

runways, steps must be taken to spread the flow of traffic over a longer period of the day and to apportion the use of these airports between commercial and general aviation on a basis other than first come, first served.

The ideal and ultimate solution is the provision of separate and equal airport facilities for general aviation in the major hub areas. This concept was embodied in the 1961 extension of the Federal Airport Act by providing for a \$7-million annual set-aside for construction of reliever airports. These reliever airports have not been equal or adequate in the sense that convenient ground transportation and navigational aids have not been provided. Satellite airports are the long-term answer to the problems in areas where there are substantial movements of general aviation and commercial aviation aircraft.

For the short term other suggestions have been made as to ways to alleviate existing congestion. The Secretary of Transportation mentioned the imposition of higher airport charges during peak hours, which would work to discourage both general aviation and commercial aviation use of airports during peak hours. The immediate improvement of existing reliever airports through provision of convenient ground transportation and installation of instrument landing systems, control towers, and radars is another short-term method that could be used to alleviate the congestion at major hubs.

Some airport authorities are considering the imposition of peak-hour restrictions on general aviation during certain periods of the day which would limit use of the airport entirely for commercial aviation purposes at those times. Proposals have been made to require higher qualifications for general aviation pilots flying into major hub areas and to require better navigational instrumentation and radio equipment on board general aviation aircraft.

In fairness to the general aviation community, it has recognized the existence of a congestion problem at the major hub airports due to general aviation operations. Various solutions have been proposed by general aviation to alleviate this congestion, such as—

1. The construction of shorter, parallel runways at existing airports for exclusive general aviation use.
2. The establishment of separate radio frequencies within airport control areas for general aviation aircraft.
3. Separate approach and departure routes and altitudes for general aviation aircraft.
4. The dissemination of better and more accurate information by the FAA in the Airmen's Information Manual to enable general aviation pilots to utilize airports more safely and effectively.
5. The improvement of existing reliever airports to permit all-weather operations.
6. The improvement of ground transportation facilities from these airports to the downtown area.

All of these suggestions should be considered carefully. Many of them require action by the local community or airport authority. None of the suggestions should be precluded. But it is important that the remedy for the problem at a particular airport not go beyond what is required to solve that airport's problem.