

# INTERCOM

FEDERAL AVIATION AGENCY

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*W. H. Halaby*  
Administrator

63-8 May 1, 1963

HALABY AND THOMAS DISCUSS PROBLEM OF NEAR-MISSES. More than half of the near-misses during the last six months have involved military aircraft, Mr. Halaby told a news conference on April 25. He added that these military-civil incidents are inevitable because of vital training missions for American defense. He said they reflect the country's chief problem: the need for instant combat readiness by the military and the need for maximum safety by the airlines. "If there were no wars or threats anywhere in the world, obviously there would be one single, absolutely unified air traffic control system," the Administrator stated. He said that the Air Force is cooperating to cut these near collision incidents to a minimum. As much as they can, the military has been conducting their practice missions away from civilian airways and during off-hours when there is little civilian traffic. Also, they have been carrying out aerial refueling operations away from frequently used civilian airways. David Thomas, Director of Air Traffic Service, added that only about 10% of the near-misses reported by pilots turn out to be actual near-collisions after exhaustive investigation by the FAA. Nevertheless, said Thomas, as the FAA expands its area positive control system, to protect from the ground all airspace above 24,000 feet, the number of near-miss reports should diminish significantly. By the end of the year, the FAA plans to have positive control of high altitudes over virtually all 48 contiguous states. The FAA has spent \$1.3 billion in the last 27 months to improve the ATC system, with \$125 million committed in recent months for research and equipment. Mr. Halaby said, "...we're in a transition period between an obsolete, backward system and we're developing for the future. We're just not out of the woods yet and it will be at least three years before we achieve what we're seeking."

HALABY TALKS ABOUT SST PROGRAM. At his press conference last week, Mr. Halaby discussed methods for this country to develop a commercial supersonic transport. He offered the possibility of putting the program under the direction of one of the agencies, the Defense Department, NASA, or the FAA. Another idea would be to establish some type of government corporation. Thinking in terms of a private company, Halaby considered the possibility of permitting a group of manufacturers to work together in one unit in a joint venture. Halaby said that in his opinion, the idea of a private corporation, similar to that of the Communications Satellite Corp., is "dead."

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GORDON BAIN TO RIDE HERD ON SST REPORT. Where does the U.S. stand in its supersonic transport research and development? Both the President and the nation will learn that answer within the next several weeks on the basis of a full, definitive progress report which will be submitted in early May to a Cabinet-level study committee, headed by the Vice-President. Gordon Bain, Assistant Administrator in the Office of Appraisal, will be the co-ordinator for this study report, prepared by the Joint Systems Analysis Group, comprised of aviation experts from both the Government and industry. It is anticipated that the Presidential decision on the future of the SST program will be made sometime in June or July. Mr. Halaby, Mr. Bain, and Frank E. Loy, Special Assistant to the Administrator, met with the Vice-President and a Cabinet-level group last Friday morning to discuss the progress of the study report.

WILLIAM C. JENNINGS HEADS REGULATORY COUNCIL. William C. Jennings has been named Executive Director of the Regulatory Council, the group of senior FAA officials who advise the Administrator on Agency rulemaking policies and centralize rulemaking activities. Jennings, previously a consultant to Mr. Halaby, succeeds W. Lloyd Lane, who was the first Executive Director when the Regulatory Council was established in 1961. Lane is the new Deputy Director of FSS.

THREE OFFICIALS GET NEW FAA POSTS. Two men have been appointed to new positions in the FAA's Installation and Materiel Service. Thomas L. Jones has been named as Contractor Labor Relations Advisor, as which he will handle all matters affecting contractor employees working on FAA contracts. Also in I&M, Lt. Col. Patrick F. Clark, USAF, has been named Military Assistant for Materiel Management. In his new capacity Clark will serve as the FAA contact with the Defense Department regarding materiel management of the nation's air navigation, air traffic control, and communications systems. Richard F. Lally has become Deputy Director of the Office of Compliance and Security, which has responsibility for investigative activities concerning standards of ethics and conduct of Agency personnel and the physical security of information and property of the FAA.

FAA ISSUES REPORT ON TERMINAL AREA DELAY. The ATC report examining the factors which contribute to arrival and departure delays at the nation's busiest airports attribute the primary causes to inadequacy of runways, inefficient layout of taxiways, congested ramp areas, and overcrowded gate positions. The study, entitled "FAA Tower Chiefs' Appraisal of Terminal Area Delay," points out that significant reductions in terminal area delays can be achieved by improving airport surface configuration.

NEW STANDARDS FOR EMT PROMOTIONS. As a result of meetings sponsored last week by the Office of Personnel and Training, electronic maintenance technicians soon will be able to qualify for faster and higher promotions. New classification standards will permit technicians below supervisory levels to reach a GS-11 grade if they meet the specified criteria. At the present, non-supervising technicians can only go to a GS-9. Supervisors' grades will be based on the variety and complexity of the equipment they maintain instead of the number and grades of their subordinates. The new standards will go into effect by the end of this fiscal year.

NEW ARTCC. The new Washington Air Route Traffic Control Center at Leesburg, Va., went into operation on Sunday, April 25, replacing an older facility located at Washington National Airport. In June, it will also absorb the Center at Norfolk.



HALABY MEETS WITH GENERAL AVIATION REPRESENTATIVES TO TALK ABOUT SAFETY.

Mr. Halaby, William J. Schulte, Assistant Administrator for General Aviation Affairs, and W. Lloyd Lane, Deputy Director of Flight Standards Service, conducted an all-day (Thurs., April 25) meeting last week with 45 representatives from aircraft manufacturers, fixed base operators, aviation associations, and educational institutions to discuss ways of reducing general aviation accidents. Mr. Schulte emphasized that the conference was intended to examine techniques and methods to "improve an improving safety."

FIRST ISSUE OF "FAA HORIZONS" OUT THIS WEEK. "FAA HORIZONS," the newest of the Agency publications for employees will be distributed throughout all the regions within the next few days. The magazine will appear in separate editions for the seven regions and the Aeronautical Center. Each will have 20 pages; 12 for national news directed toward all FAA employees, and eight for information of regional interest. The Washington headquarters personnel and those assigned to NAFEC will receive copies of the Eastern Region edition.

4 CARRIERS HEAR ABOUT FAA TRANS-POLAR ACTIVITIES. The shortest air route between Europe and Alaska is over the North Pole, and representatives of the international air carriers whose planes fly over Santa territory met in Alaska last week to participate in the FAA's first trans-polar symposium held in Anchorage. In addition to being briefed on FAA activities which concern the trans-polar carriers, representatives from Air France, KLM, SAS, and Japanese Air Lines heard the USAF discuss its Arctic air/sea rescue capabilities on this route.

FAA EXCEEDS 95% PARTICIPATION IN FUND DRIVE. An excellent record of Headquarters participation was achieved in the Federal Service Joint Crusade Campaign and that of the National Health Agencies. Most offices and services attained 100%, bringing the overall Headquarters' percentage to 96.1% for the NHA drive and 95.9% for the FSJCC.

NEW RULES APPROVED FOR USING FLIGHT SIMULATORS. Flight simulators have been used for a long time to approximate flying conditions and to introduce various problems in piloting aircraft. Mr. Halaby recently signed amendments to the Air Carrier Regulations Parts 40, 41, and 42, establishing the minimum standards by which these simulators can be used both for training programs and as a substitute for a portion of actual flight time in the type of aircraft involved.

DOCTOR DESIGNATED FOR DULLES INTERNATIONAL AIRPORT. John H. Renner, M.D. has been appointed as a designated physician at DIA to treat injured civilian employees. The Labor Department made the appointment because it governs the Federal Employees' Compensation Act, under which injured civilian government employees are beneficiaries.

FAA AND CANADIAN COUNTERPART MEET TO DISCUSS ATC PROBLEMS. FAA officials and their Canadian equivalents, members of the Canadian Department of Transport, met last week in Washington to discuss mutual personnel problems, particularly those concerning air traffic controllers.



# INTERCOM

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63-9   May 3, 1963

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*Arthur H. Halaby*  
Administrator

NOTICE - This Special Edition of INTERCOM is devoted to a matter of importance to this Agency dealing with Project Friendship. This same information will be released to the press on Friday, May 3.

## INTERAGENCY STEERING GROUP REPORTS ON PROJECT FRIENDSHIP

General world-wide operation of U.S. military air traffic control facilities by the Federal Aviation Agency under Project Friendship cannot be justified on the basis of cost or operational efficiency, a high level interagency group found after a year's study.

This and other conclusions were drawn by a senior task force operating under the joint Interagency Steering Committee. The task force was formed in February 1962 to study the problems of a common military/civilian air traffic control system at the request of the Director, Bureau of the Budget.

Members of the Interagency Steering Committee are Kenneth R. Hansen, Assistant Director, Bureau of the Budget, Chairman; Cyrus R. Vance, Secretary of the Army, representing the Department of Defense; and Alan L. Dean, Deputy Administrator for Administration, FAA.

However, the task force stated in its report that FAA operational responsibility for certain military air traffic control facilities and services may be advantageous to the Government. It recommended that transfers of activities or facilities be continued on a selective and mutually agreeable basis.

It also recommended that joint programs such as the training of traffic controllers and the establishment of common technical performance standards be further explored as to feasibility.

On the basis of these findings and recommendations the Interagency Steering Committee will develop criteria and procedures under which future transfers of facilities would be made between the Department of Defense and FAA. Such transfers would be subject to Bureau of the Budget's approval. In all cases, the question of over-all advantage to the Government would have to be satisfied.

Project Friendship originated in October 1959 following the activation of the FAA as an independent Agency of the Executive Branch in accordance with the Federal Aviation Act of 1958. The project was organized in line with the new Agency's role as principal Federal agency for promotion of air commerce, air-space safety and utilization, and development of a common civil/military system of air traffic control and air navigation.



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Project Friendship outlined four major areas concerning FAA assumption of military functions and/or facilities: (1) handling of military flight services; (2) flight inspection of military air navigation facilities; (3) the training of military air traffic controllers; (4) operational responsibility for military air traffic control facilities. Involved were approximately 2,100 facilities at 337 sites across the globe.

Project Friendship envisioned a special personnel system for professional civilian controllers and other qualified support personnel to serve as the primary operating force for the military air traffic control facilities. Toward this end a bill was submitted to the Congress during 1961 to provide for a Federal Aviation Service (FAS).

This legislation provided for incentives and rewards for FAS personnel as well as sanctions to satisfy the provisions of the legislation concerning FAS personnel "availability and responsiveness" while serving at military bases in the U.S. and abroad.

The transfer of military flight service functions to the FAA was completed in 1961. Responsibility for world-wide flight inspection of all military navigational aids is expected to be completely transferred to FAA by June 1, 1963.

The feasibility of joint training of military and civil traffic controllers is currently under study.

In view of its finding that no general advantages are inherent in a mass transfer of military traffic control facilities to the FAA, the Interagency Steering Group has concluded that the Federal Aviation Service as envisioned in the proposed legislation is not necessary.

Cooperative efforts by the three agencies are continuing to develop suitable guidelines and policies to govern any future transfer of selected facilities. Also, to enable the FAA to meet its over-all mission effectively, a special staff led by FAA is now conducting a reexamination of the special personnel needs in the FAA. This project, which is under the general guidance of the Steering Committee, is nearing completion.



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*J. E. Halaby*  
Administrator

63-10 May 8, 1963

ACCIDENT INVESTIGATION SCHOOL ESTABLISHED. The CAB and the FAA jointly announced last week that a school to teach the techniques of aircraft accident investigation will open next September. Called the National Aircraft Accident Investigation School and located at the FAA Academy, Aeronautical Center in Oklahoma City, it will train personnel of both the CAB and the FAA in current investigative practices. Each course of instruction will last six weeks and each class will have 20 students. To the extent of the school's capacity, the course may later be made available to selected individuals in aircraft industries, airlines, and associated organizations who regularly take part in aircraft accident investigation. Marion Roscoe, former Investigator in Charge of the CAB's Anchorage, Alaska, Field Office and Assistant Chief of the Investigation Division of the CAB's Safety Bureau and former FAA Operations Safety Agent, has been named Dean of the school.

FAA REPRESENTATION AT LUCERNE. Systems Research Development Service and Flight Standards Service representatives have returned from the IATA technical group all-weather conference in Lucerne, Switzerland, where Agency papers on problems relating to the reduction of landing minima were presented. While there, George Moore, Director of Flight Standards, had the opportunity to fly the Lear-Sigler all-weather landing system in a Sud-Caravelle and also the Flaescan system in another Caravelle.

FAA MOVES ON PILOTS ALLEGEDLY INVOLVED IN BOMBING OF HAVANA. Following the announcement in Washington on Friday April 26th that a Mr. Alexander Rorke said he had been engaged in a bombing of Havana on Thursday, April 25, the FAA immediately launched an investigation of the incident. The preliminary investigation disclosed that a U. S. registered aircraft N7373C, registered in the name of Mr. Rorke and a Mr. G. F. Sullivan, had departed West Palm Beach Airport shortly before the alleged incident and thereafter landed for refueling at Jacksonville and then proceeded north to Washington and Meriden, Connecticut. Since no flight plan had been filed for the flight out of West Palm Beach as required for operations in that area and by reason of ADIZ restrictions, violations of Special Civil Air Regulation 454(a) and Part 620 of the Regulations of the Administrator were indicated. The Eastern Region thereupon effected a seizure of the aircraft on Saturday under the provisions of Section 903 of the Federal Aviation Act, and upon completion of the investigation, the case will be referred to the Department of Justice for prosecution. Since violations of other federal statutes may be involved, the matter has also been under intensive investigation by the Bureau of Customs and the FBI.



FAA/DOD TEAM IN PANAMA TO IMPROVE ATC SERVICES THERE. A joint FAA/DOD team left Washington last Thursday for Panama in an Air Force C-54 to make site selections for en-route Air Traffic Control Radar and modern navigational aids in the Panama area. The program of installation will be handled by the Southern Region when final plans and agreements have been developed.

BROOKLYN CRASH DEPOSITIONS. Depositions are now being taken from FAA controller personnel who were involved in the events leading up to the New York mid-air collision on December 16, 1960, between a UAL jet and TWA Constellation. Coincidentally, the Agency has learned that the former Executive Director of ATCA, Frank McDermott, has been hired as a consultant in connection with the case. McDermott was ATCA's Executive Director at the time of the accident and appeared as its spokesman in behalf of its controller members during the first half of the CAB accident investigation hearing that was held in New York shortly after the accident. Directly after the accident, he was in touch with a number of controllers on the scene in New York and offered to counsel and advise them.

THREE FAA PILOTS ATTEND JETSTAR COURSE. In preparation for the delivery of a new JetStar scheduled for June, three FAA pilots are presently attending a two-week ground school course at the Lockheed plant in Marietta, Ga. James C. Dendy, Clarence R. Melugin and Paul Floyd, all from the Washington Aircraft Operations office, are attending the course. They will return to the Lockheed plant on May 25 for five days of flight training.

BOSTON ARTCC AT NASHUA, N. H. DEDICATED. Administrator Halaby was the keynote speaker at Boston ARTCC ceremonies held at Nashua, N. H. on May 4th. Senators Norris Cotton, Thomas McIntyre and Representatives James C. Cleveland and Louis Wyman and GSA Administrator Bernard Boutin joined with N. H. Governor John W. King and Mayor Mario Vagge to welcome the FAA to Nashua.

HALABY HOLDS ST. PETERSBURG "HANGAR FLYING SESSION." More than 250 members of the aviation community had a constructive interchange of ideas with Administrator Halaby and Regional Officials during a "Hangar Flying Session" at Florida's St. Petersburg-Clearwater Airport, Saturday, April 27. The question-and-answer session covered the full range of airport problems but was highlighted by a calm helpful dialogue between area civilian pilots and military pilots training in high performance "Voodoo" aircraft.

EFFECT OF JET-FUEL DEPOSITS ON RUNWAYS STUDIED. The possibility of another "jet age" problem was recently highlighted when an aircraft was purposely steered off the runway after landing during a rain. The pilot of the aircraft contended that his brakes had no effect and that he was sliding. He considered running off the runway necessary in order to stop the aircraft short of the end. The theory has been advanced that runway ends could get slippery during rain from a buildup of jet-fuel deposits. Skid resistance tests on runways will be conducted at the Atlanta Airport.

TYPHOON MERCIFUL TO GUAM FACILITIES. "Olive," a South Pacific typhoon, was lenient with the FAA families and facilities on Guam Island last week. The center of the typhoon was less than fifty miles north of Guam, but caused minor damage. There were no injuries to either FAA employees or their dependents. High winds interrupted air traffic services and knocked certain facilities out of commission but most of the equipment is now back in full operation.



727 JET PASSES TEST. The FAA has certificated the Boeing Company's short-to-medium range jetliner, the three-engine 727. The aircraft, ordered by four airlines, is to be delivered this year. To be certificated, the 727 flew 100 test hours at Seattle, the success including completion of flight structural dynamic damping tests. The aircraft is designed to operate from a 5,000 foot runway, will serve on routes from 150 to 1,700 miles. During test periods it achieved speeds close to the speed of sound.

TASK FORCE ON ALL-WEATHER LANDING. Successful developments in all-weather landing equipment, tested by both the FAA and the aviation industry, have encouraged the Agency to think that a systemworthy All-Weather Landing subsystem is on the threshold of practical use. A joint FAA/industry task force has been established to direct the activities necessary to develop this system and put it into use at the earliest possible date.

RUNWAY "IMPRESSION FENCES." When a pilot undershoots the runway during approaches it may be because he gets a deceptive "grey area" impression of the distance between the ground and his plane. To lessen the effect of this visual misjudgment, Flight Standards Service has begun an active program to use and evaluate "impression" fences at certain commercial airports. The fence consists of two rows of individual stakes placed at ten foot intervals. The rows are six feet apart and are offset five feet, giving the impression that the fence has both height and depth. The component stakes are easily breakable so that if a pilot comes in too low and hits them he will not damage the aircraft.

U.S. AIR MAIL STAMP TO HONOR MISS EARHART. Last Thursday the Postmaster General, J. Edward Day, unveiled the design for the Amelia Earhart commemorative air mail stamp at the National Aviation Club. The stamp is a vertical and shows Miss Earhart in a flying jacket, standing in front of her Lockheed. It will be officially issued on her 65th birthday, July 24. Miss Earhart disappeared over the Pacific on July 2, 1937, while on a round-the-world flight.

UNITED AIR LINES PILOT WINS AWARD. Captain Robert E. McKenna, who was commended by Mr. Halaby last fall for his outstanding airmanship, was presented the Civilian Airline Pilot Award on May 4th at Kelly Field in San Antonio. The National Committee of the Order of Daedalions honored Capt. McKenna for his successful night emergency landing last October 14 during a DC-7 Charter Flight after the entire rudder and a large portion of the vertical stabilizer had been lost.

SPECIAL "RACE DAY" AIR TRAFFIC PROCEDURES. The FAA has established special "Race Day" air traffic procedures for Indianapolis to handle the abnormally heavy volume of air traffic anticipated at Weir Cook Airport on Memorial Day, May 30. These special procedures are published in the Airman's Guide. Significant features include flow control of traffic into the landing traffic pattern and special permission granted to ATC's to clear lightweight general aviation aircraft to land with reduced runway separation.



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AIR TRANSPORT ASSOCIATION AND FAA TO CONDUCT SURVEY. FAA will follow up its evaluation of terminal area delays by co-operating with ATA to determine the causes and costs of delays in take-offs and landings at busy airports. ATA has asked 26 domestic carriers to determine the type, numbers, and durations of all delays experienced during April and May. The delays to be recorded are both inflight and on the ground. ATA will then turn over its data to the FAA for computer and analysis.

FOREIGN AVIATION OFFICIALS ARRIVE. During the month of April four foreign heads of civil aviation responded to Mr. Halaby's invitation to visit the FAA Headquarters. They were: Pierre Hamer, Luxembourg; Gilles Njamkepo, Cameroon; Lt. Col. Luis Arturo Ordonez, Venezuela; Werner Kreipe, Germany. This month Mr. Halaby is scheduled to receive visits from Gen. Carlos Rute (accompanied by Major Tomas Rubio, Aide), Spain, and Bruce R. Rae, New Zealand.

FAA EMPLOYEE FLYING CLUB NOW ON WINGS. The Office of General Aviation Affairs announces that the response to the survey inquiring about the interest in an employee flying club in the Washington, D. C. area was so enthusiastic it is anticipated that a large FAA Employee Flying Club will be in operation within the next six weeks. The fees for the membership, open to all FAA employees and their families, will be 50% less than the amount members would pay for other flying plans. A draft Agency Order outlining the nature and extent of FAA assistance for Agency assistance to employee flying clubs currently is being co-ordinated. Watch for this Order and application forms for the club.



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*Re Halaby*  
Administrator

63-11 May 15, 1963

AGENCY TURNS ATTENTION TO ORGANIZATION BELOW REGIONAL HEADQUARTERS LEVEL.

The Administrator has put a halt to the many and varied changes in the field office structure below regional headquarters, pending completion of a thorough review of the Agency's area, district and facility organization. Agency Order OA 1100.65A freezes, until July 1, 1964, changes in sub-regional field organization except as specifically authorized by the Administrator. Exceptions to the ban on field changes during this period include those involving necessary relocation within a metropolitan area and those consistent with national patterns already established (consolidations of centers and Searchlight-related combinations of Systems Maintenance District Offices). Meanwhile, a series of tests of promising approaches to more effective sub-regional management will be initiated by July 1, 1963. These tests will be individually approved and will involve minimum dislocation of personnel. They will be used to evaluate the relative merits and disadvantages of the various proposals for area and district organization and will contribute to the development of national guidelines for organization at the operating level. Being considered for testing at this time are: a single manager for all activities at a center site; a single manager for the flight advisory area of a center; a center and SMDO covering the same area; an FAA district office covering all FAA activities in the area; a single manager for a major airport hub area; IM field offices; an FS district office covering all FS field activities; and a single control point within a region for flight inspection and related activities. Special consideration will be given as to how these changes affect the people in the Agency and their progressive career development.

FAA TO SPONSOR INTERNATIONAL SYMPOSIUM. The FAA will invite representatives from the nations of the Free World to participate in an International Symposium to share technical information on all-weather landing systems for aircraft. The three-day meeting, to be directed jointly by the Systems Research and Development Service and the International Aviation Service, is scheduled for September 16-18 at NAFEC.

FORMER CAA COMMUNICATOR FIRST WOMAN TO FLY SOLO ACROSS PACIFIC. Betty Miller, a Flight Instructor from Santa Monica, California, who flew from California to Brisbane, Australia, alone in a twin-engine airplane, is a former CAA employee. Mrs. Miller completed the 7100 mile flight on Sunday, May 12, in air time of 54 hours and eight minutes. En route, she stopped in Honolulu, Canton Island, and the Fiji Islands. She is the first woman to fly alone across the Pacific from California. From 1944 to 1952 Mrs. Miller, nee Verret, served as an Agency communicator in stations at Oakland and Riverside, California, Lovelock, Nevada, and Wendover, Utah.

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STAFF MEMBERS PRESENTED LENGTH OF SERVICE EMBLEMS. The Administrator's staff meeting last week was the scene for Length of Service presentations. Those receiving emblems for Federal service under the five year increment plan were: 35 years - Melvin Gough, DS-1 and John R. Kennedy, OA-2; 25 years - R. H. Willey, PT-1, Clarke Harper, BU-1, Raymond B. Maloy, IA-1, Joseph Blatt, RD-1, and David Thomas, AT-1; 20 years - Alan Dean, AD-1, George Moore, FS-1, and John Provan, MS-1; 15 years - Nathaniel H. Goodrich, GC-1; 10 years - Gordon Bain, AP-1, J. T. Murphy, CS-1, N. E. Halaby, OA-1, and Dr. H.L. Reighard, AM-1. When the pins had been presented, Mr. Halaby remarked: "It is a marvelous feeling for a person in my capacity to see how quality rises to the top and endures. The emblem is but a small symbol of your government's appreciation and respect, but I know carries a great deal of meaning for you."

HALABY TO ADDRESS SYMPOSIUM. The Administrator will address the Connecticut General Flight Forum's Second National Symposium on Air Transportation during a three-day meeting, May 15-17, in Hartford, Conn. He will be accompanied by Eastern Region Assistant Administrator Oscar Bakke, Frank E. Loy and Arnold Kotz of the Office of Policy Development, and George P. Bates and Colin Simpson of Aircraft Development.

SYSTEMS MAINTENANCE OPENINGS. Regional offices are now issuing vacancy announcements for Systems Maintenance field positions which will result from implementation of the new higher-grade electronic maintenance technician classification standards. Positions at GS-13 and below will be filled through regional selection procedures. Positions at GS-14 and GS-15 will be filled through a special national consideration program. Up-graded positions will be filled by the best qualified persons available.

FAA PEACE OFFICERS COMPLETE REFRESHER COURSE. A special corps of FAA Peace Officers, organized last year to help prevent aircraft hijackings, completed a one-week refresher course last week in law enforcement techniques and procedures at the United States Border Patrol Academy in Port Isabel, Texas. The 18 men, all aviation safety inspectors in Flight Standards Service, were sworn in as Special U.S. Deputy Marshals by Attorney General Kennedy after their initial specialized training a little over a year ago. Mr. Halaby initiated the Peace Officer program to assist in preventing air piracy and other crimes committed aboard aircraft.

CORRECTION ON THE 727. Last week's INTERCOM got ahead of the game and announced that the Boeing 727 had been certificated by the FAA. Actually, the new design jet transport has only passed three test hurdles toward certification. FAA inspectors are scheduled to begin the Agency test program in the near future.



NATIONAL RADAR SYMPOSIUM. A group of Air Traffic Service radar controllers, and regional and Washington Office specialists, will attend a symposium on the standardization of radar air traffic control services at the FAA Academy, May 20-24. Purpose of the meeting is to define specific knowledges and skills required of radar controllers and to develop standardized training courses for use in ATS on-the-job training of radar controllers.

THE LATEST ON THE FAAP BILL. On Capitol Hill, the Senate Aviation Subcommittee has concluded its hearings. On the House side, the House Commerce Committee has scheduled hearings on the extension measure for May 27-29.

FAA EMPLOYEE WINS FELLOWSHIP. George Lanka, a transportation economist in the Office of Policy Development, has been chosen by the National Institute of Public Affairs, Washington, D.C., as the FAA recipient of the 1963-1964 Career Education Award. The award includes a year of graduate study using funds provided by the Ford Foundation.

MANAGEMENT INTERN PROGRAM. Twelve 1963 college graduates begin an 18 month intern training program with the FAA on July 8. Interns have been hired by SRDS, I&M, and the Offices of Budget, Management Services, and Personnel and Training.

AIRFRAME AND POWERPLANT MECHANIC EXAMINATION GUIDE. This new guide has been prepared by the Flight Standards Service for printing. The guide has not been available since last January but should be on sale by the Government Printing Office by June 1.

TURKISH OFFICIAL VISITS FAA. OPT is taking part in the International Participants Affairs Program by providing two weeks of training for Yasar Okcuoglu, Director of Personnel for the Turkish Department of Civil Aviation.

SAFETY CONFERENCE. FAA joined with the Department of the Interior in sponsoring another "first" last week, a five-day internal safety programs management school held in Washington, D.C. Using the theme, "Safety Aids Decision Making," the course tied accidental incidents with weaknesses in management systems. Agency Safety Officers from as far away as Alaska were among those attending.

WASHINGTON PRESS CORPS TO VISIT NEW ARTCC CENTER. The Office of Information Services has invited members of the Washington Press Corps to a preview of the new Washington Air Route Traffic Control Center in Leesburg, Va., May 27.



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

63-12 May 22, 1963

*W. H. Halaby*  
Administrator

FAA SUBMITS SST REPORT TO VICE-PRESIDENT JOHNSON. FAA presented a supersonic transport report to Vice-President Johnson May 15 as scheduled. The report pulled together results of research programs on the economic and technical feasibility of an SST development effort with important Government participation. Research has been conducted during the past two fiscal years with Congressional appropriations of \$31 million. The core of the report is recommendations on the future of the SST development program. The report is being studied by a Cabinet-level committee headed by the Vice-President. Under current planning, it is expected that in the near future there will be passed on to President Kennedy recommendations that come out of this Cabinet-level consideration.

FRENCH OFFICIALS VISIT FAA FACILITIES. The French Director of Air Navigation, M. Lansalot-Basou, and three military officers of the French Air Defense Command, French Military Air Traffic Service, and French National Defense Staff, are visiting American civil and military aviation facilities for two weeks. They are here at a joint FAA/DOD invitation to make detailed observations of the U. S. Common System of air traffic control and air navigation. They were welcomed and briefed by Mr. Halaby on Monday, May 20.

FAA AND DEPARTMENT OF INTERIOR TO FINANCE AIRPORT AT YELLOWSTONE. A public airport to serve general aviation and provide airline transportation for visitors to Yellowstone National Park will be built under an agreement between the FAA and Interior Department, with the cooperation of the Montana State Aeronautics Commission. The FAA will allocate \$646,332 in Federal Aid-Airport funds and Interior will provide \$735,000. The Montana State Aeronautics Commission will supervise construction and will operate the airport when it is completed. Ground-breaking ceremonies are scheduled for the first week in June and the airport is expected to be operational next spring. The site is located one and one-half miles northwest of West Yellowstone in Gallatin National Park, Montana.

PRELIMINARY INFORMATION AVAILABLE FROM MAINTENANCE AIRMEN SURVEY. There are approximately 80,000 certificated maintenance airmen actively working at their trade in the United States, an FAA Maintenance Airmen Survey indicates. This total includes 30,000 working for the airlines, 44,000 in general aviation, and 6,000 with manufacturers and the Government. To date, more than 118,000 certificates have been issued to maintenance airmen. These statistics are based on the response of 28,626 replies to survey questionnaires issued last November and December to maintenance airmen associated with airlines, repair

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stations, fixed base operators, mechanic schools, corporate aircraft owners, manufacturers, and the military services. This information and other pertinent facts and figures were gathered in order to bring the maintenance airmen certification and surveillance program in line with the responsibilities of maintaining modern complex aircraft.

FAA PROPOSES NEW SYSTEM FOR ISSUANCE OF AIRMEN CERTIFICATES. The Agency has set next January 1 as the tentative date for putting into effect its proposed system for issuance of pilot, aviation mechanic, and other airmen certificates. The Notice of Proposed Rule Making issued last week calls for the following: 1) wallet size consolidated certificate cards, listing ratings, privileges, and medical certificates; 2) updating of information every two years by airmen; 3) prohibition against exercising the privileges of a certificate if the holder has not applied for his new card on time; and 4) a uniform 24-month cycle for certificate revalidation. Comments on the proposed rule will be accepted until July 15.

AGENCY ECONOMIZES IN OFFICIAL TRAVEL. FAA employees who travel on official business have increased their use of economy-class air accommodations. A recent Agency-wide analysis shows that the FAA, as a whole, is using economy-class tickets in 70% of its trips by air. The use of economy-class accommodations has increased by nearly 30% during the last 21 months.

1963 SAVINGS BONDS CAMPAIGN IN FAA. During June, FAA employees will be encouraged to participate in the 1963 Savings Bonds Campaign. For as little as \$3.75 per payday, Savings Bonds can be purchased through the Payroll Savings Plan. At this minimum rate the bonds will have a cash-in value of \$505.12 in five years and progressively more each year held.

SRDS ASSUMES RESPONSIBILITY FOR PRODUCTION PROCUREMENT SPECIFICATIONS. The Systems Research and Development Service has assumed full Agency responsibility for production equipment used in air traffic control and navigation systems. All such specifications must be issued or formally approved by the Director of SRDS. SRDS responsibility for the standardization and issuance of procurement specifications has been assigned to the recently established Environmental Development Division.

FAA HAS ROLE IN SPACE SHOT. During Astronaut Gordon Cooper's first three and last three orbits in space, two FAA employees were on special duty in FAA Communications Control Center. Raymond Petite, ATS, and John Wichels, SRDS, stood by to take immediate action in case any FAA radio or radar facility caused interference on channels used for the Mercury shot.

NEW STANDARDS FOR EMT PROMOTIONS GO INTO EFFECT NEXT MONTH. The new classification standards for electronic maintenance technicians (INTERCOM, May 1) will go into effect on an Agency-wide basis on June 23.



MANAGEMENT INTERNS JOIN FAA AT END OF JUNE. Thirty-eight recent college graduates will be assigned to permanent Agency positions in all regions, NAFEC, and the Aeronautical Center on June 30. These interns, qualified through the Federal Service Entrance Examination, are part of the government's management intern program.

PIKE ELECTED CHAIRMAN OF PTGEC. Walter N. Pike, P. E., Chief of the Environmental Development Division of SRDS, has been elected Chairman of the Washington Chapter, Professional Technical Group on Electronic Computers of the Institute of Electrical and Electronic Engineers.

FAA MEDIC NAMED OFFICER IN AEROSPACE MEDICAL ASSOCIATION. Dr. P. V. Siegel, Chief, Aeromedical Certification Division, Aviation Medical Service, was elected Vice-President of the Aerospace Medical Association at its annual meeting, April 29 - May 2, in Los Angeles.

WAF OFFICER TO JOIN FAA. A key Project Mercury communications officer will join the Agency in late summer. Captain Marie L. Killwey, a 14-year veteran of the Air Force, will become the first WAF to be assigned to the FAA. Captain Killwey will go to the Frequency Management Division in SRDS as military coordinator. A top-notch communications officer in the Air Force, Captain Killwey has played a vital role in each Mercury space flight as Project Mercury Frequency Officer in the Pacific area. She was in charge of isolating suitable radio frequencies for communications and control support and then assuring their availability.

HEADQUARTERS HIRES SUMMER EMPLOYEES. Approximately 115 summer employees will begin working with all of the Office and Services of the Agency in Washington on June 1. Application for the positions was terminated May 15. The Civil Service Commission last week restored summer hiring authority to the Agency following the issuance of PT 3300.4 in compliance with the Commission's request.

EXECUTIVE SECRETARIES PARTICIPATE IN SEMINAR. A 22-hour executive secretarial seminar stressing human relations aspects and professional appearance and manner is being presented this week to 21 secretaries at the Office and Service head level. This is the first of several planned seminars to be conducted by outside professional organizations under the direction of the Personnel Development Branch, Office of Personnel and Training.

FAA AERO CLUB TO HOLD ELECTIONS. The FAA Aero Club will hold its annual election on Friday, May 24, in T-5, Room 1522 at 11:30 a.m. All Agency employees are invited and club members are requested to vote.



# INTERCOM

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Administrator

AWARDS PROGRAM ESTABLISHED FOR AVIATION MECHANICS. As a further effort to emphasize 1963 as "Maintenance Year," the Administrator has announced the establishment of a national awards system honoring aviation mechanics for their outstanding contributions to air safety. The FAA will administer the Aviation Mechanic Safety Awards program in conjunction with the Flight Safety Foundation. Winners will be selected on the basis of (1) the best suggestion for re-design or fix to an aircraft or any of its components leading to increased reliability or safety; or (2) the best suggestion or development of a maintenance or inspection procedure contributing significantly to safety. Separate winners will be chosen from general aviation and the airlines at the state and regional levels by state aviation officials and representatives from the FAA and industry. National winners will be chosen by the Flight Safety Foundation and a committee of prominent aviation figures. Nominations for this year's awards will be accepted from June 1 to September 1. Nomination forms will be available at airports, repair stations, other aviation facilities, and from FAA safety inspectors.

FAA AIDS IN FIRST TRANS-POLAR FLIGHT BY SINGLE-ENGINE AIRPLANE. FAA services were offered last week to a Stockholm businessman, Frans Oscar Sagurd Hallstrom, and his pilot navigator when they flew a Piper Comanche over the North Pole. Their thirty hour nonstop trip from Stockholm to Barter Island, Alaska, marked the first flight by a single-engine airplane over the polar route. In addition to regular FAA in-flight services, FAA General Aviation inspectors gave the aircraft an airworthiness surveillance inspection prior to its departure.

FAA REPORTS MAJOR CONTRACTS AWARDED DURING APRIL. The Agency awarded 15 contracts totaling \$11,133,067, during April 1963, for research and development projects, facilities, and equipment for the nation's air traffic control, air navigation, and airways communications systems.

FAA ISSUES FORTY GRANT OFFERS FOR MUNICIPAL AIRPORTS. The FAA has revised its standardized FAAP grant agreement to put in more detail the sponsors' assurances against discriminatory practices. Since April 29th, 40 such grant offers with the new clause have been made to municipalities all over the country. Acceptances have thus far been received from the states of Alabama, Colorado, Kansas, Minnesota, Mississippi, Nebraska, Tennessee, and West Virginia. The new clause states that there shall be no discrimination because of race, creed, color, or national origin in the use of public facilities. Only one objection has been registered to the new form.



ADMINISTRATOR TO RECEIVE AVIATION AWARD. The Aero Club of New England will present its annual Godfrey L. Cabot Award to Mr. Halaby on June 6 in Boston for his outstanding contribution to the aviation industry. Last year's recipient was Astronaut Commander Alan Shepard.

AGENCY RECEIVES VISIT FROM DOMINICAN REPUBLIC'S AVIATION DIRECTOR. At the special invitation of the Administrator, Mr. Juan Moline, Director General of Civil Aviation of the Dominican Republic, toured the Aeronautical Center and NAFEC last week. Before leaving the United States Mr. Moline met with Mr. Halaby in Washington.

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER TO BE DEDICATED. The FAA will dedicate its new Washington ARTCC near Leesburg, Va., on Saturday, June 15. The Leesburg facility went into operation at the end of April to replace an older ARTCC located at Washington National Airport. Mr. Halaby will be the principal speaker at the dedication program and brief speeches also will be made by Oscar Bakke, Assistant Administrator of the Eastern Region and Chester C. Watson, Center Chief. Guided tours of the multi-million dollar Center will be conducted after the dedication ceremonies until 5:00 p.m., and on the following day, Sunday, June 16, at an Open House from 12:00 noon to 5:00 p.m. Visitors will have an opportunity to actually see and hear aircraft being controlled by radar and radio. Children attending the Saturday Open House and Dedication will receive Junior Air Traffic Control Observer certificates.

I&M - P&T CONDUCTING STUDY. A joint Installation and Materiel Service - Office of Personnel and Training study of electronic installation technician duties and responsibilities with the objective of developing new classification standards is being initiated. Regions, the Aeronautical Center and NAFEC will provide assistance in updating previously developed job information and data and in analyzing information developed in terms of classification standards requirements. A study of avionics positions also will be started in the immediate future.

QUICK FAA COORDINATION GETS PILOT OUT OF DANGER. An efficient and coordinated effort by the Cleveland and Pittsburgh ARTCCs and Flight Service Stations at Philipsburg and Dubois, Pa., brought a private pilot to a safe landing after he became lost. On a flight from Bridgeport, Conn., to Des Moines, Iowa, the pilot, after passing through a cold front and descending through the clouds wound up lost. The Cleveland Center, through triangulation, located him near Clarion, Pa., and steered him into Dubois, where he landed without incident.

FREQUENCY MANAGERS TO HOLD CONFERENCE. The Frequency Management Division, Systems Research and Development Service, will convene a conference during the week of June 3-7. Frequency Officers from each of the regional offices, the Aeronautical Center and NAFEC will attend. Participants will discuss mutual frequency management problems, attend briefings on new frequency management criteria, and attend sessions of the Aerospace Flight Test Radio Coordinating Council (AFTRCC).