

some of this in the transcript that was read, where we point out that there is unknown traffic 4 miles away. That does not include altitude or type, or anything more. It is an aid to the pilot so that he can look out and detect the traffic with his eyes. However, in order for the radar to provide for separation, the controller must know the identity of the airplane, must be in communication with it, must have a flight plan on it, and the pilot must comply with the instructions from the radar controller. Otherwise, it is not too valuable.

Mr. SATTERFIELD. So simply equipping certain airfields with radar in itself would not do much good, unless you had the other things to go along with it, to make it work to the maximum extent possible.

Mr. THOMAS. It would take a lot to go with it; yes, sir.

Mr. SATTERFIELD. I noticed some discussion was had earlier this morning with respect to dense areas like Washington, D.C., and I was interested in Mr. O'Connell's records that he is offering for the record. I wonder whether or not there is any indication in those records or of other statistics to show the percentage of midair collisions and whether or not more of them occur in high-density areas, than in low-density areas.

Mr. O'CONNELL. I would hesitate to be too specific, on the basis of what I have observed. A quick glance at the detailed information would indicate that a very small percentage of the total number of 206 midair collisions in the past 10 years have taken place in so-called congested or densely populated areas.

Mr. SATTERFIELD. I asked the question for a purpose, because it certainly appears to me, in my limited knowledge, that the higher the density and the more potential the danger, the better the safety record, and it would seem to me that herein lies many of the answers that we are seeking. I am not convinced in my own mind but what awareness on the part of the pilots that they are entering a more dangerous area might in some measure be reflected in the low incidence of collision in these dense areas.

Mr. THOMAS. I think that is true.

Mr. SATTERFIELD. Thank you, Mr. Chairman.

The CHAIRMAN. Mr. Kuykendall.

Mr. KUYKENDALL. General McKee, and members, it is good to have you here. You never know just how close to home some of these things we discuss on this committee may be. I noticed this morning in your testimony you mentioned that the 82d person was identified by a process of elimination, and about 20 minutes ago, I got word that this person was one of my good friends from Memphis, my hometown, so it gets pretty close.

General McKEE. I can well understand.

Mr. KUYKENDALL. In your discussion this morning, I want to carry on a little bit with what Mr. Satterfield was saying, that he noticed some of these accidents were happening around the rather low-density areas. You also mentioned one of your problems being the fact that you have small country airports with, say, only four or six transactions a day from commercial airlines.

In your present penetration of radar into your commercial airports, do you have any idea what level of transactions that would be? Now, earlier in your testimony, General McKee, you, of course, pointed out that there will always be accidents, so we have to discuss here not the