

initial expenditure, of between \$800 million and \$900 million for the system and a recurring expenditure per year to handle all of this of about \$150 million to \$200 million a year.

The CHAIRMAN. Mr. Springer?

Mr. SPRINGER. General McKee, the way I figure it, on six accidents this year there were 202 deaths. In figuring this out on the basis of contact with general aviation, this comes out, for the year, if you multiplied it—talking about just general aviation—197.10. That is quite a number.

General McKEE. Yes, sir; it is.

Mr. SPRINGER. And if I figured it out right, if you included the same number as you applied the rest of the year, that would be 255 altogether, for all kinds. The 197.10 are collisions with general aviation.

Now, if I may come to Washington National Airport, in 1966 there were 85,499 general, there were 6,707 military, there were 226,755 commercial transactions. That is a total of 318,963. That makes an average, each day, 365 days a year, of 876 landings and takeoffs, or one every minute and a half. That is a lot of transactions, isn't it?

General McKEE. That is true.

Mr. SPRINGER. Your problem at National, as well as O'Hare, Kennedy, La Guardia, or any of the rest of them, is the peak hours.

General McKEE. That is true.

Mr. SPRINGER. They are coming in faster than every minute and a half, around 4 o'clock, are they not?

General McKEE. That is true.

Mr. SPRINGER. As I see them line up out there, they are going just as fast as they can take off, aren't they?

General McKEE. Just as fast as it is safe for them to take off.

Mr. SPRINGER. Well, that might be true. There were 13 I counted lined up the other day.

General McKEE. The reason they were lined up is for safety purposes, one reason.

Mr. SPRINGER. I wouldn't deny that, General. I am not trying to impinge on that point. But 876 transactions per day is too many, in my opinion, for National Airport.

General McKEE. At Chicago they run as high as 2,000 a day.

Mr. SPRINGER. Yes, sir, and I can tell you that the truth of it is that O'Hare is the busiest airport in the world, and in the wintertime they have more daily transactions in a 24-hour period than all of Western Europe. That is pretty heavy traffic.

General McKEE. At O'Hare, as you know, the general aviation operations are generally small.

Mr. SPRINGER. Yes; I know that. You may say they are small, but there are still some.

What would you think, when it could be arranged, that the 24 biggest airports in the country, in those cities where they have more than one airport, to send the general aviation to some other airport? I am talking about as a trial starter, to find out how it works, to put general aviation at some other airport.

General McKEE. They are doing this, Mr. Springer, in most of the large terminals. They are doing it in Chicago, in Los Angeles. There is a major program underway in New York which is very necessary, to provide general aviation airports around the New York area.