

READ INSTRUCTIONS ON REVERSE

NO CARBON REQUIRED

Wm. Hark's copy

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DEPARTMENT OF TRANSPORTATION PROCUREMENT REQUEST PROCESS RAPIDLY

PROCUREMENT REQUEST NO. **L.G.K. 9-0266**
DATE RECEIVED **JUL 6 1979**

1. NAME, PHONE NUMBER, AND ROUTING SYMBOL OF PERSON TO CONTACT
William E. Hark, M.D., AAU-530 863/27

2. ORIGINATING OFFICE DATA
AAU-25-35

3. ADDITIONAL INFORMATION (Indicate agency award, contract no., etc.)
**Goddard & Associates
244 Saddle Hill Road
Stamford, Connecticut 06905 203-322-5950**

4. TYPE OF REQUEST (Check one)

A. NEW REQUEST

B. CHANGE TO PENDING PR NO.

C. MODIFICATION TO CONTRACT OR ORDER NO.

5. APPROVALS

APPROVING OFFICIALS (a)	ROUTING SYMBOL (b)	DATE (c)	INTERNAL ROUTING	
			INITIALS (d)	ROUTING SYMBOL (e)
(1) AUTHORIZED REQUESTOR Deputy Chief, Prog. Ops.	AAU-600			AAU-530
(2) ACCOUNTING CERTIFICATION OFFICER William A. Myers Resource Management Officer	AAU-610			
(3)				
(4)				

6. COMMERCE AND DESTINATION

Department of Transportation
Federal Aviation Administration
Office of Aviation Medicine
Attention: AAU-600
200 Independence Ave., S.W.
Washington, D.C. 20591

7. DATE(S) REQUIRED
Completion one year after award of contract

8. GOVERNMENT FURNISHED PROPERTY

YES NO (If "YES," see par. 8 of Instructions on Form.)

9. DESCRIPTION OF ITEMS OR SERVICES

ITEM NO. (a)	ITEM OR SERVICE (Include Specifications and Special Instructions) (b)	QUANTITY (c)	UNIT (d)	ESTIMATED COST	
				UNIT (e)	AMOUNT (f)
	<p>Request for proposal detailing the available scientific information and the "state-of-the-art" in reducing risk to aviation safety associated with air traffic.</p> <p>The attached statement of work outlines more specific requirements.</p> <p>The source justification attached.</p> <p><u>Completion date:</u> One year from award of contract.</p> <p><u>By:</u> William E. Hark, M.D.</p> <p><u>Report reports:</u> Letter progress reports required every three months.</p> <p>Your procurement request has been assigned to <u>DAVIS</u>, Rm. 332, Ext. 68225. Please refer any questions to this person.</p>			11	24,925.00
				TOTAL ESTIMATED COST	
				NTE	\$ 24,925.00

10. ACCOUNTING DATA

901.0/0710/511/001

PETITIONER'S EXHIBIT
60

6/29/79

Statement of Work

Since 1960 the Federal Aviation Regulation, 14 CFR 121.383(c), has prohibited any individual from serving as a pilot in air carrier and certain other flight operations after his or her sixtieth birthday (so called "Age 60 Rule"). The basis of this rule - inability to acceptably determine an aging pilot's continued freedom from risk to aviation safety - is now being challenged in both the Congress and the courts. Consequently, the Office of Aviation Medicine has determined that this agency should obtain an impartial reassessment of the basis for this rule by a contractor who has the unique capability of compiling all pertinent state-of-the-art information, convening qualified experts to critically evaluate this information, and reporting the results of this reassessment within the necessarily limited time frame. Accordingly, the contractor shall:

1. Compile all information in the sciences relating to ability to determine an aging pilot's risk to aviation safety.
2. Convene a panel of experts, including specialists in aviation medicine, cardiology, and neurology, gerontologists, psychologists, epidemiologists, biostatisticians and airline flight operations authorities, to critically evaluate this information and recommend whether the basis of this rule can presently be upheld.
3. Prepare a report documenting this effort, including:
 - a. A discussion of the psychophysiological changes in the aging process that cause subtle impairment of pilot performance, describing their frequency distribution with age, their effects on flight tasks and the means for and precision of identifying when these changes in toto significantly alter a pilot's risk to aviation safety.
 - b. A discussion of the medical problems that cause subtle and acute impairment of pilot performance, describing their frequency distribution with age, their effects on flight tasks and the means for diagnosing these problems well before they significantly alter a pilot's risk to aviation safety.
 - c. An assessment of whether the basis of this rule is still valid. If not, this report must provide specific recommendations for acceptably determining an aging pilot's continued freedom from risk to aviation safety, to support any modification of this rule.

Sole Source Justification

Goddard and Associates is a multi-disciplinary group whose activities are confined to the biomedical sciences. James L. Goddard, M.D., MPH, is head of the group and was the Nation's first Civil Air Surgeon (1959-1962). Prior to being named Civil Air Surgeon, Dr. Goddard while serving as Chief, Accident Prevention Program, U.S. Public Health Service (USPHS) (1956-1959) was a member of the FAA Advisory Group which assisted in the formulation of the age-60 rule. He holds a Master's Degree in Public Health, as well as a M.D. degree and is well versed in biostatistical methodology, epidemiology, and public administration--skills which are critical to the task at hand. Having served as Chief, Communicable Disease Center (1962-1966), and Commissioner, U.S. Food and Drug Administration (1966-1968), Dr. Goddard is nationally known in the medical sciences and thus will be uniquely able to attract consultants of the highest caliber in the fields of cardiology, neurology, neurophysiology, aviation medicine, epidemiology, biostatistics, aviation operations, etc., to work on this project. His former positions have made him particularly well acquainted with the problems of governmental regulations in the private sector. Additionally, he has devoted substantial time to the problems of aging and life extension in his role as consultant to the pharmaceutical industry (1968-1979).