

INTERCOM

FEDERAL AVIATION AGENCY

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NOV 20 1963

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R. H. Halaby
Administrator

November 19, 1963

SPECIAL EDITION

1964 APPROPRIATIONS. The Senate Appropriations Committee has reported out the Independent Offices Appropriation Bill for 1964. The Committee recommendation contains \$770,483,000 for the Federal Aviation Agency. This represents an increase of \$19,873,000 from the House allowance and a reduction of \$44,617,000 from the Agency request. The following table compares the 1964 Agency request with the House action and the Senate Appropriations Committee recommendation:

	<u>Appropriations 1963</u>	<u>Budget esti- mates, 1964</u>	<u>Recommended in House Bill for 1964</u>	<u>Amount Recommended by Senate Committee</u>
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In approving the continuation of the program for developing a supersonic aircraft the Committee stated that if aviation manufacturers indicate they will not assume approximately 25% of the development cost of the aircraft and the Administrator believes it to be in the public interest to proceed with the program, he is to further advise the Committee prior to awarding contracts for the detail design phase of the program. It is expected that the bill will be brought to the Senate floor during the week of November 25.

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HOUSE UNIT APPROVES PAY RAISES. Pay increases ranging from three to 22 per cent were approved Oct. 30 by the House Post Office and Civil Service Committee. Affected are some 1.8 million classified and postal employees, members of Congress, Federal executives and the judiciary. The Bill must now be approved by the full House and Senate before being sent to the President for signature. Informed Washington opinion is that the bill will come under heavy fire in the weeks ahead.

BETTER ATC OVER NORTH ATLANTIC. At the invitation of the FAA, more than fifty international aviation experts gathered in Miami yesterday (Nov. 4) to discuss plans for development of an improved and expanded air traffic control system over the North Atlantic, Polar, and Arctic routes between North America and Europe. The American team, composed of FAA personnel, are the hosts for the two-week informal session. Delegates represent the six aviation administrations primarily responsible for the provisions of ATC and related services over the North Atlantic: Canada, Denmark, Iceland, Ireland, the United Kingdom, and the U. S.

HALABY DEFENDS COST SHARING IN SST DEVELOPMENT. If the government spent more than its declared \$750 million to develop a supersonic air carrier it would be vulnerable to a "giveaway to industry" charge similar to that raised last year with the passage of the Communications Satellite Act, Administrator Halaby told the Senate Aviation Subcommittee last week. Mr. Halaby was replying to aviation industry charges that it could not risk the one-fourth of an estimated \$1 billion needed to develop the SST.

STATES TAP TOP AVIATION MECHANICS. Thirty-five states and Puerto Rico have singled out their top general aviation and air carrier mechanics in the FAA's Aviation Mechanic Safety Award Program. Each state winner is now eligible for a Regional award to be presented in November in each of the Agency's seven regions, including Alaska and Hawaii. The 49th and 50th states are naming regional winners rather than state winners. In December, two national winners, one a general aviation mechanic, the other an air carrier mechanic, will be chosen from the regional winners.

PERSONNEL SAVE MILLIONS. FAA employees had saved more than \$2.6 million in U. S. Savings Bonds (maturity value \$3.5 million) through the payroll savings plan as of September 30, 1963. Since June 30 personnel participation in the payroll plan increased about 22 per cent, putting more than half our total employees -- 24,314 to be specific, inside the "Bond-Wagon." There is plenty of room left for those still on the outside. See your Payroll Savings Plan agent.

PLEASE POST OR CIRCULATE

NEW ATS FILM BEING HELD IN PATTERN. Preview of the new motion picture, "A Traveler Meets Air Traffic Control" at the ATCA meeting in Dallas was a 99 44/100% success. A few last-minute suggestions, however, necessitate delaying release of the prints until, probably, sometime in December. Watch INTERCOM for the actual date.

APTITUDE TESTS EFFECTIVE IN PREDICTING ATC PERFORMANCE. A study, conducted by CARI, of over 700 air traffic control trainees shows that selection of individuals for controller training can reliably be based on aptitude tests as well as previous experience. Until recently all controller trainees had to have an aviation background. This requirement has been revised in recent months to allow selection of applicants without aviation experience if the aptitude tests indicated they would be successful in becoming controllers. New qualification standards making the tests a prerequisite to hiring for all applicants will be implemented early next year.

MORE TOOLS. The personnel and functions of the Data Control Branch (FS-260) of the Flight Standards Flight Inspection and Procedures Division, were transferred to the National Flight Data Center at Bailey's Crossroads, Va., on October 30.

CARF AT THE X-ROADS. Effective 8:00 a.m., Saturday, October 5, the Central Altitude Reservation Facility (CARF) ceased operations in Kansas City and went into full swing at the Flight Data Center, Bailey's Crossroads. The move was completed over a period of weeks without interruption of service.

CAREER PLANNING. Present and future approaches and day to day operation of the Career Planning Program, and what must be done to keep in step with the program, will have been discussed with all of the Centers and Regions after OPT's Larry Bott visits the Eastern Region sometime this month. Regions are currently training supervisors in the process of evaluating employee performance against standards which the supervisors have formulated and which outline to employees what is expected of them on the job. Actual evaluation will begin January 1.

FOR GIRLS WHO WANT TO COME TO WASHINGTON. The Civil Service Commission has authorized Federal agencies to pay travel and transportation expenses for newly appointed clerk-stenographers (GS-3 and 4) and clerk-typists (GS-3) to the metropolitan area of Washington, D. C. and Fort Meade, Md. The ruling is effective January 1, 1964, under the authority of Public Law 860587.

FAA AGREEMENT WITH NATIONAL GUARD. The Agency and the National Guard Bureau of the Department of Defense have signed an agreement whereby helicopter pilots in the Eastern, Southern Southwest, Central, and Western Regions can obtain proficiency flying time in National Guard choppers. The agreement is already in effect.

FAA ANNOUNCES STATE WINNERS IN MECHANIC SAFETY PROGRAM. Winners have been selected from 35 states and the Commonwealth of Puerto Rico. They were chosen by representatives from the aviation industry, state aviation agencies and the FAA. Regional winners will be announced later in November and will be candidates for the two national awards to be announced in December.

VALUE ENGINEERING. William R. Feichtinger of the Navy Department addressed management, research and development and installation and materiel officials Wednesday, October 23. Mr. Feichtinger, one of the leading authorities of the country in this field, outlined in vivid detail the benefits to be derived from a formal procedure for considering the "value" an organization receives from its various specifications and other policies. Emphasis was given to the waste which occurs when elaborate and costly specifications are proposed to do a relatively simple job. He cited many instances where Defense Department equipment had been improved in performance and reduced in cost, merely by an objective value analysis of the actual function to be performed and the best way to do it.

WANTED BY THE FBI. A Federal warrant has been issued for the arrest of Hubert D. Lee, alias H. D. Leo, holder of Mechanic Certificate 1406076, and Ground Instructor Certificate 1485026. Using his FAA certificate as identification, and sometimes representing himself as an FAA employee, Lee has left a trail of bad checks across the country from Florida to California; principal victims are motels and car-rental agencies. He is 27 years old; 5'8" in height; weight around 160 pounds; has dark hair and eyes that have been described as both gray and blue. Also he displays a convincing familiarity with FAA installations and personalities. No attempt should be made to apprehend him as the FBI considers him dangerous. However, any information concerning Lee coming to the attention of any Agency employee should be immediately reported to the Compliance and Security Division of the region concerned, or to CS-60 in Washington.

IT PAYS TO PAY ATTENTION. Ed Van Duyne, RD-606 mathematician, is a thinking man and he has a handsomely engraved document to prove it. While working for his B. S. in mathematics at George Washington University, and later at California State Polytechnic College where he graduated in '60, Van Duyne was an unusually alert physics student. As a result, the Patent Office recently awarded him a patent for: "Automatic Controls for Winding and Rewinding Reels for Recording Tapes." He started thinking and tinkering with the device, which can be attached to any machine using magnetic tape, in 1957, filed for the patent in '61, and finally got the document this September. Its potential? Practically unlimited, he says.

ADMINISTRATOR REITERATES POSITION REGARDING SETTLEMENT. In personal letters to Eastern Region controllers who were on duty three years ago when a United jet and a TWA Constellation collided over New York City, Administrator Halaby stated why he opposed the formula accepted by the Federal Government to settle law suits arising from the accident. His opposition to the formula (which requires the Federal Government to pay 24 per cent of settlement costs) was based on his fear that in the minds of many people, the agreement by the Government to accept this relatively large percentage of any financial settlement would indicate tacit admission of fault by the Government due to errors committed by the controllers involved, or failures of the procedures and practices under which the air traffic control system operated, even though in the agreement Justice expressly denied such fault or liability. "Let me assure you," the letter went on, "that the Department of Justice and TWA agreed

to the settlement formula for one reason and one reason only: to avoid the risks and delays of litigating more than 100 law suits. I must impress upon you, in the strongest possible terms, that the formula was agreed to not because of any admission, tacit or otherwise, by the Government that the controllers were negligent in their duties.... I assure you that as a result of my deliberations about the case, I do not have the slightest doubt that any controller should have any cause for self reproachment. I am satisfied that the manner in which the aircraft was handled with the equipment then available met every applicable requirement in the ATC procedures in use at the time of the accident.... In closing, I wish to state that I have the greatest faith in the capabilities, knowledge and resourcefulness of our men. They--and you-- have my strongest personal support in consideration of the past record of achievement and in anticipation of future ability to meet those air traffic control responsibilities with which we are charged...."

KILL DEVIL HILL 'AIRPORT' REACTIVATED. After a lapse of 60 years, flying activities will resume at Kill Devil Hill, scene of the Wright brothers' first powered flight in 1903. The dedication of the "First Flight Airport" on Dec. 17 will coincide with the 60th anniversary of the Wright flight. The FAA, the National Park Service (which owns the land and operates the Wright Brothers National Memorial at Kill Devil), and North Carolina, each contributed \$44,444 to build the airport.

JOURNALIST FROM ITALY. Guiseppe Stifani, Editor-in-Chief of Milan's "ALATA" which has the largest newspaper circulation in Italy, visited FAA Monday, November 4 to gather material for a series of articles on American aviation. Mr. Stifani was particularly interested in NAVAIDS and air traffic control, general aviation airports and Project Little Guy.

BAR-ATID ARAD SPEAKS IN SEATTLE. Mr. Bar-Atid, Israel government liaison officer to FAA, will represent SRDS, and speak at the Nov. 8 Seattle meeting of the Operations Research Society of America. Mr. Arad's discourse will be "The Control Load, Control Capacity, and Optimal Sector Design."

UNIFORM COST ACCOUNTING. A Washington team, Melvin J. Bergman (MS-411) Walter M. Quitter, (SM-420) and Thomas J. Ward (MS-330) are presently visiting the regions to help implement Phase I of the Facilities Maintenance Cost Accounting System. When the system gets going it will be uniform throughout the Agency and management at all levels will know the monthly and quarterly costs of labor necessary to maintain each air navigation and traffic control facility in the SM sectors.

EMPLOYEE RELATIONS CONSULTANT. The mushrooming employee-management cooperation program has necessitated a beefing up of the Agency's employee relations staff. As a first step OPT has retained Thomas Toberty, a former KLM airlines official, as a consultant on the program.

SECURITY HANDBOOK. Compliance and Security (CS-50) is preparing a handbook covering the physical protection of FAA facilities and property. Chapter I, on Air Route Traffic Control Centers (ARTCC's) has already been distributed throughout the Agency and copies are available from Washington and regional distribution offices. Scheduled for early issuance are Chapters II and III, Towers and International Flight Service Stations (IFSS).

PARKING PERMITS. Permits for parking in the garage at 800 Independence Avenue and in the adjacent commercial lots will be distributed in advance of moving day. Everyone whose application meets the criteria in Agency Order AD 1760.1 dated 9/30/63, will be accommodated at one location or the other.

QUEEN AIR GROUND SCHOOL. Ground school classes on the Beech Model 80 Queen Air will be held in the Washington Aircraft Operations Training Room, Hangar 6, WNA, on Monday and Tuesday, November 18 and 19. Sessions will run from 9:00 to 11:30 a.m. and 1:00 to 4:30 p.m. Interested persons may make reservations by calling WO7-5604 or WO7-5605. While the size of the room limits the classes to 10 students, future classes will be scheduled as needed. Successful completion of this ground course is a prerequisite to check-out in the Queen Air.

SPECIAL SERVICES AT 800 INDEPENDENCE AVENUE. The HQ task force reports that a convenient first floor location has been selected and negotiations are under way for banking service at the new headquarters building. Also that plans are in the making for setting up a shoeshine shop sponsored by the Department of Vocational Rehabilitation of the D. C. Government.

ATTENTION DC WBs. A new wage schedule for Wage Board employees in the Washington, D. C., area will become effective in December if present plans are carried out. The schedule will be based on the findings of a wage survey now being made. Similar surveys have recently been conducted in Malden, Mo.; Little Rock, Ark.; and Macon, Columbus and Valdosta, Ga., resulting in increases of 4-5 cents per hour.

FAA FLYING CLUB MOVES AIRCRAFT TO DULLES. The FAA Flying Club which started operations at Hyde Field in August now has more than 30 members. Starting November 2, the Club will have available for members a Cessna-172 aircraft. The plane will be tied-down at Page Airways ramp at Dulles International Airport and will be available only for members with at least a private pilot's license. For information on the Club and this aircraft call Ralph R. Lovering - X-5680 or Marie McAllister - X-5537.

COMMANDER NOBLE RETIRES, BUT NOT FOR LONG. A 20-year career in the U. S. Navy, and a four-year assignment to the Agency, came to an end for Lt. Cmdr. Lee V. Noble last Friday when he was "piped over the side" for the last time. His retirement is only a figure of speech, however -- he started work immediately, Nov. 4, as Senior Systems Analyst for Beckman Instruments, Inc., and will be based in Washington.

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FAA "BIG LIFT TO START FRIDAY." The waiting is over, the new Federal Aviation Agency building is ready, and on November 22nd, evacuation of 1711 New York Avenue will begin, continuing throughout the week end. Former inhabitants of 1711 reporting for duty at 800 Independence Avenue on Monday the 25th will find everything (we hope!) in apple pie order -- lights on, furniture in place, the cafeteria working; all they will need do is unpack their belongings and pick up where they left off on Friday afternoon. Soon afterwards, employees housed in T-3, T-4, T-5, T-5 Annex, Columbian Building and Mather Building will transfer to the new quarters and by Friday, December 13th (lucky day) the move will be completed. On that date, with but a few exceptions, FAA's Washington contingent will find themselves for the first time under a single roof.

HATS OFF TO THE TASK FORCE. At this point it is in order to offer a 21-gun salute to the Task Force. Working against time, wrestling with multitudinous details, overcoming innumerable problems and unforeseen delays, they finally saw 800 Independence Avenue ready for occupancy and celebrated the occasion with a luncheon last Thursday. Some of the group had worked three years on the building project -- from the time it was but a glimmer in the architect's eye, and before the first blueprint was drawn. Others joined in the early stages of construction, and still others as construction progressed. The number of man-hours of effort that went into the job in the past three months alone is astronomical. So, to all of them, a hearty WELL DONE.

SST "SALES" CLIMBING. The total number of United States supersonic transports reserved by domestic and foreign carriers reached 34 on November 13, when Trans World Airlines increased its order from six to ten. The carrier submitted a check for \$400,000, raising the total of advance royalty money deposited in the U.S. Treasury by TWA to an even \$1 million. TWA was the first carrier to request deliveries of the American produced SST on October 14, when it formally sought priority delivery on six aircraft. Four other carriers have also requested delivery of the airplane when it becomes available by the middle of 1970. Pan Am has ordered 15, American Airlines 6, and Alitalia 3. Cash accompanying these bids totaled \$3.4 million. Alitalia became the first foreign carrier to enter this picture formally on November 1. A news report from Tokyo on November 13 indicated that Japan Air Lines had determined that it would place orders for 5 aircraft which would bring the overall total to 39 but no formal action had yet been taken. Flying Tiger Line has indicated an intent to order two aircraft; an advance royalty payment, however, has not been submitted. Braniff has indicated an intent to order the United States SST in the future. Six United States and foreign airlines were understood to have placed orders for 29 of the British-French Concorde supersonic transport, scheduled to enter service at about the same time as the United States plane.

A STEP TOWARD SAFETY. Administrator Halaby is meeting with a group of insurance executives today to discuss how the insurance industry can help improve general aviation pilot proficiency. Representatives from the general aviation industry agreed earlier this year that regulatory action requiring proficiency training or requalification for certificated pilots would not be as desirable as effective incentives for voluntary refresher and proficiency training. The FAA is hearing the insurance industry's views on the same topic today.

DIA NEW PORT OF CALL FOR AIR FRANCE. Air France will become the third international air carrier to use Dulles International Airport on a regular scheduled basis when it inaugurates its first DIA flight to Paris, via N.Y., April 1, '64. First carrier was Pan Am which started regular flights Jan. 7, '63 and now operates 14 flights per week -- daily departures to London and Paris, both via N.Y. BOAC, second to use DIA, has three flights weekly to London. Also in the "international" category is Eastern which flies daily to Montreal, Canada.

TV TIME FOR THOMAS. Dave Thomas, Associate Administrator for Programs, will appear with three other distinguished aviation figures on Channel 5 (WTTG), at 8:30 pm, Nov. 24. The program, entitled: "Our Crowded Skies," is part of a continuing series called: "Community Dialog." Not a panel show, the program will feature Mr. Thomas as well as others in separate segments. Others on the program: Max Karant, Editor, THE PILOT, official magazine of the Aircraft Owners and Pilots Association; Walter Jensen, Air Transport Association; Thomas Basnight, Air Line Pilots Association.

IMPERSONATOR APPREHENDED. Hubert D. Lee, mentioned in INTERCOM of November 5, 1963, as representing himself as an FAA employee and passing bad checks, was arrested by local police in Cleveland, Ohio, over the week end of November 9 while wearing an Air Force uniform. He is being held by the Cleveland Police on an FBI warrant.

JIRIKOWIC HEADS NEW SM DIVISION. R. C. Jirikowic, for 27 years associated with building and maintenance activities in FAA and its predecessor agencies, has been named to head the Plant Engineering Division in the Systems Maintenance Service. The division will handle FAA's large and growing investment in structures, buildings, roads, utilities, etc.

C&S CONFERENCE. A four-day conference of Compliance and Security Chiefs from the Regions and the Aeronautical Center began in Washington yesterday (Nov. 18), to discuss Agencywide programs, procedures and problems in the compliance and security field -- the first such meeting to be called since the Office of Compliance and Security was organized July 1, 1962. The Administrator opened the meeting, welcoming the group and emphasizing the importance of its work to the FAA. Representatives of the President's Committee on Equal Employment Opportunity and the heads of several FAA Offices and Services also addressed the group. C&S elements were represented by Clarence E. Robison, recently appointed C&S representative at NAFEC and Joseph F. O'Hara, Chief, Compliance and Security Staff, Office of Headquarters Operations.

ABSENTEE VOTING. A supply of 1964 voting information pamphlets prepared by the Department of Defense has been ordered for distribution to regions having employees in overseas areas. The pamphlet provides information on the voting procedures of each state. It tells how to apply for absentee or regular ballots. Employees are reminded to make arrangements for absentee voting at their earliest opportunity because the procedures of some states require weeks of processing before applications are approved.

RADIO ALTIMETER IN CONTINUING TEST. TWA will join Pan Am in continued testing of the Agency sponsored Low Range Radio Altimeter developed by Minneapolis Honeywell Instrument Corp. Pan Am started its series of carefully controlled tests early this year after extensive testing aboard an Agency DC-7 at NAFEC and other points in the U.S. The device, which measures altitude from zero to 500 feet, enables pilots to make safe landings completely hooded.

MAINTAINABILITY TRAINING FOR FAAers. George Pickard, SM-420, Samuel R. White, SM-340, and Robert Burbick, FS-304, recently completed the first organized training course in Maintainability Procedures and Practices sponsored by the Aerospace Technology Corporation, New York City. This week long symposium, attended by 46 representatives of Government and industry was devoted entirely to the maintainability requirements of equipment during initial design and manufacture. SM's interest was in electronic products; FS in aircraft components. Maintainability, a comparatively new term, may be defined in part as action which makes it possible to meet operational objectives with a minimum expenditure of maintenance effort.

TAKE THE EASY WAY. It's now official; you can authorize payroll deductions to pay your state or D. C. income taxes even though you work in one place and live in another. In due time your accounting office will notify you as to what forms to use, how to fill them out and when deductions will begin.

THE "THINK MACHINE" SCORES AGAIN. The IBM 7040-1401 computer complex at the Aeronautical Center has a new application, already scoring encouraging results. When an accident occurs due to mechanical malfunction or failure, detailed information about the mishap is fed into the computers immediately. Within seconds, the machines can draw conclusions about the cause and suggest corrective actions. Replacing the drawn-out business of hand-to-hand reports, the computer saves months of retrieving and analyzing accident data.

EMPLOYEE-MANAGEMENT RELATIONS MEETING. Plans for familiarizing and orienting FAA managers and other officials in employee-management relations were outlined to personnel officers during a two-day meeting held by the Office of Personnel and Training in Washington last week. The meeting, centered around the Agency-wide Employee-Management Cooperation Program, also included the Headquarters Redeployment Program and the Career Planning and Performance Improvement Programs. Others attending included Harold H. Leich, Civil Service Commission, Louis Wallerstein, Department of Labor and consultants Thomas D. Toberty, William H. Kushnick and Dr. Charles M. Rehms.

PUTTING HEADS TOGETHER. Applying the "many hands make light work" approach, Denver Flight Service Station personnel are achieving some remarkable results in efficient operation. Each month work improvement sessions are held to discuss mutual problems and work out corrective measures on-the-spot. Changes are officially implemented shortly thereafter from an authoritative report issued by Chief Robert Hacker.

SMS TECHNICAL HANDBOOKS RELEASED. Systems Maintenance Service has recently released for Agency-wide distribution three additional technical handbooks. These are: SM P 6500.3, Maintenance of Multi-Channel Recorder Equipment; SM P 6310.1, Maintenance of Airport Surveillance Radar; and SM P 6750.2, Maintenance of ILS Guide Slope Equipment. These three bring to 28 the total issued in a series of SMS publications aimed at supplying field technicians with timely technical information on maintenance policies, procedures, standards and tolerance.

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FAA AND EMPLOYEE MANAGEMENT COOPERATION. Recently issued Agency Order PT 3710.4 identifies the responsibilities of both employee organizations and the FAA in employee management relations. The order assures the uniform and effective implementation of President Kennedy's Standards of Conduct and Code of Fair Labor Practices. Practices prohibited to employee organizations and management by the Executive Order are defined and procedures for enforcing compliance with the Code are prescribed. Any differences which arise are expected to be treated in an informal manner and in a spirit of cooperation and mutual responsibility. Executive Order 10988 recognizes the legitimate role of employee organizations in the formulation and implementation of Federal personnel policies and practices. Through this means, the Government expects to enlist the creative energies of its employees in matters which affect their working conditions.

As stated in Agency Order PT 3710.4, the FAA continues to affirm its willingness to meet and deal with those employee organizations which acquire recognition under the Employee-Management Cooperation Program. The Order further states that the FAA must and will maintain strict neutrality in such matters and that the Agency will neither prefer one organization to another, nor will it encourage or discourage employees from joining or not joining legitimate employee organizations. FAA will continue to listen to employees on an individual basis regardless of their memberships in such organizations. To comply with the spirit of the Executive Order, the FAA will not consult with any organization about matters affecting working conditions unless it has been granted formal or exclusive recognition under the Executive Order. As a matter of good management practice, however, FAA will accept suggestions and information from any source.

RED CARPET OUT AGAIN. Two foreign aviation officials have accepted the Administrator's invitation to visit the FAA. The Director of Civil Aviation in Mauritania, Julian Pascual De Bielsa, plans to arrive in the U. S. on December 1 for a 2-3 week visit and the Director-General of Civil Aviation of Portugal, Vitor Veres, is scheduled to be in Washington on December 2.

REWARD FOR MERITORIOUS AND FAITHFUL SERVICE. Three top people have been assigned new duties which represent advancement. Clark Harper, now Director of the Office of the Budget, will become Assistant Administrator for Appraisal, a post recently vacated when Gordon Bain was named Deputy Administrator for Supersonic Transport Development. Budget's Deputy Director, Harold Alexander, moves up a notch to head the Office. David Munson, currently Deputy Director of the Office of Policy Development, will become Alexander's Deputy. Munson's post will be filled shortly. All changes will become effective December 1.

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HILTON TO LOS ANGELES. John H. Hilton, formerly of AT-300, has been appointed Chief of the Air Traffic Division of the Western Region, effective Nov. 25. Hilton, who began his ATC career with the CAA/FAA at Louisville, Kentucky, in 1941, holds a degree in Political Science from the University of Michigan.

AGENCY SETS SST DELIVERY TIMETABLE. Gordon M. Bain, Deputy Administrator for Supersonic Transport Development, last week announced delivery positions for the first 70 SSTs to come off the production lines. In the first 70, 29 were assigned to U.S. international carriers; 26 to foreign carriers; and 15 to U.S. domestic carriers. Expected to be available by mid-1970, the first plane will go to TWA, which submitted the first bid. In establishing delivery positions, primary consideration was given both to (1) the order in which carriers have submitted requests for delivery priorities and (2) a sequence of market priorities based on the geographical area served by each U.S. and foreign carrier. This sequence was as follows: (a) U.S. flag carriers Atlantic, (b) foreign flag carriers Atlantic, (c) U.S. flag carriers Pacific, (d) foreign flag carriers Pacific, (e) U.S. domestic carriers.

NEW WAGE BOARD. Increases ranging from 3 cents to 10 cents went into effect November 10 for FAA wage board employees at the following locations: Anchorage, Juneau, Nome and Fairbanks, and Outlying Stations in Alaska; Charleston, South Carolina area; Chattanooga, Tennessee area; Mobile and Montgomery Alabama areas; San Diego, Lompoc-Santa Barbara, Riverside-San Bernardino, Calif. area; Tulsa, Oklahoma area; Washington, D. C. area (Lithographic and Printing); Yuma, Arizona area.

PAN AM SEATING APPROVED. The FAA has approved an application by Pan American World Airways to operate certain Boeing 707 jets in scheduled "thrift-class" service with 187 passengers. Pan Am demonstrated its capability to evacuate safely a 707 jet with 187 passenger seats in a test at Idlewild Airport at the end of October. Pan Am had failed its original evacuation test because of inadequate seating configuration. When the deficiency was corrected and the 707 evacuated in accordance with FAA criteria, the Agency gave Pan Am the go-ahead. FAA previously approved an application by Trans-Caribbean Airways to operate the DC-8 jet with 187 passengers after the airline conducted a successful evacuation demonstration on December 11, 1961. Pan American previously was authorized to carry up to 177 passengers in the Boeing 707.

ACTION, REACTION. If the crash of the two-place, converted WW II P-51 Mustang didn't surprise the pilot and his passenger, the immediate arrival of professional medical assistance must have. Dr. Robert L. Wick, Jr., Chief, Standards Evaluation Board, Aeromedical Standards Div., D. C., and Dr. Peter V. Siegel, Chief, Aeromedical Certification Div. (CARI), were waiting in their car at Coronada Airport, Albuquerque, Nov. 15, idly watching air traffic when they saw the P-51 crash and disintegrate on takeoff. Before the dust had settled the doctors had extracted the slightly hurt flyers, moved them to a safe place, and took care of their injuries. The doctors were in Albuquerque chairing a three-day Advanced Aviation Medicine Seminar at Lovelace Clinic.

LIFE AT 800 INDEPENDENCE AVENUE. The building is bright, clean and beautiful; there are plenty of elevators and they seem to run; the mail and messenger service is functioning; the lights are on; the plumbing works, and the food, we hope, will be better. To those pioneers who reported for work yesterday and found moving into a new building reminiscent of moving into a new house -- rooms in disarray, boxes and crates waiting to be unpacked, some furniture not in place, a few rugs not down, thermostats going their own merry ways -- think back to your own past experience. Remember, things finally did straighten out; the lost was found, the stove was delivered, the rugs arrived and the house became a home. So it will be over here. Meanwhile, if the going gets too rugged, if telephones don't work, if you don't have a chair, or the top of your desk is conspicuous by its absence, take your troubles to your own Monitor, (one has been appointed for each office and service) not to anyone else. If you need the services of a labor crew, dial A-HELP. Please reread Agency Notices dated Nov. 4 and 14, and keep in mind that if you will do your part the organization will be back in gear that much faster. And a word of caution to those who have an inside parking space: lower your car antenna before making final approach to the garage!

WNA HAS POLICE ACADEMY GRADUATE. Private James E. Davis, Jr., of the Washington National Airport Police Staff was graduated recently from the District of Columbia's Police Academy, after completing a comprehensive three-month course of training in law enforcement practices. Davis has been with WNA for the past two years.

GOOD NEWS. The First National Bank of Washington will open a branch office in the new building in about 30 days. It will be located in the southeast corner of the first floor. For practical purposes, because it will be open to the public, there will be no entrance to the bank from inside the building; the entrance will be on 7th Street, near C.

WE HAVE A WINNER. Mrs. Nancy Harris, Technical Editor, HQ-410, received an award for excellence in the editing of the Private Pilot Flight Training Guide. The award was presented at the monthly luncheon of the Federal Editors Association, under whose direction the Government-wide competition was held. Among the judges were editors of The National Geographic Magazine and Changing Times.