AVIATION NEWS

FEDERAL AVIATION AGENCY

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MODERN ATLANTA ARTCC OPENS

In sharp contrast to the cramped obsolete quarters of the old control room at the Atlanta Airport is this spacious wing of the new $4,000,000 ARTCC at Hampton, Ga., which opened officially last month. The Atlanta Center is the second of FAA's new centers to go into operation. (The first was the Oakland, Calif. facility.) Others scheduled in the current center building program are Jacksonville, San Antonio, Cleveland, Indianapolis, Kansas City, Fort Worth, Chicago, Salt Lake City, Memphis, Minneapolis, Denver, Seattle, Albuquerque and Washington.

FAA REVISES RADIO FREQUENCY PLAN

The Federal Aviation Agency's revision of its Very High Frequency Deployment Plan extends to January 1, 1966, the date when the FAA will implement unrestricted channel assignments using 50 kc. separation. A Technical Standard Order (TSO) will not be adopted as a requirement for communication transmitters and receivers for general aviation aircraft.

Instead of a TSO, FAA said, a guide for general aviation communications equipment manufacturers is under development by Special Committee No. 93 of the Radio Technical Commission for Aeronautics. FCC requirements for transmission stability and quality govern general aviation communications equipment.

Revised Plan

The revised Plan provides for continuing communications service for both VFR and IFR below 24,000 feet on the 100 kc. channels between 118 and 127 mcs. until January 1, 1966 to the extent feasible. It also would continue to provide service on 50 kc. channeling in the 127–135 mcs. band for users with this tuning capability. Starting January 1, 1961, frequency assignments of 50 kc. separation will be progressively implemented below the 127 mc. band on a case by case basis

(See **RADIO** *page 2)*

FLIERS GIVE NEW SERVICE HIGH MARKS

The recently inaugurated Flight Following Service has won the enthusiastic approval of general aviation pilots for whom it was designed.

This new service, which began operating October 15, provides pre-flight and in-flight services comparable to those available to air carriers. It is available to any pilot with two-way radio who files a VFR flight plan. En route, the pilot can request information on local conditions and NOTAMS which the station keeps continuously current. Flight Following augments the work of the 360 FSS which provide weather advisories, forecasts, and other pertinent information.

If a pilot using the Flight Following Service does not report within his ETA, the station expecting him will start a communications search, assuring a prompt search and rescue operation if it should later become necessary.

The fact that watch stations along the route, each within one hour's flying time from one another, are on the alert for a pilot gives him more confidence.

Approvals Voiced

W. B. Fitzgerald, a Denver physician, flying his Cessna Skyland to a Memphis business meeting early in November reported that heavy weather delayed his report to his final watch station. "It was very reassuring to hear the Memphis station calling me," he said. "They gave me up-to-the-minute information and I came in without any trouble."

(See **FLIERS** *page 4)*

Aviation News will be published monthly to acquaint readers with the policies and programs of the Federal Aviation Agency. The editors welcome comments and suggestions.

EDITORIAL

"Willing Compliance"

Only a small minority of pilots do not comply with safety regulations. The vast majority, recognizing the importance of safety, do comply. Thus, a policy of weak enforcement amounts to favoritism to the irresponsible few and undermines the benefits of safety achieved by the responsible majority.

Enforcement is merely the tool by which the Federal Aviation Agency tries to obtain compliance with the standards and rules which have been established in the interests of safety. And FAA's underlying philosophy in the area of enforcement can be summed up in a phrase: Willing compliance.

The Congress sought to encourage willing compliance and to insure that this enforcement tool would be used fairly and wisely by carefully protecting individual rights in the Federal Aviation Act of 1958.

Under the Act, the Administrator may amend, modify, suspend, or revoke any airman's certificate or file a civil action. Prior to doing so, however, the law requires that FAA follow certain procedures designed to protect the legal rights of the alleged violator:

- The airman receives notice in writing of the charges and is given an opportunity to reply in writing or be heard in person.
- The airman has the right to reject the Administrator's suggestion of a compromise civil penalty and have the issue determined in court by a judge and jury where the burden of proof rests upon the government.
- In cases involving certificate action, the airman is entitled to a hearing on the merits before a CAB examiner.
- He has further appeal to the full Civil Aeronautics Board.
- He can appeal still further to the U. S. Court of Appeals.
- In every instance, the legal rights of individuals are fully protected; the government has the burden of proof in formal hearings or appeals.

"Willing compliance" seeks to achieve safety once standards have been established. And in promoting safety, FAA is also promoting the progress of aviation in the U.S.

Rules and Regulations

In the future: Safety regulations are going to have a new look. There will be no revision or substantive changes in the regulations themselves, but they will be easier to read and understand, and will be combined into a single simplified unit for easy reference. The project, initiated by the FAA, will take about two years.

* * *

Under consideration: FAA is reviewing comments on a proposed new rule to standardize all flight operations in the airspace below 2,000 feet within a radius of 5 miles of the center of all tower-equipped airports. The proposal calls for: (1) limiting airspeed of these aircraft to not more than 180 miles per hour or the minimum necessary for safe aircraft operation; (2) two-way radio or prior tower takeoff and landing authorizations for NORDOs; (3) specific procedures (speed, clearance, altitude, etc.) for both fast and slow aircraft, as well as helicopters, when operating within the airport traffic area. Objectives: Make terminal areas safer for aircraft operations; reduce aircraft noise affecting local communities.

* * *

Under consideration: November 18 was closing date for comments on proposed major revision of rules on restricted areas. Some major points: (1) designation of a "using agency" for each restricted area which would submit an annual utilization report to FAA; (2) a requirement that the using agency schedule activities and authorize transit within the area whenever feasible; and (3) simplification of the numbering of all restricted areas to make them more easily identifiable.

All comments are being considered before taking final action.

* * *

Reminder: An FAA ruling issued September eased requirements for issuance of flight instructor certificates. An applicant now becomes immediately eligible for a full flight instructor certificate after training five successful candidates for pilot certificates or instrument rating. He previously had to train five candidates and serve one year under his limited certificate before becoming eligible for the full certificate.

FAA reports civil aircraft production numbered 8,672 in fiscal 1960, an increase of 16 per cent over the 7,447 produced in fiscal 1959. Dollar value reached an all time high of $1,216,000,000, an increase of 113 percent over the $572,000,000 of the previous year.

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RADIO—(*Continued from page 1*)

as may be required for both terminal and en route services. However, until January 1, 1966, 50 kc. channel assignments will in most cases be installed in the high density traffic areas.

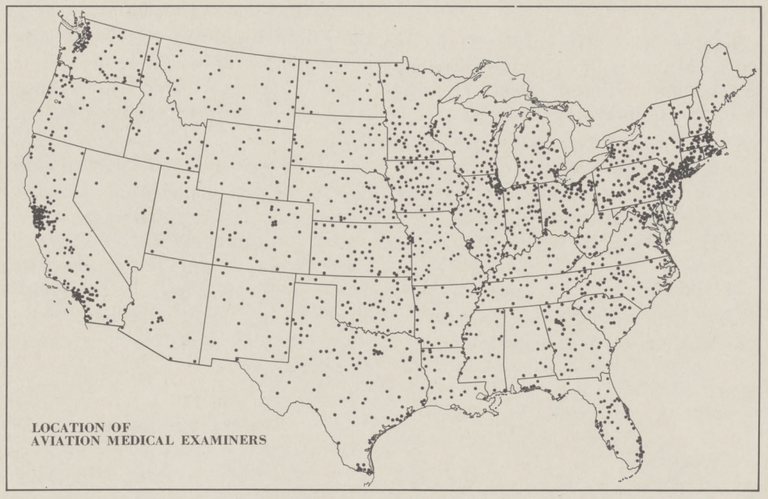
The Plan provides that starting in 1966 unrestricted assignments using 50 kc. separation will be implemented for all communications as may be dictated by air traffic control considerations.

50-Kc. Equipment Beneficial

The FAA made it clear that the plan provides for VFR communication services from airport traffic control towers and Flight Service Stations on the 100 kc. channels to accommodate limited equipment aircraft to the extent feasible. It was pointed out that the pilot with communication equipment not capable of 50 kc. channeling throughout the 118–135 mc. band will, in some cases, find himself operating in an increasingly difficult radio communications environment due to his inability to tune appropriate ATC channels and to reject interference from adjacent frequencies as the 50 kc. assignments are implemented.

The revised Very High Frequency Deployment Plan evolved after numerous meetings with the General Aviation Council and a general meeting with representatives of the aviation industry. FAA considered industry suggestions in preparing the revised Plan and believes it more closely achieves the objectives of both the air traffic control system and the users.

IMPROVEMENTS NOTED UNDER MEDICAL EXAMINER PROGRAM



The rapid increase in the number of designated Aviation Medical Examiners—a jump of more than 50 per cent in five months—has resulted in a better geographical distribution of examiners and a marked improvement in airmen's examination reports which were returned to the Agency.

"Numerically, we are in a relatively good position," said Dr. James L. Goddard, Civil Air Surgeon, "but we recognize that we still have some problem areas. In those areas where we have poor geographic distribution, we are trying to fill the gaps."

"There should be no delays under this new system," Dr. Goddard continued, "since the Aviation Medical Examiners are now empowered to issue or deny certificates immediately following the examination."

Errors Reduced

With the list of medical examiners now past the 4,000 mark (see chart), a survey of all medical forms returned in recent weeks shows that fewer than 3 percent had to be returned for corrections. Before the Aviation Medical Examiner system was resumed in June 1960, the number of faulty medical forms in Class III ran about 20 percent.

"This improvement," stated Dr. Goddard, "can be directly related to FAA's new system which provides proper direction and more effective supervision of medical examiners."

Moreover, he went on, by getting accurate information on medical forms at the outset, we can collect reliable data which should lead to further improvements in the entire medical program of benefit to airmen.

Excessive Fees Barred

When asked about cases of overcharging, the Civil Air Surgeon stated that "FAA will not stand idly by and ignore any abuse of recognized fee practices. If any Aviation Medical Examiner overcharges, FAA will take appropriate action if the case is brought to our attention."

Dr. Goddard added that the examiners, a significant proportion of whom have experience as flight surgeons and/or pilots, take a keen interest in their work which utilizes both their aviation and medical training.

Under this medical procedure, designated examiners are responsible for maintaining detailed knowledge of published standards, periodic directives and the FAA manual of instruction. In addition, they must possess the equipment and facilities necessary to carry out the prescribed examinations.

Appeal Procedures

An additional outgrowth of the medical procedures is a new system of appeals: One part provides for thorough review; the other provides machinery for exemption from regulations.

An applicant who is denied a certificate by an Aviation Medical Examiner may petition the Civil Air Surgeon for reconsideration by the Medical Review Board. The applicant may present his appeal in an informal letter, appear in person, or be represented by counsel.

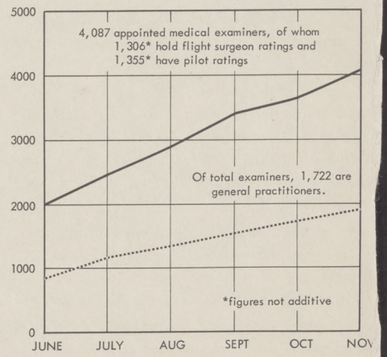
If this review results in denial of certification, the applicant has two courses. He may petition the CAB (first to a hearing examiner; then, upon appeal, to the entire Board) for a review of the denial of certification. Otherwise, if he recognizes that he is disqualified under the medical standards, he may petition the Administrator for exemption from the standards.

At this point his petition for exemption will be referred to the Medical Advisory Panel—a group of nationally-recognized, nongovernment medical specialists—which recommends to the Administrator whether or not an exemption should be granted.

When these administrative procedures have been exhausted, an applicant then has recourse to the normal appeal machinery of the Federal courts.

Dr. Goddard said that taken as a whole, the Aviation Medical Examiner program will provide a more efficient system that will benefit all concerned.

AVIATION MEDICAL EXAMINERS



NAVAIDS, ATC PROGRAM TO HELP GENERAL AVIATION

General aviation will benefit significantly from the current air navigation and air traffic control improvement program of the Federal Aviation Agency. In the $163 million program, 8 of the 13 airport control towers to be added will be placed at airports designated solely for general aviation.

Moreover, even those improvements and facilities of the Federal Airways System designed primarily for air carriers and the military benefit general aviation, since the facilities exist for all aviation to use.

Major items in the program are long range radar, improved ARTCC's, airport traffic control towers, radio communications equipment, approach lights for airports, instrument landing systems for bad weather approaches and improved teletype systems to relay weather information.

General Aviation landings and takeoffs in 1959 accounted for 57 percent of the total operations at airports having FAA control towers. Most of the airport improvements in the program, such as approach lights, are at these fields which serve this majority of general aviation flights.

The following new facilities of interest to general aviation (specific locations subject to some change) are planned:

Airport traffic control towers at an average cost of $160,000 will be established at:

Alton, Ill., Dallas (Addison), Decatur (DeKalb-Peachtree), Ga., Islip, N. Y., Minneapolis (Crystal), Minneapolis (Flying Cloud), San Diego (Gillespie), San Diego (Montgomery).

An Instrument Landing System (approximate cost: $269,000) will be installed at:

Cincinnati (Lunken).

At an approximate cost of $36,000, FAA will establish sequenced flashing lights on an existing high intensity approach lighting system at:

Bedford, Mass.

At an approximate cost of $26,000, additional threshold lights will be installed at:

Burbank, Calif.

At an average cost of $104,000 each, very high frequency omniranges (VOR) will be installed for approach to airport at:

Decatur, Ala., Milwaukee (Timmerman), Minneapolis (Flying Cloud), San Antonio (Stinson), Santa Monica, Calif., Shreveport (Downtown).

At an average cost of $14,400 each, Weather Bureau teletypewriter service is to be installed at one new location (indicated by an asterisk) while improved FAA equipment will replace leased equipment at other locations:*

Appalachicola, Fla.*, Clayton, Mo., Eureka, Calif., Sault Ste. Marie, Mich.

The Alaska teletypewriter circuit covering 43 installations will be modernized with 100 word-per-minute machines at an average cost of $60,000:

Anchorage, Angoon, Aniak, Annette, Bethel, Bettles, Big Delta, Cordova, Duncan Canal, Fairbanks, Farewell, Galena, Gulkana, Gustavus, Haines, Hinchinbrook, Homer, Iliamna, Juneau, Kenai, King Salmon, Kodiak (Woody Island), Kotzebue, McGrath, Middleton Island, Minchumina, Moses Point, Nenana, Nome, North Nenana, Northway, Point Barrow, Rogers Point, Sisters Island, Sitka, Skwentna, Summit, Sunset Cove, Talkeetna, Tanana, Unalakleet, Kakataga, Yakutat.

Two Flight Service Stations will be established at:

Hibbing, Minn. (cost: $89,500) and at Fort Yukon, Alaska (cost: $373,100).

FAA will consolidate (Average cost: $86,000) the control of 11 Flight Service Stations. Service will be remoted to the location given in parentheses:

Battle Mountain, Nevada (Elko, Nev.), Bryce Canyon, Utah (Cedar City, Utah), Drummond, Montana (Missoula, Montana), Dubois, Idaho (Idaho Falls, Idaho), Dyersburg, Tennessee (Jackson, Tenn.), Eagle, Colorado (Grand Junction, Colorado), Hanksville, Utah (Grand Junction, Colorado), La Grange, Georgia (Anniston, Ala.), Lamoni, Iowa (Des Moines, Iowa), Otto, New Mexico (Albuquerque, N. M.), Phillip, South Dakota (Pierre, S. D.).

An extended instrument runway and a parking and refueling apron will be built at:

Cold Bay, Alaska, at an estimated cost of $1,687,000.

FLIERS—(*Continued from page 1*)

K. G. Paddock, returning to Denver from a charter flight to Omaha in a twin-engine Beechcraft, declares he would have missed his chance to vote in the Presidential election except for the Flight Following Service. A storm moving in on Denver over his original route might have forced him to cancel; certainly he would have been delayed. However, because he knew what was ahead, he was able to change his flight plan and get home before the polls closed.

J. F. Putnam of Utilities Service Corporation, Atlanta, who uses a Bonanza in his business, says the Service makes a great deal of difference to him when flying at night, giving him more confidence than he otherwise enjoys in such circumstances.

Safety Enhanced

From the far west, in the San Francisco area, the story is repeated. James T. Nieukirk, a corporate pilot of long experience who flies a twin-engine Lockheed Lodestar, volunteered the information that in the mountainous country where he did most of his flying things were going to be better for him this winter. "Makes for safety, ease of mind," he said. Says R. W. Lane, business pilot: "Makes the whole flight look better . . . more confidence getting started."

Kamil A. Skappa, who took his Cessna 172-single engine airplane from New York to Oakland via New Orleans observes: "Could not have made the flight so comfortably without this Service. Never had any doubt as to whether I should stay or go and was able to enjoy the trip."

At the Washington, D.C. Station, which averages 65 to 70 flight plans every day, the response was the same. "Now that we have it, how did we get along without it?" is the attitude of even the most seasoned veterans.

"PIREPS" Contribute

Pilots themselves are contributing a great deal to the success of the Service by reporting the weather aloft. These reports, known as "PIREPS," are broadcast immediately if conditions are hazardous. If routine they are included in the summaries made 15 and 45 minutes past the hour by all Flight Service Stations, and cranked into the tapes updated every hour and broadcast around the clock.