

WASHINGTON ARTC . . .

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takes or errors in the Controller's judgement. There is also an economic factor involved, and the responsibility for the "orderly and expeditious movement of aircraft" catapults him into the midst of a constant struggle to reduce the cost of flying an airplane.

Reduced to its simplest terms, it costs a certain amount of money to fly an airplane from Roanoke to Washington. It becomes apparent then, that the cost of this flight (to Piedmont Airlines) can be expressed in terms of cost per hour or cost per minute. If the Controller, in the performance of his duties, delays this flight, then he has added to the expense incurred for operation of the flight.

There is also another phase of aviation economy involved, that is not immediately apparent. The business man, who, as an airline passenger, counts heavily on the speed of the modern day air transport to save him time and money. An on-time arrival for this person is in accordance with his plan to save time by using air transportation. However, if this flight is delayed, who can estimate the loss to the individual? It is along these same lines that we must recognize the loss of revenue as the result of passengers who miss their connections or else do not fly at all - as the result of late arrivals.

It is not unusual for one hundred (100) airplanes to operate in the Washington Metropolitan area within a space of one hour! Too, it should be borne in mind, that a large number of aircraft approaching a busy terminal present a constantly changing picture. For example, in one minute an aircraft may travel ten miles and so change the "picture" very rapidly. There is no way to estimate the cost of delaying any or all of these aircraft.

The Controller's job requires a balanced application of all his skills to produce results that will insure "the safe, orderly and expeditious movement of aircraft" without sacrificing safety for economy or economy for safety.

It is no exaggeration to state that the air commerce of this country can be no better than the degree to which the Controller, and his co-workers, can achieve such high

standards as are necessary in expediting the mass movement of aircraft through our entire federal airways system.

A constant expansion is taking place - more airplanes each year; more tools needed

to carry out control; more advanced techniques required to meet the demand for additional service; more trained personnel. Yesterday, airplanes flew at 150 mph, today at 600 mph, and tomorrow - ? Aviation progress is well known to everyone; the ATC Controller must keep pace with it.



Radar Scope at the Washington Center. Planes approaching the field are plotted on this scope by Center personnel. (CAA Photo)



INSAC portion of Washington Center. Flight information data broadcasted at least twice an hour. (CAA Photo)