

FAA NEWS - MEMO

Issue No. 1

January 1959



MESSAGE FROM THE ADMINISTRATOR

May I take this opportunity to greet each of you and to welcome you into the Federal Aviation Agency. We are now all part of one large and important family and I feel deeply honored and privileged to take my place as the head of it.

Our activities are global in scope. They extend into every phase of civil aviation and into many facets of military aviation. To accomplish our mission—vital, complex and challenging—will require imagination, hard work and cooperation.

I fully recognize that each of you has developed, and rightly so, a deep loyalty to your former organization. More than that, you have been dedicated to your duties, and this dedication has been a major contribution to the growth and development of aviation.

I am confident that you will give the same loyalty and diligence to the new FAA. We have the greatest opportunity to move ahead in this Jet Age as a single consolidated agency, as a well-coordinated team, which will better serve the public interests and the national defense.

This house organ can serve well as a medium for the exchange of ideas and to keep us mutually informed on the highlights of our FAA activities and progress.

The future looks bright and highly rewarding to all who accept the challenge to move forward vigorously with devotion to duty.

My best wishes to each of you for success in the new order of things, and for good health and happiness in the New Year.

PYLE APPOINTED TO FAA

The President on December 29 gave a recess appointment to James T. Pyle as Deputy Administrator of FAA, effective December 31, 1958.

FAA Film In Circulation

A 12 minute, 16mm., black and white sound film, "A Message to All FAA Employees," is being circulated for simultaneous showings to all FAA employees around the world. Sixty prints were made for wide field distribution to all facilities equipped for projection. Sound tapes are being sent to those stations not equipped to show the film.

The film was developed in keeping with Mr. Quesada's desire to reach all employees in the widespread FAA family as soon as possible.

OPPORTUNITIES GREATER - STATES QUESADA

"Opportunities in FAA can only be greater because the task is greater," Mr. Quesada said, speaking before a general assembly of some 1800 FAA employees of the Washington area on January 5.

"We face difficult times ahead," he continued. "The technical and administrative problems confronting us are staggering. During this difficult period of transition, many of you are wondering what lies ahead. Let me assure you that rather than eliminating a single job or function, we can only add to what we now have. Unless advised otherwise, keep on doing exactly what you've been doing, and, as your tasks increase, so will your opportunities in the new organization."



Headquarters of the Federal Aviation Agency, 17th and New York Avenue, N. W., Washington 25, D. C. This building will house the Administrator and the top FAA officials and their staffs—around 550 personnel in all.

KEY APPOINTMENTS TO FAA



Mr. E. R. "Pete" Quesada being sworn in as Administrator of FAA on November 5, 1958. Mr. Sanderson, Chief Clerk of the White House, administers the oath as President Eisenhower observes.



James T. Pyle, Deputy Administrator, FAA, with FAA Administrator, E. R. "Pete" Quesada.

E. R. "Pete" Quesada, Administrator

Prior to his appointment as first Administrator of the Federal Aviation Agency he served as Special Assistant to the President for aviation matters and Chairman of the Airways Modernization Board and the President's Air Coordinating Committee. Born in Washington, D. C., he attended Technical High School, the University of Maryland and Georgetown University. He enlisted in the Army in 1924 and soon entered the Air Service Primary Flying School. Commissioned a Second Lieutenant in the Regular Army in 1927, he retired with the rank of Lieutenant General in 1951. During World War II he served as Commanding General of the 12th Fighter Command and Deputy Commander of the Northwest African Coastal Air Force. He was Commanding General of the 9th Fighter Command and in that post directed the U. S. air effort prior to and during the invasion of Normandy. He participated in more than 90 combat missions. Between 1949 and 1951 he served as Commander, Joint Task Force Three (Army, Navy, Air Force and Atomic Energy Commission) which organized and managed Operation Greenhouse, during which the first hydrogen device was detonated.

After his retirement from the Air Force, Mr. Quesada was a director and officer of Olin Industries and Lockheed Aircraft Corporation.

James T. Pyle, Deputy Administrator

Mr. Pyle was named by the President as Deputy Administrator of the Federal Aviation Agency on December 29, 1958, after having served as Administrator of Civil Aeronautics since December 26, 1956. He is a veteran of 27 years in aviation with experience as an airline executive, naval air officer, president of an air charter company in addition to his service with the Government. A pilot before he completed college, Mr. Pyle started his aviation career with Pan American World Airways in 1935 and held positions with that organization in this country and in Latin America. During World War II he was with the Naval Air Transport Service in the Pacific as an Operations Officer.

In 1946 he became president of the Air Charter Company in Denver and later was president of the Denver Air Terminal Corporation. He joined the Civil Aeronautics Administration as Deputy Administrator in March, 1956 after a tenure

as Special Assistant to the Assistant Secretary of the Navy for Air. He was appointed Administrator of Civil Aeronautics following the death of Administrator Charles J. Lowen.

Born in New York City November 8, 1913, Mr. Pyle is a graduate of Groton School and Princeton University.



**Daggett H. Howard,
General Counsel**

Mr. Howard comes to the new Federal Aviation Agency as General Counsel from the U. S. Air Force where he was Deputy General Counsel. He formerly served with the General Counsel of the Civil Aeronautics Board in the International and Rules Division and as State-Federal Relations Officer from 1947 to 1952.

His Government career began in 1943 as a member of the legal staff of the Lend Lease Administration. Between 1943 and 1945 he was a member of the legal staff of the Foreign Economic Administration and in 1945 he served as Executive Assistant to the Special Counsel to the President for a European Mission. He later served as a member of the State Department legal staff.

He is a native of New York City and a graduate magna cum laude of Yale University and the Yale Law School. He is a member of the New York Bar.



**Alan L. Dean, Assistant
Administrator, Office of
Management Services**

Mr. Dean joins the Federal Aviation Agency from the Executive Office of the President, Bureau of the Budget, where he served since 1947 as the Senior

Management Analyst, responsible for studies of problems of government management and organization relating to the field of aviation and science. In that post he was responsible for the preparation of recommendations to the President calling for the establishment of the National Aeronautics and Space Administration.

He has served as the Bureau of the Budget advisor to the Aviation Facilities Study Group headed by William Barclay Harding and to Edward P. Curtis, Presidential Assistant for Aviation Facilities Planning. Mr. Dean actively participated in the development of legislation for the organization of the Airways Modernization Board and the Federal Aviation Agency.

Mr. Dean holds a degree in Political Science from Reed University and in Public Administration from American University.



**John R. MacKenzie, Chief,
Office of Legislative Liaison**

Mr. MacKenzie joins the Federal Aviation Agency from the Department of Health, Education and Welfare where he served as Congressional Liaison Officer. Prior to his Government career, he held legal and administrative positions with the State of New York and is a former Assistant Secretary of the New York Public Service Commission.

He was born in Troy, New York and graduated from Manhattan College in New York City and received his law degree from the Albany Law School. He is a veteran of World War II and holds a U. S. Air Force Reserve Commission.

**William B. Davis, Director,
Bureau of Flight Standards**

A veteran of 20 years with the Civil Aeronautics Administration prior to his appointment as Director of the Bureau of Flight Standards, Mr. Davis brings wide experience to his new post. Prior to his appointment he served as Deputy Administrator of the Civil Aeronautics Administration. He began his career with the CAA in 1938 after serving as a Naval Aviator. With the CAA he held a series of operative positions in the Washington



headquarters and in New York and Kansas City Regional Offices. He returned to Washington from Kansas City in 1956 and served as Director of the old Office of Aviation Safety prior to being named Deputy Administrator.

Mr. Davis is a graduate of Tufts College and attended Harvard Graduate School of Business Administration and Massachusetts Institute of Technology.



**David D. Thomas, Director,
Bureau of Air Traffic
Management**

Mr. Thomas brings a background that includes 20 years in the field of air traffic control to his new position as Director of the Bureau of Air Traffic Management. He started his aviation career in 1938 as an assistant controller in the Pittsburgh air route traffic control center. After serving in a series of six field assignments, he came to the Washington headquarters of the CAA in 1946 where he was in the Airways Traffic Control Section. He became Deputy International Services Officer and then Deputy Director of the Office of Federal Airways. He has been the Director of the CAA Office of Air Traffic Control until his recent appointment to a similar position with the Federal Aviation Agency. He attended the University of Tennessee School of Mechanical Engineering and George Washington School of Business Administration.

Quesada Assisted By Personnel Advisory Group

An advisory group of three prominent business men with extensive aviation background advised Administrator Quesada in his selection of personnel for key positions in FAA. They are: Edward P. Curtis, Vice President, Eastman Kodak; William B. Harding, Partner, Smith, Barney & Company; and Harry F. Guggenheim, Partner, Guggenheim Brothers. Mr. Quesada met with the group in Washington, D. C., on December 16 and 17. Selection of personnel was in conformance with and subject to the Civil Service laws.

The three-member group advised the FAA Administrator in his review and evaluation of individuals who have been recommended for key FAA positions. The candidates were recommended to Mr. Quesada in response to his request sent to nearly 100 different sources both within and out of government.

In filling the position of Civil Air Surgeon, a newly created post, Dr. Jan Tillisch of the Mayo Clinic, Rochester, Minnesota, met with the group in reviewing eligible candidates.

Indianapolis Center To Move

Consolidation of all research and development functions for the modernization of the Nation's airways within the recently established Bureau of Research and Development, was announced on December 10 by FAA Administrator Quesada.

All activities of the CAA Technical Development Center at Indianapolis, Indiana, will be transferred to the Federal Aviation Agency Bureau of Research and Development or the National Aviation Facilities Experimental Center (NAFEC) of the Federal Aviation Agency at Atlantic City, New Jersey.

Mr. Quesada said that the consolidation of all research and development work and the establishment of a single experimental center will accelerate the program for providing new and better air traffic control and air navigation systems, while at the same time effecting economies of operation and management. Mr. Pyle stated that the plan calls for the orderly transition of functions and personnel, starting in the immediate future, with the major transfers to be accomplished by next June 30. The physical plant now housing the Technical Development Center at Weir Cook Airport at Indianapolis will be retained under the Federal Aviation Agency and studies are being made as to the future utilization of

the buildings and hangars on lease from the City of Indianapolis.

The National Aviation Facilities Experimental Center was selected by the Airways Modernization Board, now the Bureau of Research and Development of the Federal Aviation Agency, as the ideal location for the testing and evaluation of the air traffic control systems of the future.

It was selected after an exhaustive study of 1,800 locations in all sections of the country. It has the advantage of being on the most heavily traveled air routes in the country, while at the same time, being close to broad expanses of little-used airspace over the Atlantic Ocean. It has the further advantage of being located close to the first SAGE (Semi-Automatic Ground Environment) Center operated by the Air Defense Command for air defense control in the Northeastern portion of the country. Runways at the National Aviation Facilities Experimental Center, a former U. S. Naval Air Station, are being extended to accommodate jet aircraft.

Staver Named Project Officer For First World Congress Of Flight

Preble Staver of FAA's Headquarters Office has been named Project Officer to direct FAA's participation in the First World Congress of Flight. The event will be held in Las Vegas, Nevada, April 12-19, 1959. Mr. Staver states that FAA will have a major exhibit and will operate an information center during the convention.

The World Congress of Flight is a new and unique activity for aerospace leaders from all nations of the globe. It will bring together all elements of flight--designers, producers, operators, administrators, and users. It will unite them in a common cause--the advancement of aeronautics and astronautics, the twin sciences of flight.

Sponsored by the Air Force Association in cooperation with many other organizations, the Congress is timed to introduce, with global impact, the first full year of commercial jet transportation on an international scale. It will also feature advancements in military aircraft and missiles as major deterrents to war, and the continuing progress in the exploration of outer space. It will explore flight as an achievement still in its infancy--and with untold potential--in terms of international security and human welfare. At the same time, it will analyze the social, economic, political and moral problems which accompany the progress of flight.

The affair will combine conferences and forums, outdoor displays and indoor exhibits, air and ground demonstrations, private meetings and personalized consultations--each concerning the latest vehicles of flight and their supporting equipment.

In selecting Las Vegas after a thorough survey of many possible sites, the site committee found that it fully met the broad requirements for an event of such scope and magnitude. Conference facilities for 5,000 persons were necessary; a modern exhibit hall; an outdoor display area in the vicinity of the conference hall; a civil airfield available for ground displays and aerial demonstrations; an area for military aerial and fire-power demonstrations; and adequate hotel accommodations nearby. Las Vegas was selected as America's most outstanding location in terms of conference requirements. Nearing completion is Las Vegas' 5-million dollar Convention Center which includes a giant auditorium, an exhibit hall, and a number of conference rooms. The World Congress of Flight will be the first event held in the new center. One block from the Center is a large stadium where general aviation air and ground demonstrations will be held. The paved parking areas between the Stadium and the Center will be used for displays of private and military aircraft, military displays of missiles, rockets, and ground handling equipment. McCarran Field, the municipal airport serving Las Vegas, will be used for display of the latest commercial jet and turboprop airliners, as well as new military aircraft. Take-off and landing demonstrations by commercial planes will be made from the newly extended 10,000 foot runway.

Military flying and fire-power demonstrations will be held at the Nellis Air Force Base Range at Indian Springs, a 50-minute ride from the Convention Center.

The combination of meeting, display and exhibit facilities, fine hotels, and excellent weather makes Las Vegas an ideal location for the First Congress which is dedicated to the belief that greater world knowledge of aircraft, missiles and spacecraft--in realistic perspective--will bring the world closer to permanent peace.

**WANT TO WIN \$200? THEN,
THINK UP A GOOD NAME FOR
OUR FAA HOUSE ORGAN. DE-
TAILS ON PAGE 6.**

THE STORY OF THE FEDERAL AVIATION AGENCY

FAA as an organization is new. However, its earliest beginnings are as old as man's first flight. Advancing air technology has continuously demanded changes, adjustments, and readjustments—and FAA is but the latest of these, and perhaps the most significant. It may not be the final answer, but in terms of today's needs and conditions, it represents the best in contemporary thinking.

FAA is a means to an end—safe air travel. As a means it must have meaning, and we of the organization are the only ones who can give it that. To carry out our individual, as well as our collective functions, we must know our agency and what our individual place is within it.

Although FAA's history is intertwined with the whole evolution of aviation, recent history reflects more of the urgency that led to the creation of a single independent Federal aviation organization.

The tremendous growth in aviation made the Civil Aeronautics Act of 1938 inadequate to meet the needs of the industry and the public interest, and led to the establishment of FAA. The 1938 Act was amended in 1940 but it was recognized at that time that a genuine overhaul would have to wait until the end of the then-developing World War II. This delay was fortunate in many respects, since developments in aviation during the war greatly increased the scope and needs of United States aviation.

Following World War II, the President established the Air Coordinating Committee in 1946. An ACC report in 1948 noted that "existing techniques of air traffic control and tools available to CAA are marginal, even by pre-war standards."

The first postwar legislation enacted created the Air Navigation Development Board in 1948. This Board had as its responsibility the development of new air traffic control tools and air navigation aids and facilities.

The Harding Report of 1955 urged that (1) the President appoint an aviation advisor, and (2) a major study of aviation be carried out in order to plan for the next 20 years. Acting upon this report, President Eisenhower appointed Mr. Edward P. Curtis Special Assistant for Aviation Planning, and in May 1957, the Curtis Report recommended the creation of a Federal Aviation Agency and a Special Assistant to the President for Aviation Matters. Acting upon this report, the President appointed Mr. E. R. Quesada as Special Assistant for Aviation Matters.

Congress moved quickly to pass the Airways Modernization Act of 1957. This Act created the Airways Modernization Board which absorbed all functions of the Air Navigation Development Board. Section 7 of the Act expressed the desire of Congress for the establishment of an independent aviation authority with authorizing legislation to be submitted to the Congress on or before January 15, 1959.

Draft legislation was introduced in both houses of Congress on May 21, 1958. The bills were S. 3880 and H. R. 12616.

On June 4, 1958 the Senate Subcommittee on Aviation met to initiate hearings on the bill which created FAA. Senator Mike Monroney, Chairman of the Subcommittee, having introduced the bill in the Senate, opened the hearings with a call to action.

"The need for this type of legislation has long been apparent," he said. "As you know, the Curtis report of last year recommended creation of an agency along these lines.

"We are accelerating that objective by proposing S. 3880 at this time because the explosive character of dramatic events in recent weeks has demonstrated that we can no longer delay in meeting the problem of effective control and regulation of our airspace. (underscoring supplied)

"I would like to emphasize that the need for the legislation is not due to the neglect or inefficiency of any single Government agency or department presently charged with aviation responsibility, but rather is attributable chiefly to the phenomenal growth of our air traffic, and to the increasing performance even at double sonic speeds, which is predicted to continue in such proportions as to make it very obvious that we can no longer rely on 1938 concepts to deal with 1958 problems."

History records sadly the "dramatic events in recent weeks" referred to by the Senator. In the preceding month, two civil airliners, flying on established airways, were struck by military jets with a loss of 61 lives. There was no legislative stampede but the collisions did serve as pitiful eleventh-hour reminders that the intensified research and problem-solving that had been going on within and between CAA, CAB, AMB, the Defense Department, and the aviation industry had lost the "lead time" in developing safety devices and measures that were abreast of air traffic conditions and aircraft performance. The call was not merely for action—but faster action.

The premise of S. 3880 was widely hailed and accepted throughout govern-

ment and aviation circles. Needed changes were made in the bill, and both houses of Congress lined up behind the final version and passed it. The President signed the bill on August 23, 1958—one year ahead of the deadline established by Congress.

Considered the most important aviation legislation ever passed, the Act created a single new, independent aviation agency to support the common needs of both civil and military aviation in the United States.

Under the Act, the Administrator of FAA is given broad powers to promote both civil and military aviation. The Act replaces and repeals the Air Commerce Act of 1926, the Civil Aeronautics Act of 1938, and the Airways Modernization Act of 1957.

To meet the problems of the jet age, FAA is assigned the following prime functions:

1. the regulation of air commerce so as to promote its development, safety, and requirements in national defense.
2. control of navigable airspace and the regulation of civil and military operations in the interest of safety and efficiency.
3. development and operation of a common system of air traffic control and navigation for both civilian and military aircraft.
4. development of a wartime plan for FAA operations.
5. prescribing the minimum standards of design, materials, and workmanship for aircraft and other elements of aviation.

The Act also provides for appropriate participation by FAA officials in the investigation of aircraft accidents while final responsibility for such investigations remains with the Civil Aeronautics Board.

Transfer of 27,771 CAA employees to the FAA was one of the largest personnel shifts ever to be made in Government. By contrast, 24 employees of the Civil Aeronautics Board and 351 of the Airways Modernization Board moved to FAA.

This then is FAA in its infancy. In terms of its heritage—from its capable leadership down to its many thousands of experienced employees—it is new in name and structure, but not in terms of know-how and challenge. FAA has all the attributes of a winning team, with goals both immediate and in the future, perhaps with occasional set-backs instead of constant gains—but with great victories sure to be won.

AROUND THE GLOBE WITH FAA



The Federal Aviation Agency has inherited all the far-flung overseas activities formerly carried out by the CAA. Moreover, the Federal Aviation Act of 1958 intensifies U. S. aviation activities on the international scene. 37 sections of the Act pertain in whole or in part to international activities, and the International Aviation Facilities Act of 1948 has been up-dated to enable a broad operational approach to the provision of air navigation facilities and services abroad, including the needs for training foreign technicians. Further, under the Mutual Security Act of 1954, as amended, the various types of aviation technical assistance will be continued and perhaps increased under ICA/FAA programs.

The newest effect of the Federal Aviation Act, in reference to international aviation, is that it envisions the progressive assumption by FAA of the military programs now carried on overseas by the AACS—air traffic control, airways establishment, and communications. The AACS now conducts a vast overseas program, with many thousand technicians located around the globe.

International civil aviation is a vital instrument of U. S. foreign policy, particularly from the standpoint of inherent political and economic implications. Recognizing this, the Department of State exercises continuous surveillance and monitoring of U. S. proposals and actions in the broad field of international aviation. In so doing, the State Department must have recourse to the skills and abilities of other Federal agencies and the Air Coordinating Committee, which has for many years dealt predominantly with international aviation matters.

Since the early days of World War II, the Civil Aeronautics Administration played the dominant U. S. role in international air matters.

In the field of direct dealings with other countries, CAA established offices strategically in 32 countries. Eight International Field Offices administered safety regulation matters and 27 Civil Aviation Assistance Groups provided technical aviation assistance under the International Cooperation Administration program. Under the Technical Assistance

Program, several hundred foreign trainees were brought to the U. S. each year for indoctrination and training under aviation fellowship grants. For example, during the period July '57 to July '58, 315 foreign nationals representing 39 countries received training in the U. S. in 31 different aviation specialties.

Additional areas of CAA overseas activities included an Air Traffic Control Advisor (Europe), residing in Paris and participating in NATO aviation matters, and a newly-created overseas program carried out by Flight Inspection Groups which will be based to cover Europe, the Middle East, the Far East and Latin America. These groups will provide a means for accurate flight checking of the various types of air navigation facilities on a basis comparable to our domestic program.

All of these overseas functions and activities are now operating under FAA. At present, slightly less than 1% of FAA employees are engaged in international work. However, under FAA, overseas recruiting is expected to expand as additional personnel are needed for foreign duty. Those employees who are interested in foreign service are invited to watch for announcements of overseas vacancies.

Overseas benefits have been greatly enhanced by the Federal Aviation Act which created FAA, and in cases of service with international organizations, by the Federal Employees International Organization Service Act of 1958. The FA Act empowers the Administrator to make such expenditures as may be necessary to bring overseas allowances and other benefits up to the level authorized for members of the Foreign Service of the State Department of comparable grade. Sufficient studies have not yet been made to determine the extent to which additional overseas benefits will be put into effect.

Few Federal agencies have been born with a legacy as rich and globe-circling as that inherited by FAA. On the other hand, few agencies have faced such enormous global challenges and responsibilities from the very beginning.

We Need A Name-- Want To Win \$200?

This first issue of the official house organ of FAA went to press bearing only a temporary name. Every employee of FAA is asked to help us remedy the situation. **THINK UP A GOOD NAME AND SEND IT IN** directly to: The Incentive Awards Officer, Federal Aviation Agency, Room 2708, Tempo T bldg., 16th and Constitution Avenue, Washington, D. C. Use the official employee suggestion form if possible. Otherwise, write your suggested name on a standard 8 x 10½ piece of paper. Be sure to **PRINT** your name, position, and on-the-job address on the same sheet of paper.

We want a name that is catchy, unique, and indicative of FAA operations, so don't fall into the trap of submitting names such as: FAA Employee Bulletin, FAA Employee Newsletter, or FAA News Digest. Put on your creative-thinking cap and come up with something along these lines (but better, of course): FAA Airscoop, Airfax, Hi-flyer, Wing Tips, etc. Remember, we are in the jet age, so shy away from prop-driven terminology. Remember also, we are not the space agency, so keep out of orbit.

EACH EMPLOYEE OF FAA MAY SUBMIT ONLY ONE TITLE SUGGESTION. The prize is \$200. If one person submits the winning title, he gets the entire amount. If more than one person submits the selected title, the prize will be divided equally. Suggestions must be received in the Incentive Awards Office no later than February 18, 1959. It is hoped that the March issue will bear the new name.

Airmen, Please Note

The Polish Air Force is grounding pilots who are not married. The Communists fear the unmarried pilots will escape to the West. The Communists, doing everything they can to encourage romances between bachelor pilots and local maidens, even permit single pilots to use official cars to keep their dates.

PLAN NOW TO CONTRIBUTE TO THE 1959 FEDERAL SERVICE CAMPAIGN--IN SUPPORT OF 10 NATIONAL VOLUNTARY HEALTH AGENCIES... AND CARE, CRUSADE FOR FREEDOM (RADIO FREE EUROPE), AND THE AMERICAN-KOREAN FOUNDATION.

Campaign time to be determined locally during any 6-weeks period from January 1 to April 30, 1959.

1958 Seen As Significant Year In U.S. Aviation

On December 31, 1958, the Civil Aeronautics Administration issued its last year-end summary (1958) of U. S. Aviation.

In presenting the summary, Administrator Pyle said that "a new high in civil air operations in the twentieth and final year of the CAA continued to overtax and overflow existing aviation facilities."

"The year 1958 will prove a significant one," he continued. "It has seen the entry of the civil jet airliner into regularly scheduled service and an unprecedented rise in air traffic."

To meet the problems associated with the ever-increasing volume of air traffic, the CAA accelerated its airways modernization program, increased the number of air traffic controllers, and purchased over 77 million dollars worth of new electronic equipment.

Indicative of the year's air activity are the number of landings and take-offs which, exclusive of military operations, reached a new high of 26,659,000, and fix postings (enroute position reports by pilots) which jumped 17 percent to 35,316,000.

During 1958 the CAA established three positive control trans-continental airways—New York to Los Angeles and San Francisco with a spur off to Washington, D. C., in which all traffic between 17,000 and 22,000 feet must operate under control of Air Route Traffic Control Centers on the ground; expanded the use of radar, including initiating a radar advisory service for jet aircraft; began the use of digital computers for air traffic control and overhauled many of its key functions.

Construction of Washington International Airport, the first airport in the world designed especially for jet-age traffic, began in September 1958 at Chantilly, Virginia. Early 1961 has been set as the target date for completion.

The number of radar installations, an essential part of CAA's airways modernization, increased from 45 airport surveillance radars and 4 long range radars as of June 1958 to 47 surveillance radars and 19 long range radars by the end of the year. To gain additional needed radar coverage CAA began a joint use project with the Defense Department, in which information from military radars is "piped" to CAA Air Route Traffic Control Centers and used by Controllers to monitor civilian traffic. The first joint use Air Route Traffic Control Radar was commissioned at Olathe, Kansas.

Navigation aids and radio communication equipment to promote safety aloft were also greatly expanded during the year. Bids have been asked for the construction of eight new Air Route Traffic Control Centers buildings as the year closed.

Early in 1958 increased authority was granted to the CAA to arbitrate airspace use problems. In exercising this authority, 2,302 separate airspace proposals were reviewed and acted upon. Many of these actions required segregation of military jet operations into restricted areas away from civil aircraft.

To modernize or build greatly needed airports and landing facilities, the CAA granted more than \$63 million for airport construction. In addition, 39 approach lighting and more than 50 runway lighting systems were installed.

Despite the concentrated air traffic, the accident ratio on the scheduled airlines

was again one of the lowest in public transportation with 0.4 fatalities per 100 million passenger miles flown. Total passenger miles flown during the calendar year 1958 amounted to an astonishing total of nearly 33 billion miles.

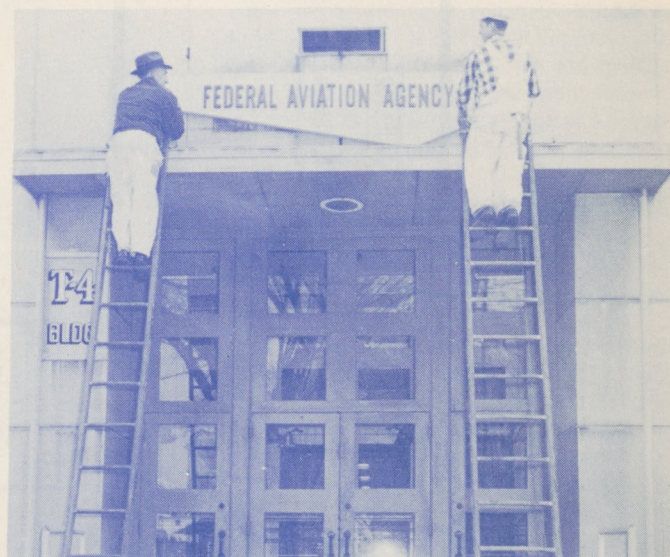
Cops And Robbers-- Jet Age Style

Control Tower personnel at Chicago's Midway airport recently came in for kind words and compliments for a job well done. According to Mr. Jurden, Administrator of Region Three, a young factory worker in Grand Rapids turned holdup man in his home town and chartered an airplane to make his hoped-for getaway. He was seized at Chicago's Midway airport with the help of the FAA tower personnel there.

Through fast action by the police it was determined that the holdup man was making his getaway in a chartered Cessna 172. By advising all towers in the vicinity to look out for the aircraft it was soon reported by Midway tower that the plane was coming in there to land.

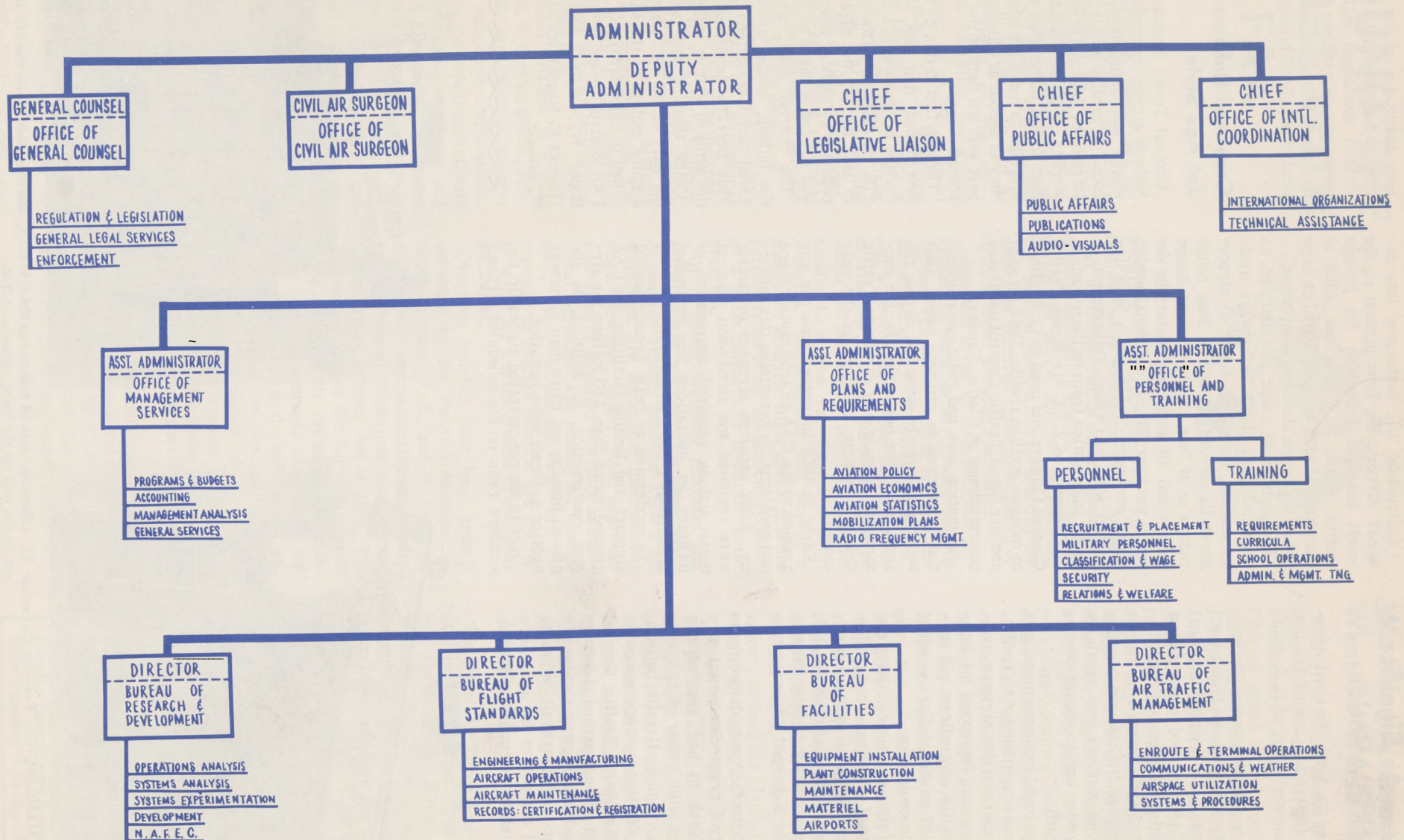
The charter pilot, not knowing about the holdup, landed at Midway and followed taxi instructions from the tower. This literally deposited the bandit into the arms of waiting police.

Quick thinking and good judgment on the part of the FAA tower crew brought a quick ending to the saga and also resulted in much favorable local publicity. FAA control tower personnel included: Roger W. Gaultz, Albert H. DeDauw, Thomas E. Rauner and supervisor Roger W. Alwood.



SIGN-CHANGING ON T-4—On December 31, effective date of transfer of CAA to FAA, workmen took down the old sign and put up the new on the front entrance of T-4.

FEDERAL AVIATION AGENCY



FIELD ORGANIZATION

December 31, 1958