



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY  
April 4, 1975

DOT -- 32-75  
Tel. 202-426-9550 (HP)

President Ford has announced new appointments to the U.S. Department of Transportation's National Highway Safety Advisory Committee. The 13 new members join with those on the 35-member committee to advise and consult with the Secretary of Transportation on federal standards for state and community highway safety programs.

The new members include:

Claud R. McCammett, former director of safety, Kansas State Highway Commission, Topeka, for a term expiring March 15, 1976.

The following new members will serve terms expiring March 15, 1977:

A. D. Alissandratos, city councilman, Memphis, Tenn.

Robert J. Avila, president, Town and Country Transportation and Leasing Corp., Warren, R.I.

Susan P. Baker, assistant professor, Public Health Administration, Johns Hopkins School of Hygiene and Public Health, Baltimore, Md.

T. Quentin Cannon, member, Utah House of Representatives, Salt Lake City, Utah.

John J. Gilhooly, chairman of the board and president, Transport of New Jersey, Maplewood, N.J.

Trevor O. Jones, director, General Motors Proving Grounds, Milford, Mich.

Robert H. Shertz, president, RLC Corporation, Wilmington, Del.

Ruth S. Stockton, Colorado State Senate, Lakewood Colo.

Dan Unfug Jr., president, Central Datsun, Inc. Aurora, Colo.

Ralph W. VanNatta, commissioner, Bureau of Motor Vehicles,  
Indianapolis, Ind.

Two members of the committee, who had served less than full terms, were reappointed. They are:

Joe G. Matthews, director, Southeast Region, AMTRAK, Miami, Fla.,  
and Richard C. Tufaro, associate attorney with Milbank, Tweed, Hadley,  
and McCloy, New York City.

With the announcement of the appointments completing the committee membership, Deputy Secretary of Transportation John W. Barnum, who serves as statutory chairman of the committee, named Gilbert E. Carmichael of Meridian, Miss. as Executive Subcommittee Chairman. Mr. Carmichael a public member of the committee and an automobile dealer, will serve as defacto leader of the group.

A meeting of the Executive Subcommittee has been called for April 16 in Washington, D.C. The new members will attend the full advisory committee meeting in Washington May 20 and 21.

#####

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
DEPARTMENT OF  
TRANSPORTATION  
DOT 518

FIRST CLASS





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE

DOT R-06-75  
Phone: (202) 426-4321

The nation's transportation industry will observe the annual National Transportation Week May 11-17.

Secretary of Transportation William T. Coleman, Jr. noted today that the transportation industry, in all of its forms, makes up about 20 percent of the gross national product, and that America's transportation infrastructure is one of the nation's greatest physical assets. Aside from the many millions of surface, marine and air transportation vehicles, the nation is interlaced with nearly four million miles of streets and highways, 200,000 miles of rail lines, 25,000 miles in navigable inland waterways and dotted with more than 12,500 airports.

National Transportation Week has been observed annually since 1960, when it was created by Congressional resolution. The observance incorporates National Defense Transportation Day, the third Friday in May, which was established in 1957.

The Department of Transportation was created in 1966 and supervises the growth of air, rail, road and water transport. Its seven operating agencies include the United States Coast Guard, Federal Highway Administration, Federal Aviation Administration, St. Lawrence Seaway Development Corporation, Urban Mass Transportation Administration, Federal Railroad Administration and the National Highway Traffic Safety Administration.

# # # # #

041175





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY  
April 17, 1975

DOT 33-75  
Tel. 202-426-9550 (HP)

U. S. Secretary of Transportation William T. Coleman, Jr. today announced the appointment of nine members to the National Motor Vehicle Safety Advisory Council.

The council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the secretary on federal motor vehicle safety standards and programs administered by the department's National Highway Traffic Safety Administration. The council provides a unique means for representative citizen participation in the federal regulatory program.

New members were appointed for staggered terms of one, two and three years, to fill vacancies which became due last December. Appointed for terms ending Dec. 31, 1975 are:

George C. Nield, technical consultant, Automobile Importers of America, Washington, D.C.

Dr. Ruth E. Winkler, optometrist, Tulsa, Okla.

For a term ending Dec. 31, 1976: Dr. Julian A. Waller, chairman, department of epidemiology and environmental health, University of Vermont, Burlington, Vt.

Additional members appointed for terms ending Dec. 31, 1977, are:

Joel K. Gustafson, attorney, Fort Lauderdale, Fla.

Gene Roberts, commissioner, fire and police department, Chattanooga, Tenn.

Dr. Kenneth Saczalski, crashworthiness program monitor,  
Office of Naval Research, Arlington, Va.

Dr. Basil Y. Scott, administrative director, Department  
of Motor Vehicles, Albany, N.Y.

Reappointed for a term ending Dec. 31, 1975 is  
Herbert D. Smith, consultant, Uniroyal, Rumson, N.J., and  
for a term ending Dec. 31, 1977, John N. Noettle, director,  
membership services, Automobile Club of Missouri, St. Louis.

In making the appointments, Secretary Coleman said that  
the required majority of public representatives on the  
council was maintained by a temporary expansion of the group  
from 22 to 25 members, 13 of whom now represent the general  
public.

The new and reappointed members will be sworn in at the  
council's next meeting, scheduled for April 30-May 1, in  
Washington, D.C.

#####

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID

DEPARTMENT OF

TRANSPORTATION

DOT 518

FIRST CLASS





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

FOR IMMEDIATE RELEASE  
Friday, April 18, 1975

WASHINGTON, D. C. 20590

DOT 34-75  
Phone: (202) 426-1587

WASHINGTON, D. C., U. S. Secretary of Transportation William T. Coleman, Jr., warned today that the United States has been pursuing a course alternating between outright neglect and piecemeal attention with regard to marine transportation. "There must be an awareness of the tremendous importance of oceans and waterways. It is time to put aside the policy of crisis management and strive for intelligent use of our seas, rivers and harbors," Coleman said.

The statement came with the announcement that Secretary Coleman will deliver the keynote address on April 29 in Philadelphia at the National Symposium on Marine Transportation Management. Sponsors of the April 29 - May 1 symposium are: the U. S. Coast Guard, the U. S. Army Corps of Engineers and the Maritime Administration.

The Secretary also noted that a great number of organizations have varying responsibilities for the safe and efficient movement of goods and people on waterways. "Cooperation and communication among these diverse groups is absolutely essential if management in the maritime field is to improve," he added.

Participating in the three day symposium at the Philadelphia Sheraton Hotel will be top level representatives of all major U. S. maritime interests, such as the American Pilot's Association, the American Institute of Shipping, the American Association of Port Authorities, the American



Petroleum Institute, major labor organizations and the American Waterways Operators. Also involved will be marine transportation experts from the academic community and private sector, including recreational boaters and environmental groups.

The closing speaker at the symposium will be Admiral Owen W. Siler, Commandant of the Coast Guard. Other speakers at the meeting will be Brigadier General K. E. McIntire, Deputy Director of Civil Works for the Army Corps of Engineers and Howard F. Casey, Deputy Assistant Secretary of Commerce for Maritime Affairs.

Four working groups at the symposium will consider waterway operations, system safety and maintenance, management and training and new technology assessments and system design. Leaders of these sessions include Adrian Hooper, president of Interstate Oil Transportation Corporation, Paul E. Atkinson, president of Sun Ship Building and Drydock Company, Professor Ernst G. Frankel, Massachusetts Institute of Technology and Captain William Figari, Vice President and General Manager of Crowley Transportation System.

The symposium is being organized by the University of Delaware's Center for the study of marine policy, directed by Dr. Gerald J. Mangone. Following the meeting, Dr. Mangone will publish proceedings of the symposium for the Coast Guard as they relate to marine transportation system policy.

###

Note to editors ...

Facilities for media representatives will be available in the Delaware Valley Suite, Philadelphia Sheraton, from 8:00 a.m., April 29 through the close of the Symposium on May 1. For further information and to arrange interviews, etc., contact Kathy Jensen at the University of Delaware, 302 738-1212 or after April 29th at the Philadelphia Sheraton newsroom.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
April 18, 1975

DOT 35-75  
Phone: (202) 426-4321

Modernizing regulation of the domestic aviation industry will be the subject of a Conference on Aviation Regulatory Reform called by the U.S. Department of Transportation.

Scheduled for April 26, 1975, at the Key Bridge Marriott Hotel in Rosslyn, Va., the symposium will bring together representatives of government, the aviation industry, the public and academic community to discuss ways to bring up to date the economic regulation of domestic air carriers.

In announcing the conference, Deputy Secretary of Transportation John W. Barnum cited the "continuing national dialogue on regulatory reform in the aviation industry" and the need "to bring together government, industry, labor and public leaders for a thorough discussion of domestic aviation regulatory modernization proposals."

The conference will focus entirely on domestic aviation issues. Also, the meeting will provide an opportunity for the presentation of various regulatory reform proposals and responses to the proposals.

There will be no registration fee for the conference which will begin at 8 a.m. in the Francis Scott Key Room. The all-day session will conclude at 6 p.m.

Questions about the conference should be directed to Robert M. Hawk, special assistant to the Assistant Secretary for Policy, Plans and International Affairs at (202) 426-4524.

An agenda and list of invited panel members is attached.

####

JJC/4PM/4/17/75/TPI



U.S. DEPARTMENT OF TRANSPORTATION  
CONFERENCE ON AVIATION REGULATORY REFORM  
Francis Scott Key Room, Key Bridge Marriott  
Rosslyn, Virginia, Saturday, April 26, 1975

Purpose: To provide a forum for members of the Executive Branch, the public, the aviation industry, and others interested in aviation affairs to participate in extended discussion on the modernization of the economic regulation of domestic air carriers. The Conference will provide an opportunity for the presentation of various regulatory reform proposals and responses to the proposals. The Conference will focus on the regulation of domestic air carriers rather than the regulation of international air travel.

AGENDA

8:00-8:15 a.m.	<u>Opening Remarks:</u> Deputy Secretary Barnum
8:15-9:45 a.m.	<u>Panel 1:</u> Implications of changing the present regulatory framework. <u>Speakers:</u> One representative each of the CAB, scheduled carriers, supplemental carriers, nonregulated aviation, a consumer advocate, and a regulatory reform spokesman. <u>Moderator:</u> Assistant Secretary Binder
9:15-10:00 a.m.	COFFEE BREAK
10:15-11:45 a.m.	<u>Panel 2:</u> Extended panel debate on proposals for regulatory reform involving entry/exit. <u>Moderator:</u> Assistant Secretary Binder
11:45-12:15 p.m.	<u>Panel/Audience Discussion</u>
12:15-2:00 p.m.	<u>LUNCH</u> (on individual basis)
2:00-3:30 p.m.	<u>Panel 2</u> (continued): Pricing flexibility
3:30-4:00 p.m.	Panel/Audience Discussion
4:00-4:15 p.m.	COFFEE BREAK
4:15-5:30 p.m.	<u>Panel 2</u> (continued): Anticompetitive agreements
5:30-6:00 p.m.	Panel/Audience Discussion
6:00-7:30 p.m.	Consensus and Harmony Time: Cocktails ("Dutch Treat")

All interested persons are invited to listen to the panel debate and to submit questions. No registration fee.

U.S. DEPARTMENT OF TRANSPORTATION  
CONFERENCE ON AVIATION REGULATORY REFORM

INVITED PANEL MEMBERS

Aviation Industry	8	
Trunks		(4) ATA's Aviation Policy Group
Local Service		as designated by ATA
Supplementals		(2) To be designated by NACA
Commuters		(1) To be designated by NATA
Intrastate		(1) To be invited
Aviation Labor	2	ALPA and IAM
Executive Branch	6	
OMB		(1) Stan Morris*
DOT		(1) John Snow*
Justice		(2) Don Baker* and Keith Clearwaters*
CEA		(1) Jim Miller*
COWPS		(1) George Eads*
Consumer Groups	3	
		(1) Ralph Nader
		(1) ACAP
		(1) Public Interest Economics Foundation
Academics	3	
York U., Toronto		William A. Jordan*
Univ. of Pennsylvania		Aaron J. Gellman
Univ. of Texas		George W. Douglas*
Civil Aeronautics Board	2	To be designated by the CAB
Congress	<u>5</u>	To be invited
	29	

Invited to sit at dais: John Barnum\*, Deputy Secretary of Transportation  
Walter Scott, Office of Management and Budget  
Alan Greenspan, Council of Economic Advisors  
Albert Rees, Council on Wage and Price Stability

SATURDAY, APRIL 26, 1975  
8:00 a.m. to 6:00 p.m.

Francis Scott Key Room,  
Key Bridge Marriott Hotel,  
Rosslyn, Virginia

\* Denotes Acceptance  
of Invitation

Panel Moderator: Robert Henri Binder, Assistant Secretary of Transportation  
for Policy, Plans and International Affairs



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
April 22, 1975

DOT 36-75  
Phone: (202) 426-4321

The U. S. Department of Transportation (DOT) today announced availability of a new edition of A Survey of National Geocoding Systems.

The report, a second edition, presents details of every known major national system of geocoding, which is a method of classifying, defining or referencing the divisions of a geographic area through some form of coding logic. Geocoding systems, which are used in many aspects of transportation planning, research, operations, and analysis, can be either general in nature or special purpose oriented. Those surveyed in the report range from systems devised for administrative, statistical, and economic purposes to those based on military and grid networks or special significance locators.

Copies of the new report, prepared by the DOT's Transportation Systems Center, Cambridge, Massachusetts, are available from:

Superintendent of Documents  
U.S. Government Printing Office  
Washington, D.C. 20402  
Price per copy: \$4.10  
Stock Number: 050-000-0097

# # #





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, April 23, 1975

DOT 37-75  
Phone: (202) 426-0398

The U. S. Department of Transportation announced today it has approved federal financing for a \$16 million highway relocation and expansion project in the vicinity of Atlanta's Hartsfield Municipal Airport.

Work is expected to begin immediately, providing an additional 5,000 jobs in the Atlanta metropolitan area. An additional 20,000 to 22,000 jobs should be created after completion.

The project, which is expected to take about 18 months to complete, will relocate a 4.1 mile segment of Interstate Highway 85 which now crosses airport property. It will provide additional space for a badly-needed expansion of the airport's terminal facilities while increasing the highway's capacity from four to six lanes.

No displacement of homes or businesses will be required since the relocation of the highway will be confined to existing airport property.

About \$10.3 million of the total project cost will come from the Federal Aviation Administration and the Federal Highway Administration, both arms of DOT. The remainder will come from state and local matching funds.

U. S. Secretary of Transportation William T. Coleman, Jr. noted that approval of the project by the department required only one month from the time it was first recommended by U.S. Senators Herman E. Talmadge and Sam Nunn; Governor George Busbee; U.S. Representatives Andrew Young, Ronald Bo Ginn, Elliott Levitas and John J. Flynt, Jr.; and by Atlanta Mayor Maynard Jackson.

Coleman said the approval "demonstrates that several levels of government can work together to produce results quickly."

# # # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY  
April 29, 1975

DOT 38-75  
Tel. 202-426-9550 (BAB)

Better communication between the consumer and the government on motor vehicle safety standards is a major objective of this year's Fourth International Congress on Automotive Safety, according to Herbert D. Smith, the conference's general chairman.

The Congress, sponsored by the U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council, will be held in San Francisco July 14, 15 and 16.

"A major innovation at this year's Congress," Smith said, "is a public forum for the open discussion of the major issues, problems and possible solutions facing the nation's motor vehicle safety program."

Smith said the kick-off session will be a panel debate involving key representatives of federal government regulatory agencies, the auto industry, the U. S. Congress, and the Public.

The theme for the Congress is "Considerations in Determining Priorities Among Motor Vehicle Safety Standards." Officials from federal and state governments, industry leaders, researchers and representatives of consumer groups are expected to attend.

- more -



"It's difficult for the National Highway Traffic Safety Administration, the federal agency charged with carrying out programs to improve motor vehicle safety, to have day-to-day dialogue with the average consumer point of view," Smith said, "but we hope this Congress will stimulate a variety of viewpoints."

"As the 'second generation' of safety standards are being proposed, developed and promulgated, the public has oftentimes reacted negatively," claims Smith. "For instance," he continued, "hardly anyone disagreed with the 'first generation' of basic safety standards: seat belts, head restraints, energy absorbing steering columns, high penetration resistant windshields, doors that stayed closed in crashes, and safer tires. But as the 'second generation' of safety standards arrived, so did public reaction."

"An example of this," Smith said, "was the recent overturn by Congress of the seat belt interlock system, a safety device originally advocated by the industry and endorsed by the federal government. The device worked but the public reacted strongly against it. The seat belt interlock system was a technical success but a popular failure."

Questions the Congress will address include:

1. How does an agency in Washington determine the degree of public attitudes and values surrounding safety devices?
2. To what extent should such attitudes and values influence the "experts" who are assigned the task to set "practicable" objective standards designed to meet the need for motor vehicle safety?
3. Are there better means or mechanisms for inserting the public values into the motor vehicle safety program, to make the program more directly responsive to such factors?
4. Do public, citizen advisory committees, such as the advisory council, adequately serve this function?

Smith said that more than 70 papers have been submitted to the council for consideration for presentation at the Congress.

The council is a 22-member board of state and local officials, highway safety researchers, and representatives of groups concerned with highway safety, the general public and the regulated motor vehicle industry, and serves as a reaction of the general public as well as the views of the motor vehicle industry to proposed safety standards.

#####





# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, April 30, 1975

DOT-3975  
Phone: (202) 426-4321

Secretary of Transportation William T. Coleman, Jr., today received with thanks and appreciation the report and recommendations of the Task Force on the Federal Aviation Administration (FAA) Safety Mission and transmitted the report and recommendations to Acting Federal Aviation Administrator James E. Dow with the direction that the recommendations be implemented within 45 days.

(The 19 recommendations of the Task Force are printed in their entirety as an attachment to this release.)

"There can be no compromise with safety," Secretary Coleman said. "If there are any doubts concerning the meaning of FAA rules, then let us go the second mile to assure clarity and understanding. If too much time is being spent in the rulemaking process, or in getting direction to the field, then let's do what is necessary to shorten the time," the Secretary said.

In commenting on the Task Force's recommendation that the FAA should continue to be a part of the Department of Transportation, Secretary Coleman said, "We are of necessity linked by a common desire to move together toward the balanced, efficient, integrated national transportation system we all desire for our country. I am confident that my office and that of the Administrator can function cooperatively, as we move concurrently toward the goal of better transportation and increased air safety."

- more -

"We have produced a series of recommendations, some of which are demanding," Chairman of the Task Force Assistant Secretary of Transportation Benjamin O. Davis, Jr., said. "Our principal concerns are for the half million people who fly commercially in this country every day and the users of general aviation facilities. We mean to make every technical, procedural and educational effort possible to achieve safe conduct for the air traveling public. In summary," Davis said, "we feel these recommendations will make a positive contribution to the safety of our nation's civil aviation."

"The work of the Task Force has been a major undertaking," Acting FAA Administrator Dow said. "Their recommendations in major areas relative to our mission are constructive. I pledge to Secretary Coleman a prompt implementation, and I will personally keep him advised of our progress," Dow said.

The Task Force was established on January 28, 1975, by former Secretary of Transportation Claude S. Brinegar to examine the FAA's overall organizational structure and management approach, including its use of delegations in carrying out its legislative safety mission; and to examine the relationship of the safety mission to the FAA's other missions.

The members of the Task Force were:

Chairman: Lt. General Benjamin O. Davis - Assistant Secretary for Environment, Safety and Consumer Affairs. Former A.F. Chief of Staff for Korea and Far East Operations.

Executive Secretary: James Dow, Acting Administrator, Federal Aviation Administration.

Other Members: Warren G. Bennis - President of the University of Cincinnati. Author on the subject of organizational and management issues.

Michael Collins - Director, Air & Space Museum, Smithsonian Institution, Washington, D.C. Former astronaut and Assistant Secretary of State.

Edgar M. Cortright - Director, NASA Langley Research Center, Hampton, Virginia.

Willis M. Hawkins - Aviation Consultant. Retired Senior Vice President for R&D at Lockheed. Former Assistant Secretary of the Army for R&D.

George A. Warde - Aviation Consultant. Former President of American Airlines.

Louis B. Young - Aviation Consultant. Retired Vice President of Bendix Corporation. Former Chairman of the General Aviation Manufacturers' Association.



## SUMMARY OF TASK FORCE RECOMMENDATIONS

### Regulatory and Operational

1. The Task Force commends the FAA for reinstituting and expanding the no-fault report policy and recommends that the record of incidents be available to serve for subsequent review, evaluation, and improvement of safety.
2. In order to keep up with increasing demands of aircraft certification, and the inspection of aircraft manufacturers and air carriers, FAA must continue to place increasing reliance on the role of industry in the safety compliance inspection process. However, FAA must strengthen its technical staff and its ability to monitor the effectiveness of delegated functions, and must assure strict monitoring of all designated representatives' performance.
3. FAA should require more comprehensive and systematic "Design Reviews" as a necessary step in the certification of major aircraft and engine developments, including major subsequent changes.



4. The National Transportation Safety Board (NTSB), as an independent agency, does and should continue to make strong recommendations to the FAA, but it should be FAA's role to develop detailed technical solutions to safety problems. FAA should conduct post-audits, in cooperation with the NTSB, to assure prompt and timely pursuit of recommended solutions.
5. FAA must expedite the rulemaking process in accordance with a priority system. Special emphasis must be given to improving the clarity of rules and the timeliness of their legal review.
6. FAA must develop more specific guidelines for the conduct and content of biennial flight reviews in consultation with the general aviation community, and should consider centralizing compliance records.
7. FAA should require the use of flight data monitoring systems (such as cockpit recording devices), which measure those flight activities and parameters determining the quality of crew and aircraft performance. Such devices should be evaluated on an experimental basis, without threat of legal or disciplinary action, and with the full participation and cooperation of both flight crews and airline operators.

8. FAA must expand cooperative programs involving pilot associations and air carriers to standardize and improve crew performance.
9. FAA should revise its flight check program to reflect normal and emergency operations more realistically. This program should be carried out by air carrier management check pilots under FAA surveillance.
10. FAA must undertake a major safety research program to assure that future aircraft designs make optimum use of crew capabilities, and to ensure that future systems are designed around reasonable criteria for human error.
11. FAA must establish a standing group composed of air carrier, controller, general aviation, military and pilot representatives to review air traffic control procedures and practices. The goals of this review should include more standardization, less ambiguity, and a general clarification and upgrading of terminology and procedures.
12. FAA must use all the information available to it to enhance the overall awareness of where each airplane in positive controlled airspace is, not only in the horizontal, but also

in the vertical plane. A study should also be made of the extent and accuracy of supplementary information that could be made available to the pilot before and during a flight, under visual or instrument flight rules.

### Organizational

13. FAA is and should continue to be a part of DOT. However, FAA does not need and should not receive undue supervision and control by the Office of the Secretary. The Secretary of Transportation should select an FAA Administrator of high managerial and technical competence to whom he can confidently delegate the large and complex task of administering the FAA within broad policy guidelines from the Office of the Secretary. The FAA Administrator should emphasize FAA's role in the development of a balanced national transportation system and foster good working relationships within DOT. Such a streamlined relationship must be achieved, if the FAA is to function effectively within DOT.
14. The Engineering and Manufacturing functions related to aircraft certification should not report to each of the Regional Directors, but should be consolidated within one or more technical field centers. These centers would constitute the engineering strength of the FAA in an environment conducive to the professional growth of FAA's field engineering staff. Such centers should report to FAA



Headquarters at a level just below the Administrator. Similar arrangements should be considered for the air carrier inspection function.

15. An intensive review should be conducted of FAA's Headquarters organization with the objectives of (a) reducing the number of elements which report to the Administrator, and (b) having those elements which do report to the Administrator correspond to the major functions of FAA.
16. A study should be conducted of the FAA regional organization aimed at a reduction in the number of regions and a consolidation of functions determined by program requirements, notably those of air traffic control, which should be managed separately from FAA regulatory functions.
17. FAA should upgrade its personnel planning and management development programs so as to maintain a highly skilled and competent work force for the future.
18. To meet the needs of future air transport systems, FAA must strengthen its program of long-range research and development and assure that the efforts of such R&D are brought on stream. To strengthen R&D, the FAA should utilize and coordinate with other technical elements of DOT, work closely with the laboratories of NASA and DOD, and draw

upon the capabilities of both industrial and university researchers.

19. FAA should establish one or more technical advisory committees composed of experts from government, industry, and universities to advise on the adequacy of current FAA technical programs and the direction future developments should take. A similar approach might be taken for organization and management problems.

DEPARTMENT OF TRANSPORTATION  
OFFICE OF THE SECRETARY  
Washington, D.C. 20590

Official Business

PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID  
DEPARTMENT OF  
TRANSPORTATION  
DOT 518

**FIRST CLASS**

