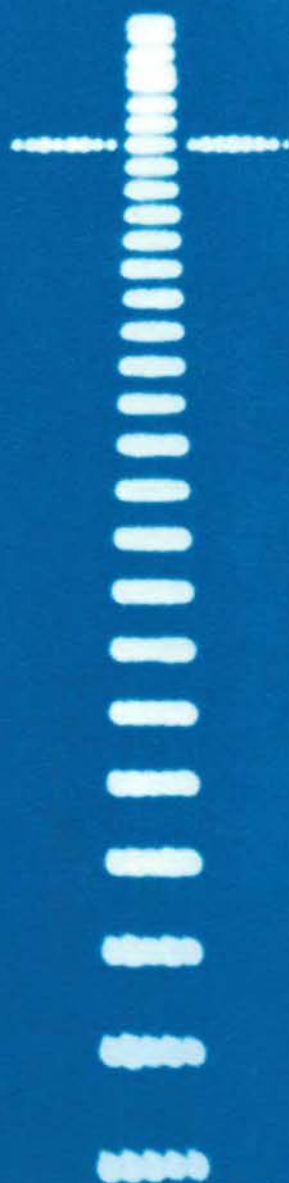


FAA

SOUTHERN & SOUTHWEST
REGIONS

SCANNER

DECEMBER 1961



..and The Cross Shall Show The Way

FAA SOUTHWEST REGION

S C A N N E R

Volume 4

DECEMBER 1961

Issue 9

The SCANNER is dedicated to the publishing of interesting happenings both within and outside FAA Southwest Region that affect the Agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the FAA's mission.

REPORTERS

Accounting Division.....	Juanita Winstead
Administrative Services.....	L. E. Bayless
Air Traffic Service.....	Beth Gorham
Aviation Medicine.....	Martha Creed
Audit Services.....	Joe Thornton
Budget Division.....	Susanne Coble
Aviation Facilities Service.....	Bessie Koepp
	Mary L. Pendleton
	Joyce McKenzie
	Margaret Tinkle
Flight Standards.....	Everett Morris
Legal.....	Jane Smith
Personnel.....	Frank Burch

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To my fellow
employees I extend
my very best wishes
for a most pleasant
holiday season and
for success and
well being in the
New Year.

Archie W. League



ADMINISTRATOR HALABY "HANGAR FLYS"



During Hangar Flying Session in Humble Oil hangar at Houston, Texas, Nov. 4, Administrator Halaby answers penetrating question from the large pilot audience.



Halaby accepts mike from Congressman Albert Thomas after introduction.



Administrator opens Hangar Flying Session with Agency philosophy.

IN HOUSTON, TEXAS AND FAIRVIEW, OKLAHOMA



On Nov. 11th Halaby answers pilot questions during Hangar Flying session at Fairview, Oklahoma. Senator Mike Monroney requested Halaby talk to Oklahoma pilots.



Air Traffic Controllers man temporary tower built at Fairview by AFD maintenance experts. More than 250 aircraft were landed safely.



Texas Aeronautics Commissioner Shelby Knitzer (left) and Assistant Administrator League hold "Texas-size" pilot certificate presented to Halaby by TAC at Houston.

AIR TRAFFIC DIVISION



NEW FAA BUILDING-PENSACOLA, FLA.

The new FAA and Weather Bureau building has just been completed at Municipal Airport in Pensacola. The Pensacola Tower was moved into the new quarters on November 7, 1961. The FSS is expected to move into the new quarters sometime around the latter part of December of this year. This building is the fulfillment of a dream or dreams and planning of many, and especially of the Airport Manager, Colonel C. H. Blanchard, who has been working on this project for the past 8 years.

PERSONNEL TRANSFERS TO SOUTHERN REGION

Air Traffic Division personnel who left us recently to take up duties with the mighty Southern Regional Headquarters are: Johnny Graffius, Tommy Dillard, Ken Harbour, Bob Barentine, and Stu Williams.

* * * * *

WIVES TAKEN ON TOUR OF RAPCON

The FAA Wives Club at Savannah, Ga. met October 11, 1961, at the NCO Club at Hunter AFB for its regular monthly luncheon. After a short business meeting, 19 members were conducted on a tour of the radar approach control facility (RAPCON).

Control and Electronics personnel demonstrated and explained both surveillance and precision radar equipment. Gestures such as this perhaps make for better understanding of the duties and problems encountered by their husbands on a typical work day.

* * * * *

SUGGESTION AWARDS

Personnel receiving awards for their valuable suggestions are: J. Shannon Jackson, Albuquerque Center; John R. Czar and John S. Harrison, Huntsville, Alabama CS/T; Rudolph A. Singley, Homer F. Osteen, Richard G. Ray, Robert C. Bierscheid, Robert E. Hayden, Richard D. Dunivant, Joseph S. Lutz, Elvin D. McPherson, Wm. D. Wailer, Jr., Myrtle Beach FSS; and Ralph L. Reeves, Mineral Wells FSS.

PERSONNEL AND TRAINING DIVISION

WHAT TO DO IN EVENT OF ENEMY ATTACK

As a part of our Civil Defense Program, we are required once annually to remind FAA employees of their responsibilities in event of an enemy attack should they be prevented because of the attack from reporting either to their regular post of duty or to a designated emergency location. In such circumstances, FAA employees will obtain from the nearest Post Office a Federal Employee Registration Card (which will be stocked at all Post Offices), complete it and mail it or turn it in at the Post Office. The Post Office Department will forward each completed registration card to the Civil Service Commission office which will maintain the registration file for the area in which the employee's regular place of employment is located.

The purpose of this registration plan is to establish a central point where FAA can get information about its employees; to enable the Regional Office to continue on its rolls employees who are prevented from performing their regular job assignments; to enable the Regional Office to forward pay; and to provide for maximum utilization of available skills in carrying out essential Government functions in a National emergency.

* * * * *

DETAIL OF EMPLOYEES

The term "detail" in the civilian service has virtually the same meaning as the term with which so many of us became quite familiar in the military -- the temporary assignment of an employee to other than the duties of his official position. However, the use of the detail is more restrictive in the civilian service, and it is important that supervisory and administrative personnel be familiar with

these restrictions. Standard Practice 3230-3237 contains current policy and instructions covering detail of employees.

Details exceeding thirty days must be recorded and require the same approvals as any other personnel action. One of the primary reasons for this is to officially record in the employee's personnel records experience and training which otherwise would not be recognized. Experience and training acquired under detail may be accepted to qualify the employee for other positions; however, if it has not been properly documented in accordance with their regulations, the Civil Service Commission may question such experience. This documentation is required whether the temporary assignment be to the same, higher, or lower level duties.

The intent of these requirements is to record extended details. Recurring details with short one-day or two-day breaks would ordinarily be indicative of an attempt to circumvent the intent of these regulations, and such short breaks do not relieve the supervisor of his responsibility to obtain approval and record details.

When supervisors find that a detail will require more than thirty days or that an undocumented informal detail will require extension beyond the thirty-day limitation, they should notify appropriate personnel within their operating division through established procedures for requesting personnel actions and should provide adequate information and justification required for approval in accordance with the criteria set out in Standard Practice.

* * * * *



HEALTH BENEFITS NEWS

During the recent Health Benefits Open Season, nearly 1200 Southwest Region employees registered to change their enrollments. Of these,

- almost 400 changed from low option to high option;
- approximately 440 changed from Indemnity Benefit to Service Benefit Plans;
- about 75 changed from Service Benefit to Indemnity Benefit Plans;
- 228 employees who previously elected not to enroll registered to enroll.

Open Season enrollments and changes in enrollments received in the Personnel and Training Division from October 1-16 were effective November 12, 1961. Increased benefits under the new contracts were effective November 1, 1961, while decreased benefits (there were a few) were effective November 15, 1961.

Employees are urged to read the materials in the claims kits recently distributed. The claims procedures under the Indemnity Benefit Plan have been greatly simplified.

Identification cards and claims kits will no longer be distributed by the Payroll Office. Effective October 1, 1961, they will be mailed direct to the employee by the Carrier. If you do not receive your health benefits identification card within a reasonable time (6 - 8 weeks after you submit SF-2809), you should write the Carrier rather than the Regional Office.

Employees and their physicians are still sending claims for benefits to the Regional Office. We cannot pay the claims, and it only delays payments to you. Please read your brochure and the material in your claims kit. It tells how to file claims.

Female employees who are enrolled for self and family are reminded that if they remarry, they must change their enrollments to Self and Family (Female and Nondependent Husband) if they wish to continue to receive family coverage. To do so, the employee should submit SF-2809 and list Item 3 as the basis for the change. The change in premium is retroactive to the beginning of the pay period in which the employee remarried.

Counseling on your health benefits coverage, and assistance in filing claims may be obtained from any one of the local offices listed in the brochure for your health benefits plan. If you are not located near enough to obtain assistance from any of these offices, or if you otherwise prefer, you can receive assistance by writing or calling the Health Benefits Officer, SW-13. Many of your questions can be answered by reading the brochure for your plan and the material in your claims kits. - Please read them. It may mean dollars in your pocket. You can't get your money's worth if you don't know what coverage you have.

Your Health Benefits Officer



This "USE YOUR CHECK LIST" sign brightly screams for pilot attention at an engine runup position on Meacham Field.

This is one of more than 5000 such large 18" X 20" signs printed with fluorescent ink that are being personally delivered to Airport Managers by GADO Inspectors throughout the Southwest and Southern Regions.

Statistics of general aviation accidents show that between 65% to 75% of the total number of accidents occur either in the take-off phase or the landing phase of operations. Additionally, another 8% to 10% occur during the taxiing phase. The FAA feels that conscientious use of complete and proper pre-take-off and pre-landing procedures would prevent many of these accidents.

The use of check lists is accepted by professional pilots as the best approach to the accomplishment of these procedures. The use of check lists by all pilots would eliminate many accidents and result in a considerable saving in money, injuries, and even lives to the industry and flying public.

In addition to delivering the signs to Airport Managers, GADO Inspectors are availing themselves of every opportunity to advise fixed base operators, flight instructors, pilots and trainees of this "Use of Check List" campaign and the safety benefits which it will provide.

Incidentally, all GADOs are now typing at the bottom of each letter that is transmitted from the GADO the following safety note:

"FLY SAFELY - USE YOUR CHECK LIST"

OFFICE HAZARDS



"An employee hastened to answer the telephone, and she accidentally caught her right foot on the power cord of an electric typewriter. Employee fell to the floor and sustained a fracture to her left ankle."

The accident described above occurred in one of the Federal Aviation offices. Loose cords are a common occurrence and, as this accident illustrates, the right set of circumstances can cause a serious injury.

The correction of this hazard is obvious: "keep extension cords 'taut' and have outlets located so cords do not lie on floor".

This accident is brought to your attention to point out the fact that injuries can occur among our office workers as well as among technicians in our field facilities.

Possible sources of office hazards are listed below:

- a. Heavy office machines can fall from desk or table.
- b. Closing typewriter desks and drawers can pinch fingers.
- c. Open desk drawers, waste paper baskets and electrical cords are tripping hazards.
- d. Climbing on chairs to reach high places.
- e. Lifting heavy objects improperly.
- f. Leaning back and balancing chairs.
- g. Heavy loading of top drawers in filing cabinets.

INSPECT YOUR WORK AREA AND REMOVE THE HAZARDS AND REMEMBER

A SAFE WORKER IS THE BEST SAFETY DEVICE

IT'S SMART TO BE SAFE

IMPREST FUNDS

The Materiel Branch has been engaged in a special Washington study designated as "Evaluation of Local Procurement Potential". In pursuing this study, Branch representatives visited ten typical locations representing a cross section of local purchasing potential from the smallest towns to the largest cities within the Region.

The Materiel representatives checked with prospective vendors availability of supply, prices applicable to quantity purchases, quality of products, delivery potential and availability from the standpoint of FAA usage points.

This study is being conducted with a view toward policy changes which may result in more extensive use of local supply sources and less extensive use of our central supply system.

Imprest Funds provide immediate cash payment for supplies and services and result in Government savings necessary to process procurement and disbursement documents used in other purchase systems.

Imprest fund cashiers are usually accessible to most FAA facilities and installations throughout the Southwest Region. With the addition of New Mexico to the Southwest Region, new imprest funds are being established as follows:

They are:

<u>LOCATION</u>	<u>MAXIMUM ADVANCE</u>	<u>PRINCIPAL CASHIER</u>	<u>ALTERNATE CASHIER</u>
SMS, Albuquerque	\$200.00	Earl E. Dunahay	John Twyeffart, SEMT
RAPCON, Kirtland Air Force Base	100.00	Frank Goodlive	Mildred Hagood, Clerk-Steno
SMS, Zuni	100.00	W. O. Butz	McKay Peterson, EMT
SMS, Roswell	300.00	Donald F. Leavell	Elbert D. Scifres, EMT
SMS, Deming	100.00	Joe F. Marquez	Byron E. Hutchison, EMT
SMS, Las Vegas	100.00	Carter B. Forbes	William F. Peugh, Jr., EMT
SMS, Truth or Consequences	100.00	William L. Richey	David M. Landis, EMT
SMS, Tucumcari	300.00	Vivian J. Gilbert	James L. Slye, SEMT

* * * * *

WHAT IS THE FAA?

The FAA was established under the provisions of the Federal Aviation Act of 1958. This Act specifies the functions and responsibilities of the Agency. In discharging these responsibilities, personnel of the FAA are concerned with the varied and complex activities involved in a modern air transportation system. These include: the aircraft; the people who manufacture, fly, maintain and service the aircraft; the airport system of the U.S.; a system of communications and navigation aids for aircraft in flight; and control of the use of the Nation's airspace.

HALABY NAMES ASSISTANT ADMINISTRATORS
FOR FAA HAWAIIAN AND CENTRAL REGIONS

N. E. Halaby, FAA Administrator, has named John M. Beardslee as Asst. Administrator for the FAA Central Region and Robert I. Gale Assistant Administrator for the Hawaiian Region, both effective next January. Henry L. Newman has been named Deputy Assistant Administrator of the Central Region, effective immediately.

"These men, career employees with the Agency, are qualified to carry out FAA's shift of operating management from Washington to the field, while following closely the policy and program planning of Washington headquarters," Halaby said.

* * * * *

FAA TO ESTABLISH RATINGS FOR PILOTS
OF GYROPLANES

New rules to provide a rating specifically tailored for pilots of gyroplanes have been proposed by the FAA.

Operating a gyroplane, a category which includes the autogiro, is quite different from flying an airplane or a helicopter. The FAA is proposing to divide the present Rotorcraft Category for pilot rating into two classes, Helicopter and Gyroplane. This rating for Gyroplane pilots would provide more precise rules to cover any increase in this type of flying.

* * * * *

FAA STATISTICAL HANDBOOK SHOWS NEW
TRENDS IN CIVIL AVIATION

Growing passenger use of coach and economy services on the nation's scheduled airlines accounted for 47 percent of the total passenger miles flown, according to FAA Statistical Handbook of Aviation, published by the FAA. Fourteen billion passenger-miles were flown in coach and economy services during 1960, a 17 percent increase over 1959.

Airlines, using more of the larger

turbine-powered aircraft, carried a greater number of passengers in 1960 than in 1959, coupled with a corresponding increase in the passenger-mile count and a resultant decrease in revenue-miles flown because of the larger seating capacity of the new jet aircraft.

The 56 million passengers carried in 1960 were two percent more than in 1959, when slightly fewer than 55 million passengers traveled by air. More than 30 billion passenger-miles were flown during 1960, a four percent increase over 1959. Revenue miles dropped three percent from the 836 million recorded in 1959 to 814 million in 1960.

As of January 1, 1961, the U.S. active aircraft fleet numbered 78,760, an increase of 8,013 over last year's figures. Airline transports accounted for 2,211 of the total 191 more than in 1959. Multi-engine aircraft used in general aviation were up 1,209 over the previous year to 7,243. Single engine aircraft, 4-place and over, increased to 34,327 over the count of 27,301 for 1959.

* * * * *

FAA TO STUDY NEW METHOD OF SAFETY
SUPERVISION

Safe maintenance of aircraft and powerplants will be measured on a new basis of reliability in a program jointly developed by the FAA and the airlines for a six-month operational evaluation beginning December 1.

The program will drop the present policy of establishing arbitrary overhaul times for aircraft powerplants as a measure of safety, and will substitute continuous records of reliability in operation. A reliability index has been established for each airframe and engine combination and an "alert value" set for each combination.

The alert value is the rate of total engine shutdowns per 1,000 engine hours. When this rate is exceeded, the FAA and

the airline involved will work together to restore it. Because the powerplant has been the area of most concern in the past, and because engine data is more readily available, the six-month period will deal only with propulsion system maintenance.

* * * * *

HALABY NAMES ASSISTANT ADMINISTRATOR
AND DEPUTY FOR FAA WESTERN REGION

N. E. Halaby, FAA Administrator, has named Joseph H. Tippetts as Assistant Administrator for the FAA Western Region and Edward C. Marsh as the Deputy Assistant Administrator.

* * * * *

AIRLINES MADE RESPONSIBLE FOR BAN-
NING PASSENGERS WHO APPEAR TO BE
INTOXICATED

Airlines must ban any person who appears intoxicated from boarding their airplanes under a new FAA rule made effective October 21. The carriers also must report any disturbance caused aboard aircraft by passengers to the FAA within five days. This amendment ensures that FAA can move rapidly against offenders.

The new amendment to the CAR's places responsibility on airline management as well as on pilots. Present regulations prohibit a pilot from carrying intoxicated persons on the aircraft he commands. Other personnel, such as ground and cabin attendants, can better supervise loading, although the pilot still retains his authority as captain in command. At the time of loading, the pilot has other duties to perform.

* * * * *

HUMAN FACTORS PROJECT TO TEST MID-
AIR COLLISIONS

A human factors study designed to help avoid mid-air collisions has been initiated by the Sperry Gyroscope Co. of Great Neck, N.Y., under an \$85,000

Federal Aviation Agency contract.

The intensive year-long study, to be conducted at FAA's NAFEC in Atlantic City, N.J., is aimed at determining a pilot's ability to detect a target and evaluate the threat, as well as testing his skill to choose the proper escape maneuver following a warning.

This will entail evaluation of pilots' reactions to different types of warning information, such as range and bearing of other aircraft in their immediate vicinity.

If the project proves successful, FAA will have an accurate standard with which to measure pilot warning devices. The next step would be development of instruments to meet requirements for a visual collision prevention aid.

* * * * *

HALABY ESTIMATES FAS FORCE OF 28,000

Preliminary estimates show that 28,000 men will be needed for the FAS, N. E. Halaby, FAA Administrator, stated in Miami Beach.

About 17,000 positions would be filled by controllers, he said--almost as many as FAA presently employs. About 9,000 of the remaining 11,000 jobs would be filled by electronics and maintenance specialists.

The FAS is the reserve force of civilian controllers and other critical specialists proposed in legislation introduced in Congress recently.

The Administrator said the FAS is part of an overall Agency plan to meet goals of an integrated long range National Aviation System, encompassing provisions and improvements for personnel, a National Airspace Utilization System, a National Weather Data System, a National Airport System, and Federal Aviation Regulations.

"I can't help but feel," Halaby stated, "we took an important step forward in just getting the bill introduced in Congress."

* * * * *

BLUE SEAL CERTIFICATES



Private and commercial pilots with enough instrument flying skill to get themselves out of potentially dangerous weather or visibility situations can have the Federal Aviation Agency's new Blue Seal imprinted on the upper right hand corners of their certificates. The Blue Seal program is designed to encourage all pilots to acquire this instrument capability, a skill which has been required for new private pilots since May 1960. FAA started processing Blue Seal certificates October 1, 1961.



N. E. Halaby, FAA Administrator, presents a Blue Seal pilot certificate to J. B. Hartranft, Jr., president and general manager of the Aircraft Owners and Pilots Association, to signify that Hartranft has sufficient instrument skill to fly out of dangerous weather situations. Halaby also is inspecting the syllabus for a course leading to AOPA's 360 Degree Rating, a course designed to provide private pilots with this limited instrument flying ability.

GADs ARE HOST TO GENERAL AVIATION PILOTS

Along with others in the nation, the Flight Standards General Aviation District offices of the Southwest and Southern Regions were host to the aviation public on October 21, 1961. These GRASS ROOTS AIR SHARE MEETINGS were conducted locally by the Supervising Inspectors and their staffs. The subject of these meetings were the proposed changes to the Civil Air Regulations Part 43, General Operations Rules.

The purpose of the meetings was to stimulate discussion among the participants and encourage the submission by the public of their written comments concerning the portions of the regulations considered for change.

The items of principal interest that caused the most discussion were those regarding pilot privileges and

limitations, recent experience requirements versus transitional flight checks, and reserve fuel requirements for VFR operations.

The interest and response of the participants were very good. A total attendance of all meetings in the two regions was 954. The attendance was hampered by a beautiful fall day of perfect football and flying weather which kept many from attending the meeting. Also, quite a few who intended to be present were probably delayed or prevented from coming altogether by the "Honey Do".

That is, "Honey, do the lawn before you leave and, after that, Honey, do fix the barbecue pit."

This is a common type of interference with the American males' plans for a fine clear Saturday.

* * * * *

EXERCISE SKY-SHIELD II

Throughout the United States and Canada on October 14 all commercial and general aviation flights suspended operations for a 12-hour period because of the North American Air Defense Command (NORAD) exercise "SKY-SHIELD II".

Exercise requirements called for complete freedom of movement at all altitudes, in both descending and ascending patterns, by United States and Canadian military aircraft, in addition to a small number of British bombers. Also, extensive radar and communications jamming efforts were made by bombers simulating attacking forces against air defense facilities, FAA air traffic control radar and other electronic guidance equipment.

All of the U.S. scheduled domestic and international air carrier fleet, approximately 1,880 aircraft, remained on the ground during the 12-hour exercise period. About 125,000 air

passengers were grounded as well as more than 70,000 general aviation aircraft. The exercise also grounded the U.S. operation of all foreign air carriers during the 12-hour period.

Throughout the Southwest and Southern Regions, our air traffic controllers and maintenance personnel remained at their regular duty stations and stayed ever alert to assist the exercise where possible and especially to perform vital services during the exercise's aircraft recovery phase.

Everyone also worked enthusiastically together to "get the word out" about "SKY-SHIELD II" and hundreds of newspaper stories and radio-TV coverage resulted.

Because of careful work by the military forces and the FAA along with the cooperation of the airline industry and the American public, the exercise was successfully conducted and came off with a high degree of safety.

PROJECT BEACON

PRESIDENT KENNEDY ASKS FAA ADMINISTRATOR HALABY TO IMPLEMENT PROJECT BEACON AIR TRAFFIC CONTROL REPORT

The Project Beacon Report on air traffic control has been accepted by President Kennedy, and he has asked FAA Administrator N. E. Halaby to carry out the report's recommendations for developing the national airways system of the future.

Both short-term and long range changes were recommended by the Project Beacon Task Force following a technical review of the existing air traffic control system. Development of a sound and consistent system plan to guide overall FAA efforts is a basic recommendation.

Civil and military flying in the U.S. is expected to increase about 44 percent between 1960 and 1975, and the share handled by the air traffic control system will increase 300 percent in the same period. The Task Force found that the present control system is being expertly operated by a highly skilled organization, but that substantial improvements will be necessary to meet the future challenge of aviation's growth.

Use of parts of the nation's air defense system was explored by the Project Beacon group. It urged that only the radar elements of the SAGE system be adapted for air traffic control.

To improve the air traffic control system over the next five years, the Task Force urges a variety of changes and new concepts. They include establishment of a new category of flight known as Controlled Visual Rules (CVR) for pilots without full instrument flight ratings flying in the traffic control system. They would fly with visual reference to the ground in clear weather as in present VFR flight, but they would receive FAA control service to keep them properly separated from other aircraft.

Project Beacon also recommends that

all air traffic over 24,000 ft. in mountainous areas and above 14,500 ft. in the rest of the country be under control. On certain highly traveled airways, this complete control would extend down to 8,000 ft.

A control system completely independent of navigation information from pilots is urged. Aircraft positions would be pinpointed through data available on the ground. Extensive use of radar, including the air defense radars, would supply most of the needed information in conjunction with flight plans. Availability of this position information on the ground would sharply reduce the need for reports from pilots. This in turn would reduce congestion on the radio frequencies used for pilot-controller messages.

The report said that altitude information should be obtained from beacons on aircraft transmitting their altitude for presentation on radar-scopes. The task force found that no three dimensional radar or other height finding equipment offers sufficient promise of being able to do this job from the ground.

All aircraft weighing more than 12,500 lb., a category that includes transports and large executive aircraft, would be required to carry a beacon under the task force's recommendations. The group observed that a short range beacon for terminal area use appears feasible at a price no greater than \$500. It would require such a beacon, when available, on all aircraft landing at controlled airports in certain terminal areas.

On selected high-use airways and in highly congested terminal areas, controlled and uncontrolled traffic should be segregated, according to the report, and speed limits should be imposed on VFR traffic. On certain highly traveled airways where control extended down to 8,000 ft., the Beacon group would establish a speed limit for all traffic flying under this altitude.

PROJECT BEACON

In the areas surrounding airports, where traffic is heavily concentrated, the report recommends that aircraft be segregated in speed categories and that special arrival and departure ramps be designated. It also urges that special corridors be provided for aircraft flying VFR with no radio which are either landing at an uncontrolled airport in a terminal area or flying through the area. Similarly, express routes would be designated to handle the expected increase in helicopter traffic.

Within these terminal areas, the Beacon group would require all aircraft landing at controlled airports to contact the approach controller when they are a specified distance from the field.

Use of general purpose computers was urged for both en route and terminal control operations to process flight plans, issue clearances, investigate conflicts, produce display information, establish landing sequences and perform other routine control tasks. These would be less elaborate than computer systems formerly under development for air traffic control.

The Project Beacon Task Force estimates that the system it proposes would cost about \$500 million over the five years it should take to implement its major features. This about doubles the current \$250 million FAA five-year plan. The group said that the present FAA research and development budget level of about \$65 million a year would be adequate.

Along with the long range plans, the group recommended some short term improvements. They include terminal area separation of VFR and IFR traffic and segregation of aircraft by speed category, plus requiring all landing aircraft to contact approach control at a specified distance.

Airports would be improved through a number of changes requiring no

further development work. Better radar presentations would be provided on an expedited schedule. Current use of computers would be continued, with data entry devices provided for controllers. Automation would be applied to the receipt of flight plans and issuing of clearances. Aircraft conspicuity advances would be implemented.

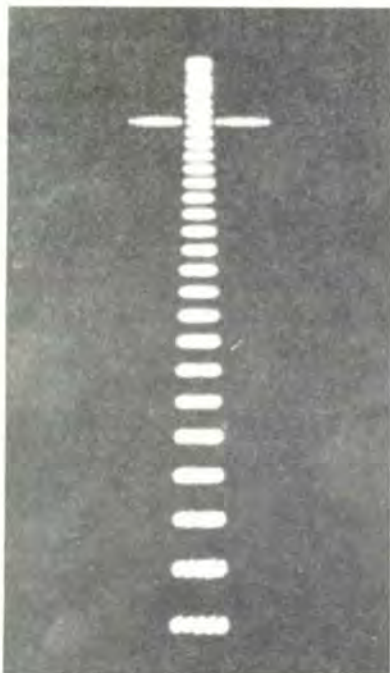
The Task Force found that current navigation aids, basically the VOR and DME systems, will generally be adequate for many years, although a special system will be required in some terminal areas to permit efficient helicopter operations. A more precise system also may be required over a few high density routes to permit airways to be aligned closer together.

Continued work was urged on all-weather landing systems to improve reliability of instrument landings under present minimums and to permit future operation in zero visibility. Although no collision avoidance system appears feasible soon, the report said work also should continue in this area. But it points out that such a device should be an adjunct to the traffic control system, not a primary tool.

A substantial need for major improvement in the weather information available to civil pilots was noted in the report. It also said that the FAA should establish measures to monitor its efficiency and the quality of its service.



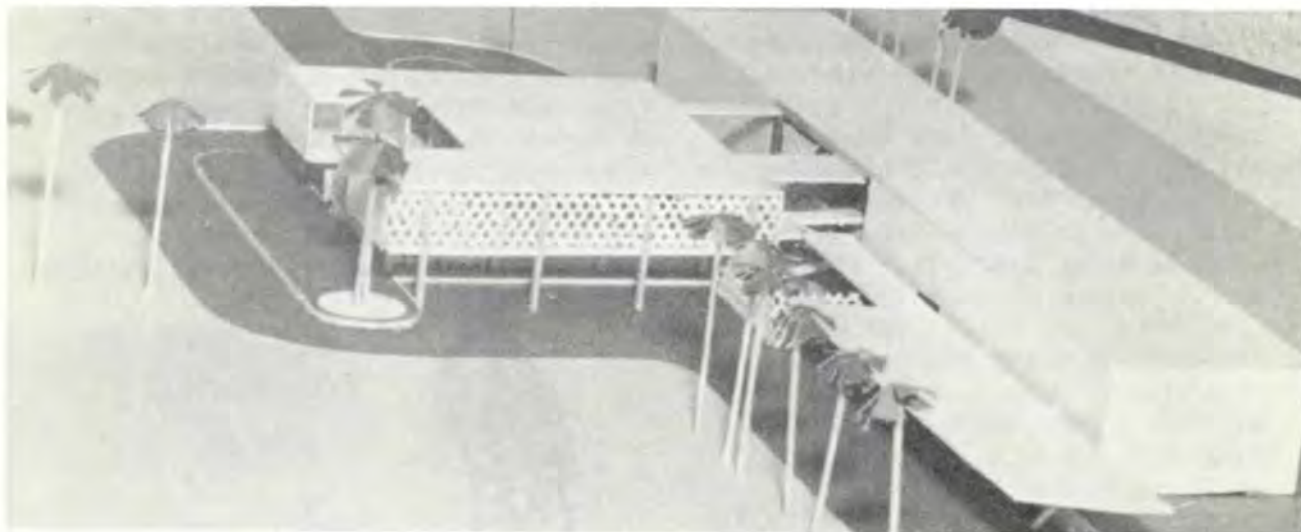
THE FRONT COVER



On the front cover of this issue....
the 1961 Christmas issue of the SCANNER...
the FAA Approach Lighting System (ALS) at
Fort Worth's Amon Carter Field dramatically
forms a Holy Cross to the pilot approaching
for a landing.

A Protestant minister, who flies his own
aircraft, recently was making an instrument
approach into Memphis Municipal Airport
after a lengthy IFR flight. As he broke out
of the foggy overcast, there before him the
FAA Approach Lighting System brilliantly
showed him the way to the runway centerline.

Upon landing, he exclaimed to a friend,
"Through the gray mist the ALS seemed to
form a glowing giant Holy Cross that showed
me the way to a safe landing, just as the
Cross has shown travelers The Way for
centuries upon centuries."



This is a model of the striking new ARTC Center and International
Flight Service Station now under construction in the Panama Canal
Zone. The contemporary new FAA facility is scheduled to be
officially opened next April.



INVOCATION

FAA ANNUAL EMPLOYEE AWARDS CEREMONY

FORT WORTH, TEXAS

Heavenly Father, we reverently bow in Thy presence and invoke Thy blessings on this occasion of special recognition. Thou hast given us life itself with whatever talents we possess and the time and the opportunity to use them. May we use them wisely, lest they be curtailed or taken away.

We thank Thee for our great nation, for its leaders and for the challenge that is ours to serve in this Agency as a part of the team of government. We pray for divine guidance for our leaders and that our efforts to provide Christian leadership for the world will be crowned with success.

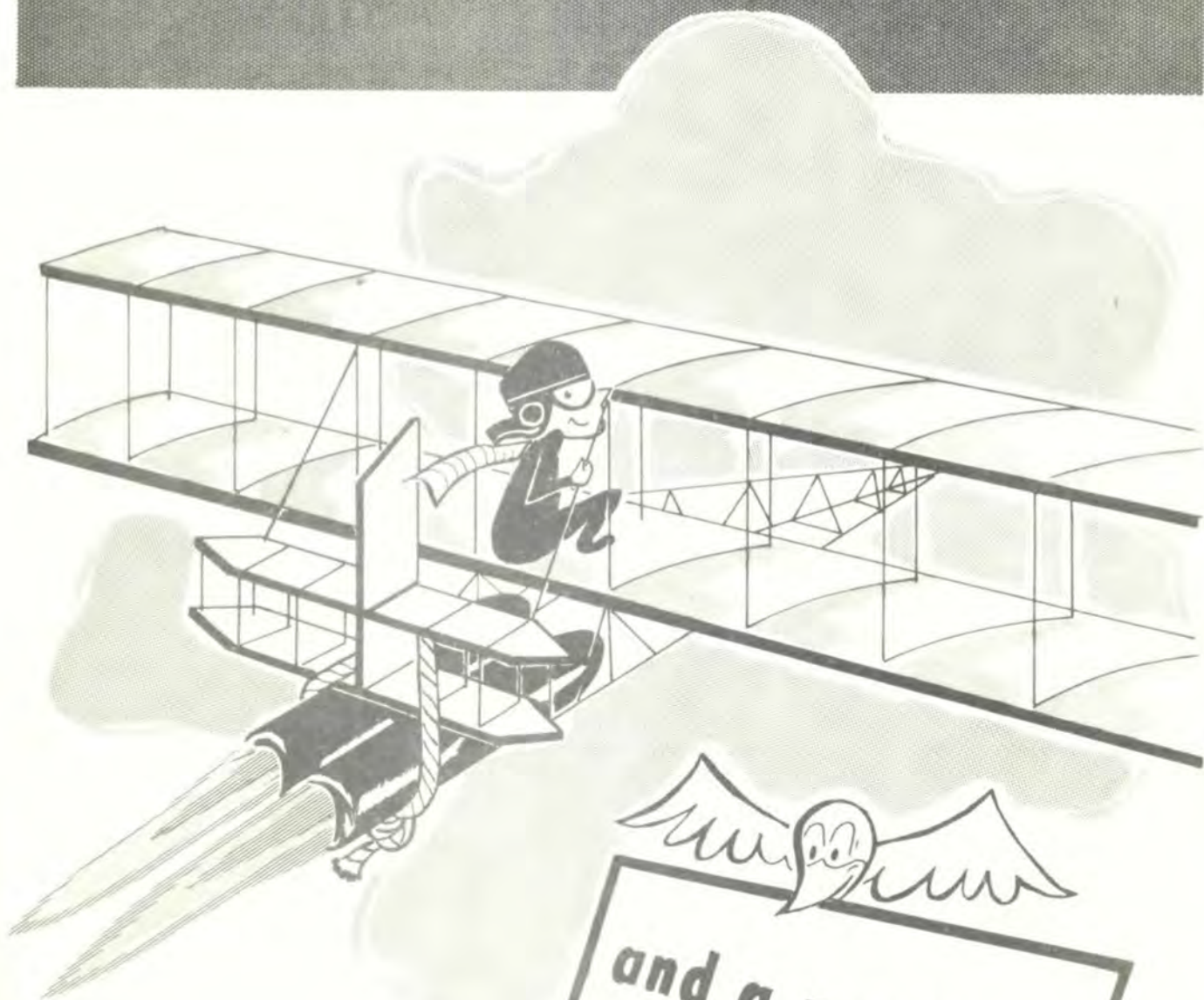
We thank Thee for this opportunity of special recognition for our co-workers who have long periods of faithful service and who have achieved high standards of performance. We are grateful for the satisfaction that comes from a job well done.

May we never fail to do the very best we can in our daily vocations and in serving Thee. Help us to pray in the knowledge that it all depends on Thee. Help us then to work as if it all depended on us, that together we may do that which is well pleasing in Thy sight.

In the name of Jesus we pray. Amen.

-As given by T. A. Adams, Jr.

there's always been
ROOM for IMPROVEMENT



and a need for
SUGGESTIONS