

In addition to the \$30,000 or \$40,000 per commercial aircraft for this system, this will also require a ground system which the FAA would have to put up, which we estimate would cost in the neighborhood of \$50 million.

To sum up, this system is sometime away. Intensive efforts are being made to develop the system. I would hope by the end of 5 years at least all of our air carrier airplanes can be so equipped and that we can have at least an effective system in that regard. It will be a lot longer before we can do it with all of the aircraft in the airspace.

The CHAIRMAN. The last two midair collisions have been in comparatively uncongested areas. This is a series of two or three questions again.

Is this merely coincidence? I would like your comments on the comparison of risk between locations such as Urbana, Ohio, and Asheville, N.C., on the one hand, and Chicago, New York, and Washington, D.C. on the other hand.

General McKEE. It is certainly a coincidence that the last two mid-air collisions have occurred in areas that are certainly far from being congested.

On the one in North Carolina, as pointed out previously, I can't comment on what caused it. In those areas, we do not have—at least in North Carolina—terminal radar. Whether radar would have helped there or not, I don't know. But I think it is very difficult to say where you are more likely to have an accident, in one place or another.

You would expect these accidents to occur much more frequently in the highly congested areas like Chicago, New York, Los Angeles, than you would in a relatively uncongested area. It is a very difficult question to answer, Mr. Chairman. I wish I could be more specific.

The CHAIRMAN. Mr. Friedel?

Mr. FRIEDEL. Would you elaborate a little more? Would you consider Washington National a very congested area?

General McKEE. The history of Washington National is long, complex, and difficult, Mr. Friedel, as you are well aware. As you know, as a result of the opening up of Washington National to short-haul jets, the subsequent congestion that occurred, we took some very positive and direct actions, difficult actions, I might add.

But as a result of our actions, the airlines volunteered to reschedule their flights so that we could limit them to 40 scheduled operations in any one hour. We went to all elements of the general aviation community and sought from them a voluntary restriction on the number of general aviation flights into Washington National Airport. They have cooperated very well and so have the airlines.

Sure, we have a lot of flights into Washington National, but I think it is interesting to note that the number of flights into Washington National in and out today are about the same as they were in 1959 and 1960. So there has been no dramatic increase in the number of operations.

To clear the air a little bit, and looking at all that has been said in various segments of the press and other places, I certainly consider Washington National just as safe as JFK, or O'Hare, Los Angeles, or many other places across the country.

I have no hesitation, and apparently a lot of people in the Congress have no hesitation, or concern, about going into Washington National.