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HALABY REQUESTS GROUP TO STUDY FAA PROCEDURES

At the request of the Administrator, four attorneys with extensive experience in administrative law will study FAA's rule-making and enforcement procedures.

Chairman of the group is Lloyd N. Cutler. The other members are Gerhard P. Van Arkel; John Floberg, formerly AEC member and Navy Assistant Secretary for Air; and Louis J. Hector, a former CAB member. All have extensive experience in administrative law and aviation problems.

FAA's present rule-making procedures, including the methods utilized to satisfy the requirements of the Federal Aviation Act of 1958 as well as the Administrative Procedure Act of 1946, will be reviewed first, followed by a similar review of enforcement procedures.

Only the procedures employed in the preparation and promulgation of rules are to be studied, not the substance of the rules themselves.

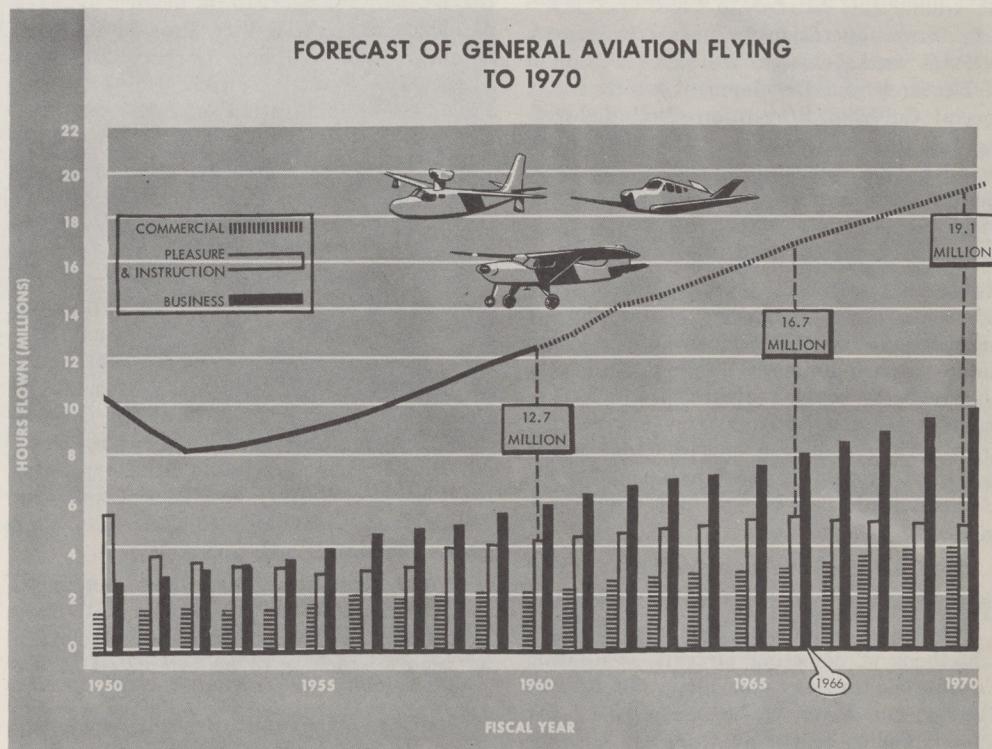
The group will include recommendations concerning the adequacy of procedures to assure that all segments of aviation, including the general public, have an opportunity to comment on FAA proposals; that the public interest has been considered; that the rules and regulations take account of all pertinent information; that they are consistent with applicable laws; and that they provide the essential elements of due process.

SYMPOSIUM DRAWS 400

FAA's first International Aviation Research and Development Symposium, held in Atlantic City April 10-14, drew more than 400 scientists and engineers from all parts of the United States and 25 foreign countries.

The first four days were devoted to panel discussions and exchange of technical aeronautical information, and the final day to a tour of the National Aviation Facilities Experimental Center (NAFEC). FAA plans to make the symposium an annual event.

'61 NATIONAL AIRPORT PLAN CHARTS AVIATION NEEDS



To meet civil aviation needs during the next five years 413 new general aviation airports and 19 new air carrier airports should be constructed, according to the 1961 National Airport Plan.

The National Airport Plan is a report

AGENCY BUDGET SEEKS INCREASED AIRPORT AID

The Kennedy Administration has announced that it will request a total of \$75 million for grants-in-aid to airports for the 1962 fiscal year, an increase of \$35 million over the request of President Eisenhower.

President Kennedy has also asked Congress for an additional \$28.3 million for the Federal Aviation Agency for the fiscal year beginning July 1, 1961. Twelve million of the additional funds are requested to initiate a comprehensive effort by the U. S. industry to develop a supersonic commercial transport aircraft and \$16.3 million is requested to complete construction of Dulles International Airport.

The original request for FAA for FY-1962 totaled \$686 million.

made each year to Congress and this year includes 3,299 airports. No federal funds are offered in the Plan and the cost estimates have been included only as a guide.

The inclusion of an airport in the National Airport Plan does not represent a commitment by the Federal Government to participate financially in its development. However, only airports listed in the Plan can be eligible for federal aid.

In addition to giving details of recommended airport improvements, the plan gives essential facts about each of the included airports: the number of aircraft based there; the number of passengers; longest runway and the recommended length either longer or shorter, and the longest nonstop flights. Forecasts are given for the number of based aircraft, passengers and aircraft in relation to runway length.

Copies of the 1961 National Airport Plan may be obtained from the Superintendent of Documents, Washington, D. C., at \$3.25 each.

Questions regarding an airport in the Plan and technical assistance in planning, designing and construction of an airport may be obtained at FAA's Regional Offices.

EDITORIAL**The Quest**

The mid-air collision over Staten Island has heightened interest in the Collision Prevention Advisory Group (COPAG), a cooperative effort by government and industry to develop new methods of preventing such accidents.

COPAG was formed at the initiative of FAA and includes representatives of the major users of the Nation's airspace who meet bimonthly for a give-and-take session.

In formal operation for nearly two years, COPAG works closely with FAA's Bureau of Research and Development which has a special Collision Prevention Section devoting full time to the effort. Its staff, which includes two veteran electronics engineers (one, a former pilot, has 13 years experience; the other 20 years), screens suggestions and develops proposals of its own.

One heartwarming aspect of their work has been the spontaneous outpouring of suggestions from Americans. The mail ranges from individuals' handwritten letters illustrated by rough sketches to a half-inch-thick sheaf of documents from engineering firms. They include a long distance phone call from Florida to Washington and a file of correspondence with one man going back one-and-a-half years.

There are three fields of endeavor in the quest to prevent airborne collisions:

Collision Avoidance Systems (CAS)—Methods of detecting aircraft, evaluating collision threats and determining the safest maneuver to be executed by the human pilot or the auto-pilot;

Pilot Warning Instruments (PWI)—Equipment to alert a pilot to the presence of another nearby aircraft and to provide bearing and range information;

Conspicuity Enhancement—The development of high visibility paints, lights and other devices to make aircraft easier to see by a pilot's unaided eye.

Today, FAA has five active projects underway. Ten additional projects are scheduled.

Officials are frank to admit that the quest is a long one and that it could be at least several years before a successful airborne anti-collision system becomes reality.

Part of the answer may possibly come from other research and development programs which FAA has underway: the data processing central for semi-automatic control of air traffic, three-dimensional radar, or pictorial navigational cockpit display to give the pilot a graphic picture of his position.

MEMBERS NAMED TO FAA PROJECTS HORIZON, BEACON

The full membership of two task forces, recently established at the direction of President Kennedy to formulate a blueprint for the Nation's aviation developments in the 1960's, has been announced.

Project Horizon, which will study and recommend National Aviation Goals for the period 1961 to 1970, is headed by Fred M. Glass, Executive Vice President of the Empire State Building Corporation, New York City. Stanley Gewirtz, formerly Vice President-administration of Western Airlines, Inc., is vice chairman.

The six other members, each of whom will be in charge of particular phases of the study, are: Dr. Leslie A. Bryan, Director, Institute of Aviation, University of Illinois; Gerald A. Busch, on leave as Corporate Director of Marketing Planning, Lockheed Aircraft Corporation; Paul Reiber, until recently Assistant General Counsel of the Air Transport Association; Francis T. Fox, General Manager, City of Los Angeles Department of Airports; Selig Altschul, Principal, Aviation Advisory Service, New York City; and Jack Loosbrock, Editor and Assistant Publisher of Air Force Magazine and Space Digest.

At the same time, Mr. Glass announced the creation of an 18-member Advisory Board to assist the task force in developing its report which is to be completed before July 1.

Chairman of Project Beacon, which will study air traffic management, is Richard R. Hough, Vice President-Operations of the Ohio Bell Telephone Company.

Other members (on leave from their various organizations) are: Harry B. Combs, President, Combs Aircraft Company; George C. Comstock, Vice President and Deputy Technical Director, Airborne Instruments Laboratory; James F. Digby, a member of the Research Council staff of the Rand Corporation; William Littlewood, Vice President, Equipment Research, American Airlines; Russell C. Newhouse, Director of Missile Systems Development at Bell Telephone Laboratories; and Nathaniel Rochester, Director, Experimental Machines Research, International Business Machines Corporation.

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Some 2,000 vacuum tubes are required in each of the electronic computers operated by the FAA in its air traffic control function.

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Almost 800 miles of telephone wire are used for communications in a single modern FAA air route traffic control center.

Rules and Regulations

Under consideration: An amendment to part 3 of the CARs to permit conversion of an aircraft from reciprocating engine power to turbo-prop engine power without requiring a new type certificate. Deadline for comments: June 1.

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Under consideration: Proposed new standards, procedures and limitations governing the establishment and revision of overhaul periods for engines, propellers, accessories and components thereof. Deadline for comments, in duplicate: May 8. Rebuttal comments may be submitted until May 23.

* * *

Under consideration: Proposed amendments to Parts 40, 41 and 42 of the CARs which would require all pilots in air carrier crews of three or more, who would be at the controls during takeoffs and landings, to have had three takeoffs and three landings in the type of plane to be flown within the preceding 90 days. Also affected would be training of crews and dispatchers. Deadline for comments: June 22.

Comments should be addressed to the Dockets Sections, FAA, Washington 25, D.C.

Publications Available

Airport Drainage, 1960—30c.

FAA Air Traffic Activity, Calendar Year 1960—75c.

Flight Test Guide—30 cents—Airline Transport Pilot Examination.

Regulations of the Administrator—5c Procedures for certification of small airplanes, gliders, engines and propellers.

Available at prices listed from:
Superintendent of Documents
Washington 25, D. C.

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Economic Planning for General Aviation Airports—Airport Planning Guide No. 4. Free.

FAA Publications—Revised list. Free.
Available from Aeronautical Reference Branch, FAA,
Washington 25, D. C.

AVIATION NEWS
Office of Public Affairs
Federal Aviation Agency
Washington 25, D. C.

Published monthly to acquaint readers with the policies and programs of the Federal Aviation Agency. The editors welcome comments and suggestions.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, Dec. 29, 1960.

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Almost 800 miles of telephone wire are used for communications in a single modern FAA air route traffic control center.

"AIR-SHARE" GETS OFF TO FLYING START

An atmosphere of enthusiasm and give-and-take marked the first AIR-SHARE meeting in Santa Monica. Some 200 airmen and representatives of the FAA attended.

"As a serious effort to share ideas," said George C. Prill, Deputy Director of FAA's

significant number of cheaters may obtain ratings for which they are unfit.

There was general agreement that it would be desirable for FAA to establish reasonable prerequisites before a person can take an exam.



Repr. John Jarman (D-Okla.) Brought Greetings From Senate Aviation Committee Chairman Mike Monroney to First Air Share Session

Bureau of Flight Standards, "this first session was a good start."

On the basis of what was admittedly only the initial meeting, the FAA feels that there is clear indication that in problem areas concerning safety, some areas may require

At present, instrument flight tests may be taken on the old low-frequency ranges even though VOR is the predominant navigation device. The majority felt that it would be more realistic to give the exam on VORs.

Most participants agreed that after a stu-



FAA's Ralph Lovering and Bill Clifton Listen Intently to Airmen

regulatory action, some will not and others are still to be examined further.

One problem exists in the field of written exams where anyone can now take a written FAA exam simply by applying. Because many take the exams merely to memorize the questions for "keys", a sig-

dent solos he "should have a lot more dual" time with an instructor. Moreover, there is a need for an expiration date on student certificates. One pilot proposed a six-month certificate, after which the student would have to go back to his instructor.

It was proposed by the audience that

flight instructors be given more authority as FAA designees, but that no flight instructor be permitted to check his own student.

There was a reluctance to have periodic renewals of airmen's certificates and strong objection to demonstration rides with an FAA inspector. There was agreement, however, that pilots should be encouraged to improve themselves.

On the topic of take-off minimums for general aviation which do not now exist, lengthy discussion indicated that most of the audience favored minimums of a 200-foot ceiling and half-mile visibility.

Opposition was voiced to the plan to issue limited pilot certificates with lower standards on the ground that "standards are already too low."

After the meetings at Springfield, Ill. and Atlantic City, there will be other AIR-SHARE meetings in Jackson, Miss. on May 2, Anchorage on May 19, and one in Honolulu on May 25.

Because the Santa Monica meeting drew mainly fixed-base operators, FAA officials hope to encourage wider attendance by amateurs and students by considering weekend sessions.

STUDY ON BIRD HAZARDS OFFERS SOME REMEDIES

A study on bird hazard to aircraft has been completed by the Fish and Wildlife Service of the Department of the Interior under an FAA contract.

The study, Wildlife Leaflet 429, suggests some permanent steps which airport operators can take to reduce bird concentrations:

- Eliminate dumps and sewage disposal areas where waste food attracts birds.
- Destroy reeds, weeds or brush which birds use as roosting sites.
- Berry- or seed-producing shrubs and weeds should be removed or replaced.
- Ponds and other bodies of water which attract birds should be eliminated if possible.

The study also suggests some temporary remedies in the form of scare devices.

Administrator's Address Book

May 4—Aviation—Space Writers Assn.—New York

May 10—Airport Operators Council—Miami Beach

May 23—Aero Club of Washington—Washington

OWNERS REMINDED OF NECESSITY FOR CLOSE INSPECTION

With the advent of spring and the promise of good flying weather, aircraft owners are reminded of the importance of a thorough preflight inspection of planes that have been stored or tied down during the winter months.

Look carefully for water that might have accumulated through condensation, the FAA cautions, and watch for evidence of insects, rodents and birds. Vents that ordinarily drain moisture tend to become plugged when the aircraft has not been used for any length of time. Water from snow and rain adds weight to wingtips and tails and this can be dangerous unless completely drained. Another danger factor is condensation in fuel tanks which is not always revealed by a check of the gascolater.

Actual tests made on high-wing aircraft by FAA inspectors showed that a quart or more of fuel had to be drained before the water became evident. Airspeed static lines and vents are gathering places for water and dirt—and breeding grounds for insects as well—and unless checked out will cause the instruments to give erroneous readings. The fuel tank sump is another point where condensation collects and this too should be carefully drained.

Mice find the interiors of wings ideal for nesting and the rib lacing cords tasty for chewing. They also like to build nests in the soundproofing material under the floor—comfortable for the rodent but not so good for the pilot when the controls jam. Equally dangerous are their excretions which are so corrosive that they can destroy aluminum.

Birds are another hazard to the grounded aircraft. They build nests in cowlings and airducts which, unless detected and removed, restrict the carburetor air and cause the engines to overheat. Birds are persistent creatures and will rebuild several times before they really believe they are unwelcome tenants.

It is equally important to check the airworthiness inspection requirements of the aircraft to be certain they are current. To be eligible for flight all personal aircraft must have had a periodic or progressive inspection within the past 12 calendar months. Aircraft used to carry passengers for hire or give flight instruction for hire must be inspected each 100 hours of operation in addition to the yearly inspection.

FAA requires that the owner's registration certificate, the equipment list, weight and balance data, flight manual (or operation limitations list) and certificate of airworthiness are on board when an aircraft is being operated. The certificate of airworthiness and notice of operation limitation must be prominently displayed.

LOW-COST DME NEED VOICED AT MEETING

Nearly 150 people attended a conference in Washington recently to give the Federal Aviation Agency their views on the requirement of Distance Measuring Equipment (DME) in aircraft.

Following an FAA pilot's account of DME's highly satisfactory use over the past 10 years, there was general approval of this equipment as a valuable aid in air traffic control. In answer to pilots' questions, Air Traffic Control officials said that adequate procedures for the use of DME are already in being.

Several manufacturers of DME equipment described their products, indicating there would be no delay in the supply if DME were made a requirement.

Consensus of the meeting was expressed by a representative of the Aircraft Owners and Pilots Association. Pilots generally agree that DME is a valuable tool, he said, and they need no encouragement or incentive to use it. They will use it, he predicted, when it is placed within their reach.

Should the FAA decide to issue a rule, a notice of proposed rule-making will be circulated through the industry before any formal action is taken.

AIRMAN HONORED FOR 1911 PIONEER FLIGHT

The aerial route of the first coast-to-coast flight across the United States has been officially designated the Calbraith Perry Rodgers Skyway, in honor of the pilot who established the record fifty years ago.

Rodgers began his flight at Sheepshead Bay, N. Y., on September 11, 1911, in an open air Burgess-Wright biplane christened "The Vin Fiz." Forty-nine days and 68 stops later, he landed at Pasadena, California, having covered 4,251 miles.

The plane was damaged and repaired so frequently during the flight that at the end only two of its original parts remained—the rudder and the drip pan. "The Vin Fiz" is now in the National Air Museum, Smithsonian Institution.

NEW AERONAUTICAL CHARTS

A new series of aeronautical charts, designed to facilitate flight planning and flight operations for pilots operating in the new intermediate airway system, has been prepared by the Coast and Geodetic Survey in accordance with FAA specifications to satisfy both civil and military requirements.

The charts are printed back-to-back on four sheets, 20 by 45 inches. When folded they form eight 5x10 inch panels of chart

BOGUS PARTS RACKET GROWS

As a result of the continuing appearance of bogus aircraft and engine parts in trade channels, the Federal Aviation Agency suggests that aircraft owners and operators be doubly sure of their source of supply.

Owners, operators, repair agencies and mechanics are reminded that under the Civil Air Regulations they are responsible for the airworthiness of parts and materials used in the maintenance and repair of certificated aircraft. Use of unairworthy parts or materials on certificated aircraft may subject the installer or owner to a civil penalty or to revocation or suspension of their certificates.

The manufacturer of bogus parts usually does not have access to the pertinent type design data for aircraft or components, nor does he necessarily maintain adequate quality control over the items he produces. He simply forges passable copies. Too frequently the forgery is not discovered until a malfunction or an accident occurs. Those concerned should protect themselves by refusing to use replacement and modification parts unless they know such parts were fabricated by an approved manufacturer, or they can determine that the parts are airworthy and in conformity with FAA-approved design data.

Installers may determine whether they are handling approved parts by looking for:

1. An Airworthiness Approval Tag, Form FAA-186, signed by an FAA representative and attached to the parts or container.
2. The identification symbol "FAA-PMA" on the parts or container.
3. The type certificate holder's shipping ticket, invoice or other document.
4. Evidence that the part is a genuine piece of military surplus, in which case it may be used on military aircraft type certificated by the FAA for civilian use.

Legitimate manufacturers can obtain FAA design and quality approval for replacement and modification parts, even though they may not hold type certificates for the products on which the parts will be installed. Persons interested in obtaining such approvals should contact the nearest FAA Engineering and Manufacturing Office for further information.

data and one panel of tabulated information. The sheets may also be assembled as a wall chart for pre-flight planning.

Charts and price information may be obtained from the Coast and Geodetic Survey, Washington 25, D. C.