

By an objective examination of actual needs and by an energetic cost reduction program, the cost of this equipment should be lowered substantially. We urge that FAA promptly complete examination of our prior recommendations (we believe a reduced length and lower intensity lights will suffice) so that at least 150 approach light systems can be included in the fiscal year 1969 budget request.

The airlines recommend that—

(a) ILS and approach lights serving two basic directions of approach be installed at every airport receiving scheduled airline service.

(b) Glide slope guidance—either electronic or visual—be installed on every runway used by airline jets.

ATC AUTOMATION

Proper application of automation to the air traffic control system should relieve controllers of many routine functions, including numerous clerical chores. Additionally, automation permits more effective coordination between controllers and control facilities. By relieving controllers of time-consuming tasks and by providing means for automatically processing and transmitting required flight data among control positions and control facilities, automation enhances the controller's ability to devote more time to the separation of aircraft. This promotes air safety.

The airlines therefore recommend that—

(a) FAA's current automation program for all air route traffic control centers be completed at the earliest possible date.

(b) Terminal area automation plans of FAA be vastly expanded and expedited.

(c) Pending availability of full-scale automation equipment planned for the New York, Chicago, Washington, Los Angeles, and San Francisco terminal areas, FAA install as a first step at least alphanumeric and automatic altitude readout capability on radar displays in these terminal facilities.

(d) All terminal area radar facilities which do not receive full-scale automation systems at least have automatic altitude readout on radar scopes.

SYSTEM RELIABILITY

It has become increasingly apparent that redundant equipment for such things as standby electric power, communications, navigation aids, and radars are essential to insure the safety, efficiency and integrity of the national airspace system, particularly where traffic densities are high.

Area electrical power failures over the past several years have shown the need for standby electrical power generators that are independent of commercial power sources. A recent radar failure at Kennedy Airport resulted in air traffic delays of more than 2 hours, and some 25 flights were diverted to other airports. A survey of the New York Air Route Traffic Control Center recently showed that 102 communications outages, totaling about 335 hours, occurred in a little over a month. Lack of frequencies to use as spares and lack of spare telephone lines were contributing factors.