamlets of Viet Nam. One of his special programs was that of educating the Vietnamese peasants. Two hundred dollars was the cost of the school he felt was suitable for his purpose. A special fund has been started at the suggestion of his father Allan W. Hunting, AC-240, to build the school Pete wanted so badly. Officials of the IVS have promised that contributions will be applied to this project.

Any contributions from FAA'ers may be sent to AC-240. If a contribution is made by check, it should be made out to Mrs. H. R. Richards, Jr., and marked "Pete Hunting Memorial Fund."

PAYROLL SAVINGS PROGRAM - U.S. Savings Bonds - Special Message from the Director. Now that pay raises have become a reality for all of us, what better way is there to assure that we put some of the increase away for a rainy day than through the U.S. Savings Bond payroll withholding plan. I would like to recommend that each employee give serious consideration to increasing his payroll savings allotment or, if not now participating, to sign up at an early date.

TECHNICAL ASSESSMENT OF SST DESIGN UNDER WAY. A five-week technical assessment of the current state of the Boeing and Lockheed proposed SST airframe designs began last week. The 82-member joint Government team was formed under the leadership of FAA's Director of Supersonic Transport Development, Brig. Gen. J. C. Maxwell, and includes members from NASA, FAA, Air Force and Navy. Emphasis in the airframe assessment will be on operational performance of the proposed configurations. Performance characteristics of each design will be examined in detail, both analytically and through wind tunnel tests of contractor models. The team will work at NASA's Langley Research Center, Va., and Ames Research Center, Calif., where wind tunnel and other facilities will be utilized, and at FAA Headquarters. While engine design proposals will not be part of the detailed assessment at this time, both General Electric and Pratt & Whitney will construct and test three full scale prototype SST engines during this 18-month program phase. Current program plans look to commencement of prototype construction by the end of 1966, entry into prototype test flight phase by 1970, and commercial service by 1974.

LAMKIN TO HEAD LIBRARY PROGRAM. Burton E. Lamkin has been selected to head the Agency-wide library and information retrieval program. In a move to strengthen the national library program, this activity has been separated from the Headquarter's library operation and the responsibility placed in the Administrative Standards Division of Management Services. Lamkin came to the Agency November 8 from IBM Corporation where he served as manager of the Development Laboratory Library of the Systems Development Division in San Jose, Calif.

PROMOTION PLAN ANNOUNCEMENTS FOR AERONAUTICAL CENTER EMPLOYEES ONLY

Closing Date: 12-08-65. 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.

Applications are also solicited from employees on a Center-Wide basis who wish to be considered for REASSIGNMENT to announced positions.

| <u>ACPP Number</u> | <u>Position Title, Series & Grade</u> | <u>Area of Consideration</u> | <u>Key Number</u> |
|--------------------|--|------------------------------|-------------------|
| | Position Location: Compliance and Security Staff | | |
| FPP-AC-65-1721 | Equal Opportunity Officer, GS-301-12 | Agency Wide | * |
| | Position Location: FAA Depot | | |
| ACPP-1722 | Supvy. Supply Systems Analyst, GS-2003-11 | FAA Depot | ** |

* Qualifications on file Room 102, Hq. Bldg.

** Qualifications 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 and/or the same area of consideration at the Aeronautical Center.

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

GOBBLEDYGOOK OF THE WEEK. "This new manual has been developed on the concept of its being pilot operationally oriented and that only information of operational value to pilots would be contained therein. The past practice of using the AIRGI and FIM as repositories for sundry nonoperational data will not be perpetuated in the AIM. This concept is in accord with requests expressed by users, representing all segments of U.S. aviation, during initial development and coordination of the AIM." Interpretation: The development of AIM has been coordinated with all segments of users. As a result, only information of operational value to pilots will be included in forthcoming issues.

INTERCOM

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

65-48 November 30, 1965

W Lloyd Lane
Director, *(Aeronautical Center)*

DOD/FAA ATC TRAINING COUNCIL SLATES OKC SESSION. The Department of Defense/Federal Aviation Agency Air Traffic Controller Training Council will hold its first Aeronautical Center session this week. All previous sessions have been held in Washington. Council members will have an opportunity to see FAA training equipment. The Council and the Secretariat for the Council has as a primary purpose the formulation of recommendations on joint or cooperative efforts by DOD and FAA in the training of civilian and military air traffic controllers. Council and Secretariat members who will attend the December 1-2 meeting are: E. R. Mehrling (Chairman), ATS Washington; J. R. Scott, OPT Washington; D. S. Wolfe, FAA Academy; K. Arnold, U.S. Army Aviation Flight Information & NAVAIDS Office, Washington; Commander D. E. Chesler, Office of the Chief of Naval Operations Washington; Lt. Col. J. W. Gledhill, Jr., USAF Hq. Washington; Lt. Col. N. G. Greathouse, DOD; R. W. Klotz, FAA; B. F. Zvolanek, OPT Washington; P. S. Bolyard, FAA Academy.

TEST SLATED FOR SUMMER EMPLOYMENT. A nationwide competitive examination for temporary summer employment in the Federal Government as an office or science assistant was announced last week by the Civil Service Commission. Applicants may apply for summer employment in grades GS-1 through GS-4 in such jobs as clerk, stenographer, typist, office machine operator, student assistant, engineering aid, physical science aid, biological aid, and mathematics aid. 700-hour appointments for summer employment in these positions will no longer be made. Candidates should fill out Civil Service Form 5000-AB available from most Post Offices, CSC offices, or Boards of CS Examiners. The form should be mailed before Jan. 3, 1966, so that the applicant may take the 2½-hour written test which will be given on a Saturday in late January or early February.

ADMINISTRATOR NAMES NEW P&T DEPUTY. FAA Administrator William F. McKee named John W. Godbold last week to the position of Deputy Associate Administrator for Personnel and Training. Godbold had previously served as deputy to the Assistant Administrator for Personnel and Training. Prior to joining the Agency in 1962, Godbold was director of the Civil Service Commission's regional office in St. Louis.

GENERAL MENTER HONORED. The United States Air Force Legion of Merit, first oak leaf cluster, was presented to Brig. Gen. Martin Menter by Administrator McKee in recognition of more than six years service with the FAA. General Menter, Associate General Counsel in the General Legal Services Division, has been assigned as Command Judge Advocate, Headquarters, Air Defense Command, Ent AFB, Colorado, effective November 30.

'GREAT ACHIEVEMENTS RAISE A MONUMENT.' Ingenuity of air traffic controllers during the East Coast blackout elicited praise from a variety of sources last week. Letters received by Administrator McKee included these words of praise for FAA personnel from:

W. A. Patterson, Chairman of the Board, United Air Lines -- "The air traffic controllers operate under the most difficult conditions in the normal routine of carrying out their responsibilities. This blackout presented very severe problems in many areas of our operation. If it had not been for the magnificent performance of the traffic controllers in this area on that particular night, there would have been complete chaos. This performance was clear evidence that these wonderful men are dedicated to their tasks under the most adverse conditions that could occur."

Juan T. Trippe, Chairman of the Board, Pan American World Airways -- "There were a number of Pan Am aircraft in the vicinity of JFK when the blackout occurred. The resourcefulness and ingenuity with which FAA personnel established alternate means of communicating with these aircraft to transfer them to the control of air traffic centers was a major factor in the safe, uneventful arrival of all of them at alternate airports - Philadelphia, Baltimore, Boston, Dulles and Montreal."

Clifton F. von Kann, Vice President, Operations and Engineering, Air Transport Association -- "As a result of the blackout last week, some of us came up with the conclusion that on-site powered generators should probably be used more fully for power backup systems at airports. We were impressed and pleased when we checked in with your people, we found that they were way ahead of us and were already 'doing something about it'."

Croydon H. Hartley, Director of International Marketing, Douglas Aircraft Co. -- "...I have yet to read anything in the public press heaping laurels on the dozens of brilliant men and women in control towers all over the northeast who, on no notice whatsoever, rose to heights of brilliance in rerouting hundreds of flights on the evening of November 9. There could not possibly be better evidence of the efficiency of our air traffic control system than that every one of those flights was diverted to an adequately lighted destination. I suppose many thousands of people grumbled about the inconvenience, but they and all the rest of us should instead be thanking our lucky stars that we have a system that can cope so well with so vast an emergency."

W. LLOYD LANE PRESENTS AWARDS. W. Lloyd Lane, Director of the Aeronautical Center, presented awards to seven of the Center's employees last Wednesday, November 24, 1965. These employees were selected as recipients of the PROUD award for their dedication to performance and excellence of workmanship. The following employees were honored for PROUD recognition. Maurice G. Giezentanner, AC-200; Norman C. Heidger, AC-200; Eddie R. Routh, AC-200; Jack W. Dresser, AC-400; Venson C. Troutt, AC-400; Dorothy J. Fleshman, AC-800; Clarence R. Ledbetter, AC-800.

OPERATION SAFETY-70 CAMPAIGN IN FAA. A safety campaign to reduce all on-the-job injuries among federal workers about 30% by 1970 is having its effect. The campaign was started by President Lyndon Johnson after reports indicated there were nearly 106-thousand work injuries during calendar year 1964. The cause of injury to federal workers ranged from explosions to dog bites and poison ivy. The frequency rate for injury--the number of disabling accidents per million man-hours worked dropped last year to the lowest rate in nearly a decade--7.7. However, the Aeronautical Center rate climbed from 6.0 in 1963 to 7.5 in 1964. Aeronautical Center employees must make safe work habits a part of every job activity.

INVISIBLE SPEED LIMIT. The Center Safety Office is distributing to all employees, a brochure entitled "That Invisible Speed Limit." During the month of December with the heavy holiday traffic, the safety information in this brochure is of particular importance to you. Read and heed - Take the brochure home for the other driving members of your family to read. Check with your supervisor if you failed to receive your copy.

EXTRA IM EFFORT PAYS OFF IN GOODWILL. Six Installation and Materiel employees and IM functions in general received unsolicited praise recently in letters to IM's Procurement Division. Fred Bustamente and Charles Buffum were cited by the Manager of Don Lee Electronics Company for extraordinary assistance to the company in obtaining essential material for its vendors. Frank Foster, Jr. was complimented by H. G. Saunders, vice president in charge of sales, Airserco Manufacturing Company, for his thoroughness and competency. Fred Gerber and Anthony DeAngelis were praised by the Aeronautical Center procurement organization for their contributions to a contract negotiation which lowered the contract price considerably. The division's reliability and product control representatives with Technical Materiel Corporation and with the Airserco Manufacturing Company were commended for their "unusual know-how" by those organizations.

MIDDLE MARKER COMPASS LOCATORS TO GO. By July 1, 1966, compass locators at ILS middle markers will be decommissioned unless a specific operational requirement exists. Originally installed for added guidance and as backup for the 75 mc ILS middle markers, but now more of a convenience than a necessity, they will be removed and the much-needed radio frequencies will be used for other navigational uses.

EQUAL RIGHTS INTENSIFIED. A new and more intensified program to assure Negroes and other minority groups greater opportunities for promotions and jobs in Government has been disclosed by Civil Service Commission chairman John W. Macy, Jr. Macy said job requirements and standards will be revised if necessary to allow Negroes to enter managerial and other desirable types of jobs at a lower level in order to give them an opportunity for future advancement. Job requirements, occupation by occupation, will be reviewed to see whether entrance requirements are so high that potentially competent people are denied real opportunity "because the quality of preparation needed has not been available to them."

ANNUITY CHECKS MAY BE DELAYED. The unprecedented number of Government employees expected to retire during the next six weeks as a result of the special 8.1 per cent annuity bonus may experience a delay in receiving their first annuity checks. CSC indicates every effort is being made to assure that the checks will arrive on time, but advises that in some cases there may be a delay of one or two months before the initial annuity check is received by a newly retired employee. CSC estimates that between 20,000 and 30,000 more employees than usual will retire during November and December. Normally there are about 5,000 retirements a month in Government.

PILOTS TO GET BOOKLET ON WAKE TURBULENCE. A new pocket-size Agency booklet dealing with wake turbulence will be mailed in mid-December to all licensed pilots holding a current medical certificate. The 16-page illustrated pamphlet is aimed primarily at pilots of light to medium single and multi-engine aircraft which are particularly susceptible to the hazards of wake turbulence. The booklet described these hazards and suggests techniques for avoiding them.

GOBBLEDYGOOK OF THE WEEK. "Program element - A designated, cohesive group of subprograms interrelated in their common purpose or technological homogeneity. Those Program Elements in System Modernization Category are further defined as being finite rather than continuous efforts composed of subprograms which are integral parts of substantive subsystems." Translation == Program element - A group of related projects within a larger program. Those in the System Modernization Category are short range.

GOBBLEDYGOOK FOR THE WEAK. Because an INTERCOM item has been nominated for the above weekly item, the IS staff offers the following balm for wounded fellow writers whose words have achieved this dubious distinction: "They... (Government writers) are more likely to get it than any other class because a reader's critical faculty is sharpened by the fact that he can't do what he wants, or that he can only do something he wants by going through a lot of tiresome red tape." (Sir Ernest Gowers, Plain Words, A Guide to the Use of English.)"