

are under 200 knots, usually under 180 knots and down to 125 or less over the fence. The piston airplanes of 10 years ago were approaching at 150 and 120 or so over the fence. There is not that much difference in the speed.

The airplane only occupies the runway for about 40 or 50 seconds and when a runway is not occupied it is safe for another one to do so. I think the problem here is inconvenience rather than safety.

The parking ramps are congested, and people do wait because there are other airplanes there. But I think the problem is inconvenience to the passenger.

Mr. Moss. I think you can throw in a few others, but I won't bother to take the time to go into that.

General McKee. I could spend a great deal of time on that one.

Mr. Moss. Let's consider the cities where we have no radar. It was indicated that the criteria applied is volume of traffic. Doesn't the criteria also take into consideration some of the characteristics which might occur around those airports: weather, whether or not it is subject to localized fog or haze, whether there is unusual turbulence at certain seasons of the year or certain times of the day? Aren't those items equally important?

There is an abundance of evidence that you can lose many lives at small airports. The instant case is proof of that.

Mr. Thomas. Yes, sir, any criteria we have, obviously, is just a guide and not precise; 100,000 operations are not much different than 99,000. This is why we also put in the instrument operations to take into account the weather. Only 20,000 instrument operations are required.

There are places that do have adverse weather. We obviously do look at other characteristics. But as a general rule in speaking of radar, this gives us a pretty good handle upon the type they should have as well as volume.

Mr. Moss. What is the cost for radar at Hendersonville?

Mr. Thomas. The general price is around \$650,000 for the radar, and another \$100,000 to \$150,000 for the air traffic control facilities that go with it. So for \$750,000 we could equip it.

Mr. Moss. What would you estimate the cost of the crash at Hendersonville to be?

Mr. Thomas. Sir, I have not tried to compute that. It is very expensive in terms of life and dollars.

Mr. Moss. Mr. Chairman, I wonder if we could request that.

The Chairman. As soon as they could gather it. I think that is something that should go into the record.

(The following information was subsequently submitted:)

STATEMENT OF FEDERAL AVIATION ADMINISTRATION ON ESTIMATED COST OF
HENDERSONVILLE (N.C.) CRASH

In his testimony before the Committee, the Deputy Administrator said that the cost of the accident is very expensive in terms of life and dollars. At this point, it would be possible to estimate some elements of the cost. For example, the cost of two new aircraft of the type involved in the accident would be about \$4.5 million. Of course, the most serious loss in connection with the accident is the lives of the passengers and crews. We are not able to describe that loss of life in terms of cost.

The Chairman. Mr. Devine?

Mr. Devine. Thank you, Mr. Chairman.

I would like to direct my inquiry to Mr. Thomas, if I may.