

Mr. SPRINGER. That is very true. But if you reduced this, it comes out to 32 percent of the time National Airport is occupied with private aircraft, 32 percent of the time.

General McKEE. I would like to lower that figure substantially.

Mr. SPRINGER. Would you agree to that by a transfer to some other airport of general aviation?

General McKEE. If we had the authority to do it and if there were some means of doing it, yes. That is the reason I think we have to step up to building additional general aviation airports around the Washington area. I don't think Dulles is the permanent solution. If we were sitting here in 1973, this committee would be complaining to the Administrator about the congestion at Dulles.

Mr. SPRINGER. That is only a partial answer. I think you are trying to be fair about this. I do want to pursue it later.

The CHAIRMAN. Mr. Moss.

Mr. MOSS. Mr. Allen, in your first paragraph you talk about the difficulty of staffing the four teams because of the scarcity of specialists.

To what do you attribute this scarcity of specialists necessary for the teams?

Mr. ALLEN. Mr. Moss, I think the shortages go directly to the allocation of resources to the Bureau in the acquisition of people.

Mr. MOSS. Have you requested more funds from the Congress in order to complete the recruitment of the personnel and been denied them?

Mr. ALLEN. Yes, sir. Over the past several years, the funds approved have been less than the funds requested.

Mr. MOSS. Have they been specifically identified as being funds for these purposes?

Mr. ALLEN. I think, sir; we have identified—let's talk in terms of positions. We have identified positions which are related to investigative activities in terms of man-years. These positions have been denied.

Mr. MOSS. The import of your statement, General McKee, on Washington National, in response to Mr. Springer's question, was that really it has no more flights today than it had in 1960, some 7 years ago.

General McKEE. I said about the same. We have the exact figures.

Mr. MOSS. Is this a very reliable criteria? Is the type of aircraft, the speed of the aircraft, the size of the aircraft of greater significance than just the total numbers of aircraft?

General McKEE. I don't think so, Mr. Moss, in terms of air traffic control. But it is very definitely a great deal different in terms of congestion on the ground and in terms of the number of passengers carried. Many more passengers are being carried now.

Mr. MOSS. Isn't it also in the air, if a plane is moving with a much greater speed, isn't it in effect shrinking the air space?

General McKEE. I will let Mr. Thomas, my expert in air traffic control, answer that. He flies into Washington National all the time in jets. He understands it better than I do.

Mr. THOMAS. Mr. Moss, Washington National is one of the few airports that hasn't increased in numbers of operations during the past few years, even with the addition of jets, because the level of traffic has been maintained arbitrarily. The approach speeds for jets