

General McKee. I will have to furnish that for the record. I can assure you that we spend it as fast as we reasonably can when we get it.

(The following information was subsequently submitted:)

FEDERAL AVIATION ADMINISTRATION STATEMENT ON UNOBLIGATED BALANCE OF
FISCAL YEAR 1966 FACILITIES AND EQUIPMENT APPROPRIATION

Of the \$49.8 million Facilities and Equipment money authorized for FY 1966, obligations of \$30.1 million have been incurred as of June 30, 1967. In regard to the unobligated balance of \$19.7 million, these funds are programmed for completion of projects which have been started. Included in this amount is \$12.7 million for automation and \$3.8 million for air traffic control tower facilities.

Mr. ROONEY. I believe Mr. Allen made a statement about the physical condition of the pilot in the general aviation plane, and said his age and said that he did have corrective lenses and was told to carry another pair of glasses in the plane. Have you any idea whether or not the pilot had his glasses on at the time?

Mr. ALLEN. Mr. Rooney, at this point in time we have not been able to determine whether or not the pilot was wearing glasses, nor that he carried another pair in the aircraft. That does not mean that they were not there. It is a very difficult and painstaking search to locate these items.

Mr. ROONEY. Mr. Chairman, I have no further questions, but I believe something is wrong with our entire operation on how we get to the formula for itinerant operations and I think something ought to be done for the FAA to install more radar facilities in every airport in this country that has an operation of 100,000, whether it is itinerant operations or locally based operations.

The CHAIRMAN. Mr. Brotzman?

Mr. BROTZMAN. Thank you, Mr. Chairman.

Time being what it is, I don't think we can go into all the areas that this committee really needs to look into in the limited time we have. I personally feel that the recent occurrences demand that we proceed further to know more about the whole area of air safety.

I have one question specifically, however: Is there a definition of a near-miss? What are we talking about when we talk about a near-miss?

Mr. THOMAS. Yes, sir. The obvious definition is when a pilot reports a near-miss. We spend a great deal of time on it. We have classified them in no hazard, that is, when direction and altitude would have made a midair collision improbable regardless of evasive action taken. We get some reports of pilots watching for 2 minutes and a near-miss occurs, or he was at least 1,000 feet away. We tend to discount those.

Then we classify as potential, an incident which would probably have resulted in a collision if no action had been taken by either pilot. A proximity of less than 500 feet would usually be required in this case; that is where the pilot actually sees the situation and takes action and avoids it.

Then we say critical is a situation where collision avoidance was due to chance rather than the act on the part of the pilot. In other