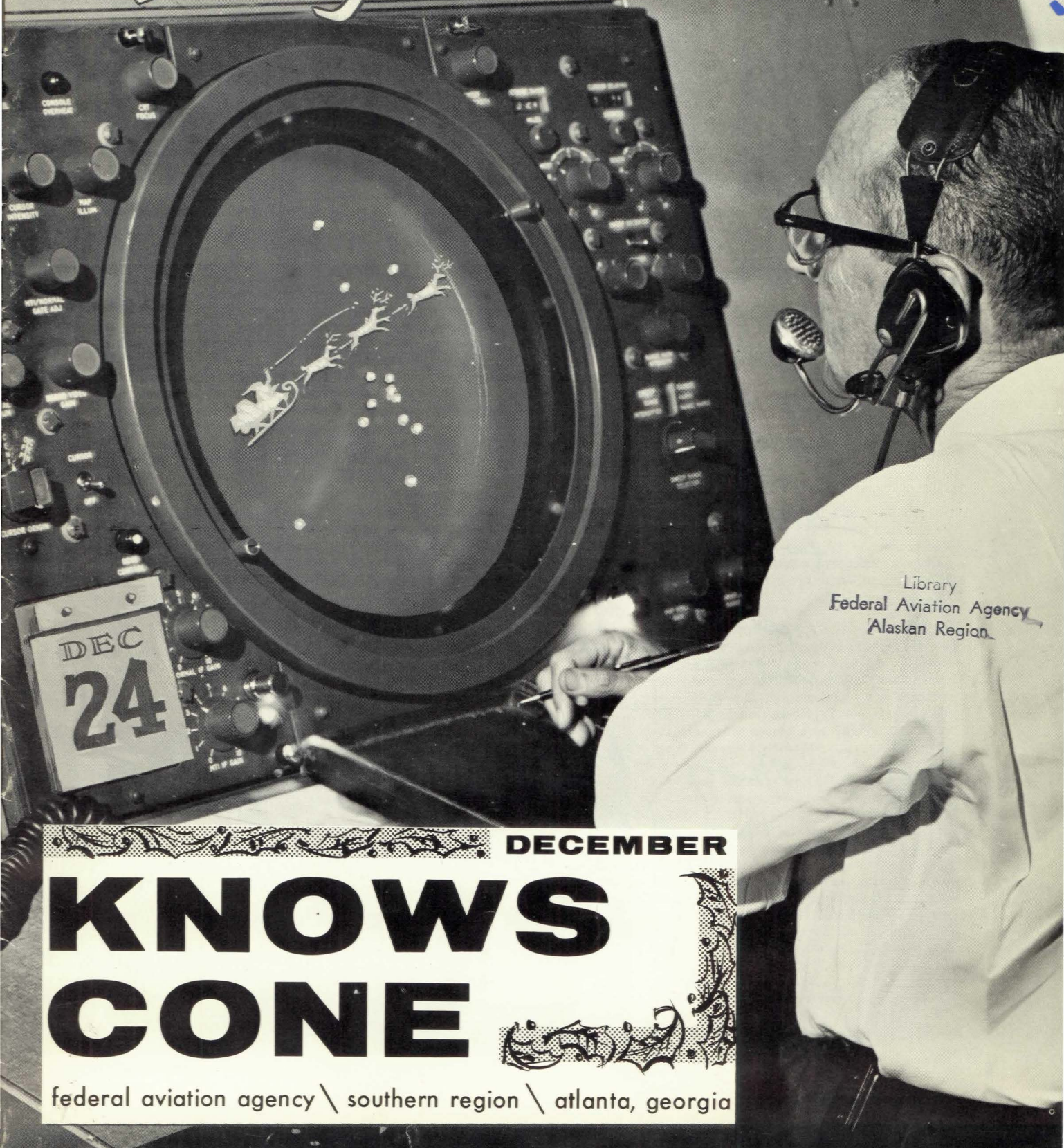


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# Merry Christmas



Library  
Federal Aviation Agency  
Alaskan Region

DECEMBER

# KNOWS CONE

federal aviation agency \ southern region \ atlanta, georgia





... notes from The Assistant Administrator

A. O. Basnight



FEDERAL AVIATION AGENCY

SOUTHERN REGION

52 Fairlie Street, N.W.

Atlanta 3, Georgia

To all my associates and their families:

The "flight plan" for the first year of our Southern Region's operational experience is about to be closed. To me, this has been a rewarding experience, for we have met a number of challenges incident to our venture into improved management and quest of safety and progress for all.

May I personally express my appreciation of you - your work and the teamwork we are developing.

I wish each of you a very Merry Christmas and a happy New Year.

A. O. Basnight



## ATTENTION Atlanta Area Employees

Have you selected your Christmas tree? If not, it's a big item on your agenda, for each family looks forward to the annual ritual of "trimming the tree" when lights in the window blink the occupant's wishes of "Goodwill to men".

Your Christmas tree can be extra special this year if you purchase it from one of the two lots being operated voluntarily by the Atlanta Chapter of Air Traffic Control Association.

Why will it be an "extra special" tree? Because its purchase price will be donated to the "Little Red School House" - a school for special children.

Two-hundred Atlanta area FAA employees, headed by Charles C. Carson, Atlanta ARTCC, and Joe B. Shirley, Fulton County Tower, have volunteered their off-duty time to assist in the tree sale program.



*Air Traffic Control Association members of the Atlanta area are ready for business with three Christmas tree lots.*

Lots are located at: Tri-City Plaza, corner of Main and Vesta near College Park and East Point city limits; corner Headland and DeLoe Streets, East Point.

## Metro Atlanta FAA FIRST To Exceed United Fund Goal

The FAA in metropolitan Atlanta, (which includes Center, Regional Office, Atlanta and Fulton County Airports, and others) has been cited by the United Appeal Headquarters for being the first government agency in the Atlanta area to exceed its United Appeal goal, both in number of pledges and in contributions.

The Atlanta metropolitan FAA had a goal of \$8,500 for 1,000 givers. The amount raised was \$8,905.65 for 1,014 givers, or \$405.65 above the Agency's goal.

Arvin O. Basnight, Assistant Administrator, and

Paul H. Boatman, FAA United Appeal Chairman, said, "It is very gratifying to be associated with a group of people who respond like you have to a community project. We join in thanking you sincerely for exemplifying once again the fine team spirit of the Southern Region."

■ Twelve field office facilities of the Federal Aviation Agency have been awarded citations for meeting—and in three cases, exceeding—100 per cent of their goal in the United Appeal campaign. Representatives, receiving the awards from Clifford P. Rosacrans, Area Coordinator, Atlanta, (right) whose office was one of the facilities that went over the top, are: (l to r) M.D. Lamb, Systems Maintenance Sector No. 38-B; James E. Smith, Fulton County Air Traffic Control Tower; Elva Henshaw, Engineering and Manufacturing District Offices Nos. 42 and 44; J. M. Roberts, Systems Maintenance Sector No. 64; Calphrey Donaldson, Systems Maintenance Sector No. 7; John J. Lynch, Airports District Office; Guy Kimmer, General Aviation District Office No. 1; and James Waugh, Air Carrier District Office No. 31. Not pictured are Erwin Tucker, Aircraft Maintenance Base, and J. B. McLaughlin, Engineering and Manufacturing District Office No. 41. The Airports District Office and Air Carrier District Office also went over the top.





## CONTROL CENTRAL

now operational

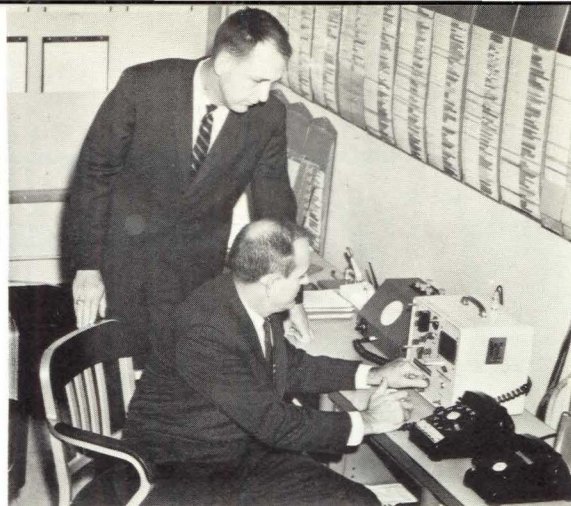
The sixth floor of the Regional Office was a beehive of activity over the first weekend in November. Telephones were being installed, power conduit runs made, weather teletype was clacking away, transmitters and receivers were being set up, antenna leads were being run to the roof, display and control boards established, and records and files being moved in and arranged for immediate reference.

Monday morning at seven o'clock, Control Central became operational!

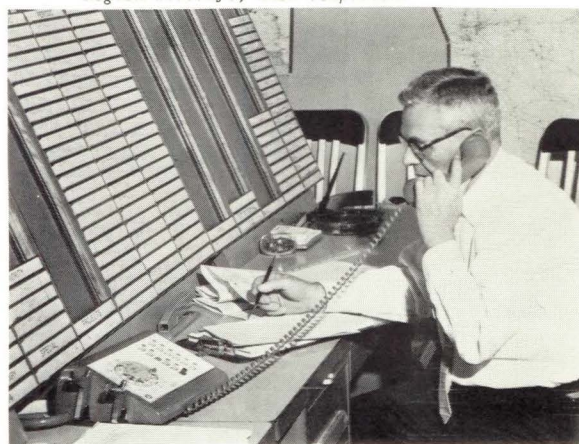
Initial implementation involves control and dispatching of flight inspection aircraft assigned to the Atlanta FIDO; receipt and consolidation of program accomplishment reports; accounting of location and disposition of the Southern Region fleet at all times; and the monitoring of other functions of flight inspection preparatory to assumption of broader duties.

Under the plan for implementation, phase-in of full program control will take approximately six weeks and will involve total supervision and control of flight inspection program accomplishment with operations to be conducted on a 24-hour basis.

As an important fringe benefit, Control Central has been assigned the additional responsibility to function as the Atlanta Command Post. Washington and Regional direct communications lines have been terminated in the console and are monitored at all times. Direct telephone lines have been installed which eliminate the necessity to go through the GSA switchboard. Control Central may be contacted at any time, day or night, on area code 404, telephone number 523-6584.



■ Charles C. Rone, (Standing), Flight Operations and Aeronautical Procedures Branch Chief, and M. W. Johnson, Flight Superintendent and Supervising Pilot, tune in the single sideband radio equipment which will give direct contact with all FAA Southern Region aircraft, when completed.



■ Cy Pruitt, Flight Superintendent in Control Central, issues instructions to Agency pilots and facility flight inspectors.

**KNOWS  
CONE**

Vol. 1  
No. 5



Assistant Administrator  
Arvin O. Basnight

Deputy Assistant Administrator  
Paul Boatman

Public Affairs Officer and Editor  
W. Bruce Chambers

Southern Region, Federal Aviation Agency  
Headquarters: 52 Fairlie Street, N. W.  
Atlanta 3, Georgia

### CONTRIBUTING EDITORS

Aviation Medicine - Connie Tamboer  
Legal - Mary Ann Sullivan  
Auditing - Joann Thweatt  
Accounting - Rudell Murphy  
Personnel - Virginia Prichard  
Budget - Perl Wheelchel  
Management Analysis - Christine Hardy  
Inst. & Materiel - John R. Smith  
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◆ The new Southern Regional office building - the first regional office to be located at an airport - is approximately three-fourths complete. Construction is moving rapidly and it is expected we will be able to occupy the building in early February 1963.

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## VALUE OF TEAMWORK PROVED AGAIN

"The recent international crisis enabled us to illustrate our ability to function as a unified team across the Southern Region," Arvin O. Basnight, Assistant Administrator, emphasized this month.

This ability to function as a unified team is of particular significance in light of the new operational concept involving decentralization of responsibility and authority. The ability to respond to such urgent national needs is a source of great strength to our President and also serves as a continuing deterrent to any possible aggressor.

"The crisis also pointed out a need to us - that of a continuing defense readiness program, which must receive the attention of each of us," Basnight continued. "As an Agency, we have been directed by the President and the Administrator to provide not only for our own defense preparedness, but also to assist and guide the civil aviation industry in their defense programs. We must not relax until this job is done."

The Southern Region has made considerable progress in defense preparedness in the past few weeks. Facility emergency operation plans throughout the region are now being prepared. A regional defense readiness plan will be prepared soon, consolidating all interim instructions.

On the civil aviation side of the picture, the Airports Division is moving ahead with introduction of the Airports Disaster Control Program. The Flight Standards Division is assisting air carriers and general aviation groups in their defense readiness plans.

Of primary concern to our preparedness activities is adequate provision for the protection of our families. It is the policy of the Agency to encourage all employees to support and actively participate in local community civil defense plans. Through positive community action, protection for our families, as well as for employees not having emergency operational assignments, will be achieved.

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## WHAT DOES THE PAY RAISE MEAN TO YOU?

To some, the pay raise probably affords an opportunity to "live it up" for a brief period. To others, it may mean being closer to realizing the achievement of some long-established goal. To still others, it may mean an opportunity to acquire some of the luxuries of life they have long looked forward to. There are various and sundry meanings to other employees.

Consider for a moment how simple and easy it is at this time to put part of the raise into United States Savings Bonds. If you act now, the saving of part of the raise by investing in Savings Bonds would not impose a hardship. The longer you put off investing in Savings Bonds, the more difficult it becomes. By investing in Bonds, you are insuring your future.





# Airport Dreams Become



## DULLES INTERNATIONAL AIRPORT

The Nation's new "front door", Dulles International Airport, became an active part of the country's airport system when it was officially dedicated on November 17, 1962.

FAA Administrator N. E. Halaby has described the new jet-age airport built by the FAA twenty-seven miles West of Washington, D.C., near Chantilly, Virginia, as "An international gate-way to this country of which every citizen can be proud".

Assistant Administrator Basnight, after attending the dedication ceremonies commented, "From the mobile lounge innovation to the functional beauty of the terminal building, the airport was boldly conceived and strikingly executed to satisfy both passenger needs and the challenge of complete airport operations posed by high speed jets."

A crowd estimated at 60,000 witnessed the dedication by President Kennedy and former President Dwight D. Eisenhower.

■ Fast sprints through mazes of airport terminal fingers are a thing of the past at Dulles International Airport since the late designer Eero Saarinen took the footwork

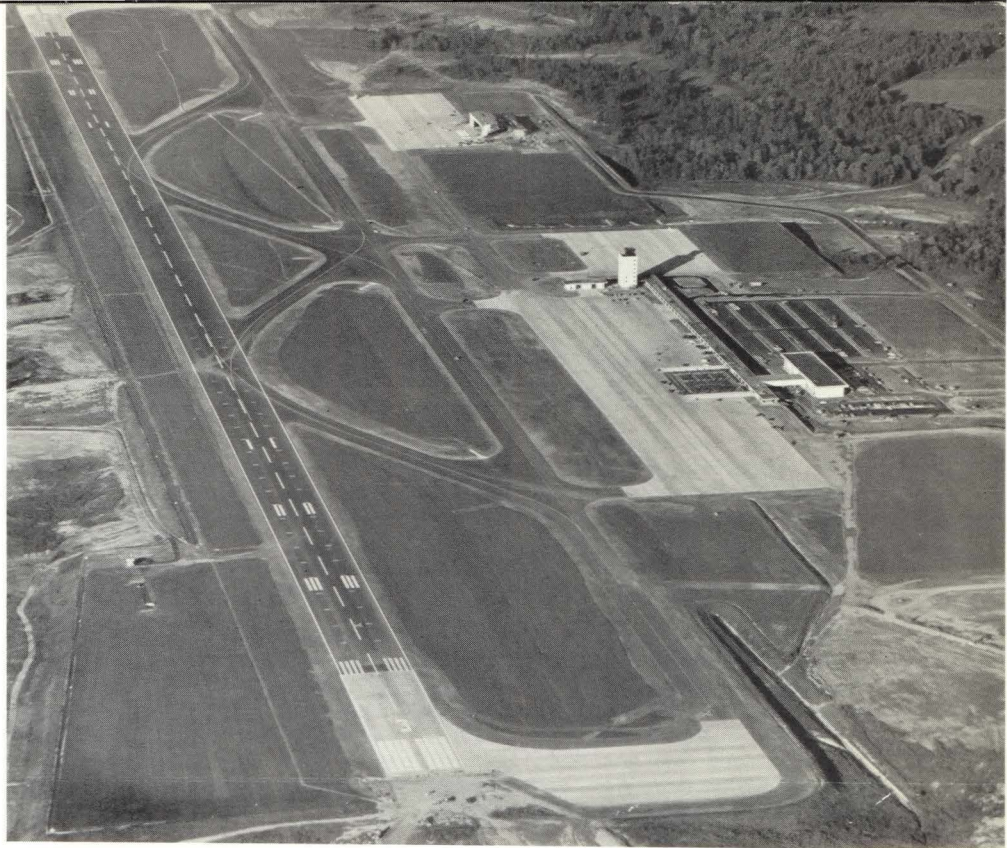
out of air travel with a new use for the wheeled vehicle - the mobile lounge. This mobile lounge has carried passengers to the waiting airplane on the parking apron. ■





# Realities

■ The in-runway lighting system at Greenville-Spartanburg Airport is the first in the Nation. This is the latest FAA approved lighting system. Runway touchdown zone lights (narrow gauge) consist of two rows of transverse light bars located symmetrically about the runway centerline and extending 3,000 feet along the ILS approach end of the runway at 100 foot intervals ■



## GREENVILLE-SPARTANBURG AIRPORT

The new Greenville-Spartanburg, South Carolina, airport, officially dedicated November 4, 1962, is one of the first regional airports (built to serve two or more communities). It is among the first in the Southern Region.

The new jet airport will serve more than a million people in the surrounding communities, and represents an outstanding example of cooperation between two local city governments and the FAA.

From beginning of clearing and grading to completion of the entire facility required only 15 months -

the airport becoming operational October 15, 1962, the target date originally set by the community.

Facilities at the new jet airport include a paved 7600 foot by 150 foot runway; parallel and high speed taxiways; three separate plane parking ramps; an air traffic control building; the latest lighting system; and airport entrance and service roads. These projects were completed with 4-1/2 million dollars of local and FAAP funds. Additionally, an ALS, an ILS, and electronic equipment for controlling traffic were installed with Federal funds.

## O'KEEFE AIRPORT

### NEWTON, MISSISSIPPI

Newton, Mississippi, happily dedicated its new O'Keefe Airport on November 11, 1962, and the FAA shared their pride with them. FAAP funds in the amount of \$47,885 were granted the city to help them develop the new facility.

Jackson and Meridian, Mississippi, FAA personnel participated in the dedication with air traffic control provided by the Jackson Combined Station/Tower. SMS #51 personnel supplied and maintained the radio equipment, and FSS personnel of the Meridian station furnished weather and pilot briefing service for the dedication day traffic. Area Coordinators Ralph Boozman, Jackson, and Joe Reid, Meridian, served on the reception committee and spoke during the ceremonies.

## MUNICIPAL AIRPORT

### LAWRENCEBURG, TENNESSEE

The dedication of the Lawrenceburg Municipal Airport, Lawrenceburg, Tennessee, October 1, was a happy day for some 5,000 people and a frustrating one for hundreds more. A number estimated at more than 5,000 jammed the highways trying to make headway into the airport. Others diverted to side roads and some just "gave up" and turned back.

The Southern Region was represented by Arvin O. Basnight, who spoke briefly; Herbert G. Spencer and James E. Addison from the Atlanta Airport District Office.



# first AIRPORT DISASTER CONTROL CONFERENCE HELD

To initiate the development of an airport disaster plan, a meeting was held November 16, 1962, in the "Jet Room" at Miami International Airport. During the meeting, Federal Aviation Agency officials reviewed with Miami International Airport executives the steps to be taken in developing a disaster plan for that airport.

The President has directed the Federal Aviation Agency to assist civil aviation authorities in the preparation of plans to insure the continued operation of civil aviation in the event of national emergency. The purpose and objective is the protection of civil airports and our civil air fleet. Toward this objective the Agency has developed, and will support, a comprehensive program to meet these urgent needs.

Following several months of study and planning, which included the development of a prototype plan at Wold-Chamberlain Field in Minneapolis, Miami International Airport has been selected to be the first airport in the Nation to develop an overall master plan for protection and recovery following a nuclear attack.

The executive representatives of airlines and other organizations on the airport almost immediately began taking the necessary steps to develop a workable disaster plan.

At 2:00 P.M. on the same day in the "Jet Room", a detailed presentation was made by the FAA to those officially appointed to directly prepare the airport disaster plan.

Alexander R. Gordon, Chairman, Dade County Board of Commissioners, and Alan C. Stewart, Director, Dade County Port Authority, hosted the meeting.

Federal Aviation Agency officials presenting the program included: Paul H. Boatman, Deputy Assistant Administrator; Captain Stanley R. Holm, U. S. Navy, Chief, Defense Coordination Staff, FAA, Washington; Stanley Walsh, Chief, Airport Defense Planning, Airports Service, FAA, Washington; George Gary, Chief, Airports Division, and Edward F. Tamas, Regional Defense Readiness Officer, both of FAA Southern Region, Atlanta.

## MURFREESBORO

gets

## FLIGHT INFORMATION BOARD

The second flight information board was installed in the lobby of the Murfreesboro Municipal Airport terminal this month. Miller Lanier, Director of Aviation, Middle Tennessee State College and manager of the airport, said the board and its information would be invaluable to pilots in that area.

Still on a test basis, this board is designed to provide the private pilot at small airports not served by an Agency facility, with flight information pertinent to all segments of private flying.

Response to this service has been excellent, as reflected by this excerpt from a pilot's comments:

"I was by Murfreesboro Airport terminal today and the new bulletin board is GREAT! As an instructor, I can now say to my students, 'The Airman's Guide and Flight Information Manual are there for sure.' Hope you keep it up."

● Miller Lanier, Director of Aviation, Middle Tennessee State College, and operator of the Murfreesboro airport, shows student, Joe Taylor, how to use the new FAA Flight Information board which has been installed on a trial basis in the Murfreesboro Airport Terminal Building.





## Key West Tower . . .

Within about three hours after a call was received from Washington at the onset of the Cuban emergency, Southern Region FAA personnel had a tower in operation at Key West, Florida; and within two days a semi-permanent tower was completed atop the administration building of the airport.

"Regional responsiveness to a situation--the cooperative, fast and efficient work of many FAA'ers--was primarily responsible for the accomplishment of an assigned critical mission," Arvin O. Basnight said.



■ The Key West Tower was completed atop the Airport Administration Building in less than three days.

It was 1:30 P.M. Sunday October 21, when Paul H. Boatman, Deputy Assistant Administrator, received a call from D. D. Thomas, Director Air Traffic Service, requesting a tower be set up at Key West to handle the influx of traffic expected in the buildup for the Cuban situation.

Following this call, other calls were immediately made by Jeff Cochran, Chief Systems Maintenance, and Harry Hubbard, Coordinator Terminal Group, Air Traffic, to their respective personnel in the Miami area, and wheels started rolling to physically set up the Key West Tower.

Marty Hansen, Miami Tower Chief, and G. T. Greenamy, Jr., ASMDS-2, immediately responsive to the problem, took quick action. Basic equipment was collected...two controllers were appointed...an aircraft was rented...and, within less than an hour after receiving the call, equipment and controllers were in the air flying to Key West.

Before the day was over, two VHF frequencies, one for approach control and the other an emergency channel, along with one UHF multi-channel transceiver, a telephone, and a light gun were all in operation on the roof of the Key West Airport Administration Building.

Construction of a semi-permanent tower building atop the roof had also been started on Sunday. Wm. Berry, SMS Chief, Key West, had drawn plans, obtained a contractor, opened a lumberyard by special request, and obtained a telephone crew. Carpenters were assembled and an electrical crew alerted. Personnel and equipment were moved into the new tower Tuesday evening, October 23, just 30 minutes prior to a heavy rainstorm. ■



■ Glenn T. Greenamy, Jr., ASMDS-2, and the preliminary Key West Tower which was in operation only hours after a request from Washington.

## AIRPORTS DIVISION HOLDS FIRST TRAINING CONFERENCE FOR DAE'S

The Southern Region Airports Division held its first training conference for District Airport Engineers from November 14 through November 16 at Miami, Florida.

Principal emphasis keynoted by Paul Boatman, Deputy Assistant Administrator, was placed on coordination and communication throughout the FAA family with the message slanted at the role of the District Airport Engineer.

Decentralization being in its last phase, now requires the cooperation and concerned efforts of all members of the Airports Management Team. This team was described as including: (1) Division Chief; (2) Assistant Division Chief; (3) Branch Chiefs; and (4) District Airport Engineers.

Considerable emphasis was placed on the critical part that the DAE plays on this team and how the success of the last phase of decentralization is almost solely in his hands.

## PUERTO RICO INAUGURATES CIVIL JET FLIGHT FOLLOWING

Civil jet flight following within a 150 nautical mile radius of San Juan, Puerto Rico, was inaugurated on November 15 through use of the Puerto Rico National Guard radar.

Clarence T. Tolpo, San Juan Center Chief, informs us that radar within center quarters is expected by next Spring. A site on a mountain peak near San Juan is nearing completion by the Navy and FAA will remote information from this location to the Center for traffic control purposes.





■ The C-130 fuselage section on a low-boy truck with its lead and follow-up trucks arrive in Atlantic City after an eight state trip.

## HUGE C-130 FUSELAGE SECTION PRESENTED TO NAFEC FOR TESTING

A Lockheed-Georgia C-130 Hercules fuselage section, which has done all of its "flying" under water, was recently given to the FAA by the Air Force and transported by truck from Lockheed, Marietta, Georgia, to the Agency's National Aviation Facilities Experimental Center at Atlantic City, New Jersey.

The C-130 fuselage that had previously been used during three years of hydrostatic testing, will be used by FAA in a number of additional tests. It will be tested to see how the fuselage will stand up under fire hazards and under landing friction tests. Results obtained will probably be used in part of the certification program of the C-141 now under development at Lockheed.

The fuselage was far too large for handling by railroad flatcar, making road transportation mandatory. It has a height of 13 feet 3 inches; is 41 feet long; 14 feet 2 inches in diameter; and weighs 20,000 pounds.

Bill Cox of the Supply Section, Installation and Materiel Division, handled arrangements for transporting the big structure through eight states, including Georgia, Tennessee, North and South Carolina, Virginia, Maryland, Delaware, and New Jersey. Transportation permits for oversize cargo had to be obtained in all eight states. The trip took four and a half days.



■ Ten days were required to pack and load the C-130 fuselage section for shipment from Marietta, Georgia, to NAFEC, Atlantic City, New Jersey.

## "New Faces"

Jackson Airports District Office added to its staff last month the position of Airport Operations Officer. This position has been filled by William B. Herndon, who transferred to JAN-600 from the Compliance Division of the Housing and Home Finance Agency, Atlanta. We are happy to welcome him to FAA and the Jackson APDO.

Budget Division welcomes the two following new employees:

W. H. Smith, Supervisory Budget Analyst.  
T. R. Plummer, Budget Analyst.

W. Bruce Chambers has reported in as the new Public Affairs Officer for the Southern Region. Chambers comes from the Housing and Home Finance Agency and immediately prior to that was Public Affairs Officer for the FAA Southwest Region for five years.

Page 10

## Puerto Rico ADIZ Established

The Federal Aviation Agency and the Department of Defense on November 3rd established a coastal air defense identification zone (ADIZ) within a 150 nautical mile radius of San Juan, Puerto Rico.

The normal rule-making procedure, requiring a 30-day notice period, was waived because it was "determined a situation existed which required the immediate designation" of this ADIZ.

San Juan Center placed an AMIS sector in operation within 37 hours to meet the deadline. The Puerto Rico Air National Guard radar, operational for a year on a practice basis, was put into full time operation simultaneously with the center AMIS Sector.

KNOWS CONE DECEMBER 1962



# Employee Awards

CERTIFICATES AND MONETARY AWARDS HAVE BEEN APPROVED  
FOR THE FOLLOWING SOUTHERN REGION EMPLOYEES  
SINCE JULY 1, 1962

NAME AND TITLE	LOCATION	AWARD
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## (Suggestion Awards)

Edward W. Nelson, ATCS	ARTCC, Hilliard, Fla.	\$ 15
Frances W. Kocher, Clerk-Steno.	R.O., Atlanta, Ga.	15
Ralph G. Nail, F.I. Equipment Mechanic	ARTCC, Hampton, Ga.	100
James H. Myers, SEMT/R	SMS #73, Jackson, Miss.	60
Browning Adams, Supervising Inspector	ACDO, Atlanta, Ga.	250
J. L. Bickerstaff, Air Carrier Opns Spec.	R. O., Atlanta, Ga. (Joint)	
Robert A. Hamilton, Electronic Maint. Tech.	SMS, Orlando, Fla.	100
Vernon W. Bates, ATCS	ARTCC, Hampton, Ga.	200
Walter M. Olson, Electronic Maint. Tech.	SMS, Memphis, Tenn.	50
Robert E. Green, SEMT/R	SMDO, Atlanta, Ga.	50
Ralph R. Folsom, Section Leader	SMS, Tallahassee, Fla.	50
Ben H. Pollack, Facility Supply Spec.	Inst. & Mat. Div., Miami, Fla.	30
Edward D. Wheeler, SEMT	SMS, Miami, Fla. (Joint)	

## (Special Act Awards)

Frank B. Praslicka, Space Mgmt. Analyst	R. O., Atlanta, Ga.	100
Murrell W. Johnson, Opns. Officer	FIDO, Atlanta, Ga.	100
Clifford W. Walker, Chief, Flt. Stds	R. O., Atlanta, Ga.	250
Fred W. Kingdon, Jr., Air Carrier Opns, Spec.	R. O., Atlanta, Ga.	250
Edmond L. Turner, Principal Opns Insp.	ACDO, Miami, Fla.	250

## (Superior Performance Awards)

Emory Dillashaw, Flow Cont./Coord.	ARTCC, Miami, Fla.	200
Thomas J. Callahan, Supv. Gen. Avn. Spec.	R. O., Atlanta, Ga.	250
John C. Cripps, Electronics Maint. Tech.(R)	SMDO #2, Miami, Fla.	165

## Certificate Award for suggestion adopted for Miami use only to:

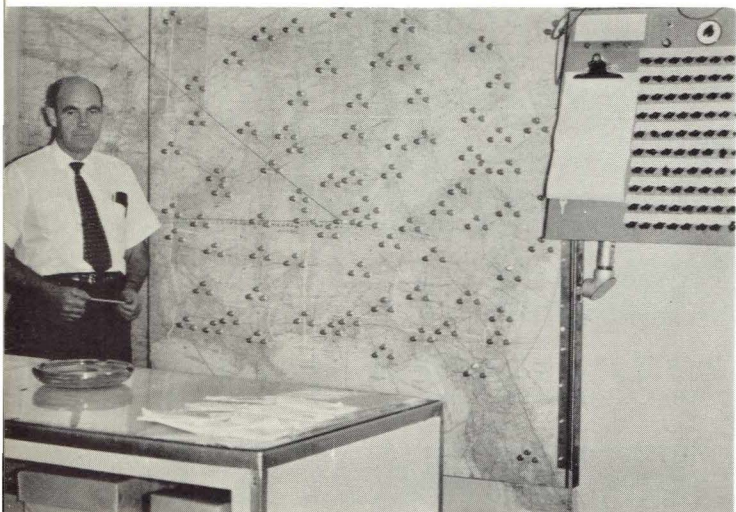
Leona R. Brady, Clerk-Steno	AT Control Tower, Miami, Fla.
Ruth S. Grice, Secretary	AT Control Tower, Miami, Fla.

## (Suggestion Awards Approved by SW Region Since July 1, 1962)

George F. Andrews, Electronic Eng.	R. O., Atlanta, Ga.	165
James E. Lewis, SEIT (General)	Inst. & Mat., San Juan, P.R.	50
James C. Harris, SEMT	HUB, Balboa, C.Z.	50
Willard M. Wiggins, SEMT	RAPCON-SMDO, Macon, Ga.	75
James G. Bryant, EMT (Radar)	SMDO, Memphis, Tenn.	50
Robert S. Imsand, EMT	RAPCON, Brookley, AFB, Ala.	25



## Birmingham Specialist



## Designs Weather Display Board

■ Clyde B. Pepper, Birmingham Flight Service Station, stands beside his invention, an electric visual weather display board.

Clyde B. Pepper, Air Traffic Control Specialist in the Flight Service Station, Birmingham, Alabama, has spent many personal hours and dollars, building an electronic board to give a visual weather display covering the 400-mile radius of Birmingham.

The board uses an electronic display of red, amber, and green lights to indicate the condition of VFR weather for each reporting station in the area. Red light means, "Stop - weather below VFR minimums"; amber, "Proceed with caution, marginal VFR weather with ceiling 100 to 2,000 feet, visibility four to six miles"; Green means, "Go, good VFR weather, ceiling 2,000 feet-plus, visibility seven miles or more."

An employee suggestion has been initiated by Pepper and is being considered. The board has been recognized by FAA for use at Birmingham and is doing a good job. It is mounted in front of the briefing table in the FSS at Birmingham and will remain there to be evaluated over a period of time.

## COMMENDATION

Edward J. Farley, Aircraft Commander from the Atlanta FIDO, has received a commendation from regional Assistant Administrator Arvin O. Basnight, for his alertness in noting the deficiency in the NOTAM services being provided to airmen concerning the status of the U. S. Army air navigation and traffic control facilities.

As a result of this systems surveillance report, the Washington office advised that the FAA and U.S. Army consummated an agreement during October whereby Army NOTAM's would be made available over FAA's service aid network.

"This action will provide improved service to all airmen and, simultaneously, provide an intangible monetary saving to the government by fostering joint use of teletype network facilities," Basnight commented.

## Project "SPUR"

■ C.A. "Buck" Commander, Chief, Air Carrier Branch (C) presents Silver Spur plaques to James H. Bickerstaff (L) and Sverre L. Ouvrevik for outstanding contributions in implementing Project SPUR (Standard Procedure for Uniform Reporting) in the Southern Region Air Carrier District Offices.

Page 12

