

total elimination of accidents, but just what practical steps we can take to reduce them.

I think we agree here on this; do we not?

General McKEE. That is correct.

Mr. KUYKENDALL. Now, approximately—and if you cannot give this to us now, I would like to have an estimate in the record—how many transactions a day does the penetration of radar in our airports govern?

Mr. THOMAS. I believe, Mr. Kuykendall, that on the hundred thousand, this is something less than 300 operations a day, on the average. They may or may not be air carrier. In the case of Asheville, which was just below the qualification, there are 30 air carrier landings and 30 air carrier takeoffs.

Mr. KUYKENDALL. That would be 60 transactions?

Mr. THOMAS. Yes; so, generally, you would expect better than 60; somewhere between 50 and a hundred, depending on the mix of the other traffic.

Mr. KUYKENDALL. Now here is something that I am sure you do not have now, but I think this committee would be interested in, Mr. Chairman. Would there be some cost estimates to bring that down to the level of 30 transactions a day, or the level of 20 transactions a day? We know we cannot put in a radar service for six transactions a day; no one thinks we can. But what would it cost to bring it down to 30, or 20?

I think this information would be something the committee should have.

General McKEE. We can develop that, and would be happy to supply it for the record. Obviously, you could have a scale of cost here, if you look at airports in the same category of Asheville—how many of them are there, is it desirable to put in radar, what is the cost going to be for that level of airport, and then for the next level. You can do this on a scaling basis.

(The following information was subsequently submitted:)

FEDERAL AVIATION ADMINISTRATION STATEMENT ON ESTIMATED COST OF INSTALLING RADAR AT AIRPORTS SERVING 20 TO 30 DAILY COMMERCIAL AIR CARRIER OPERATIONS

The estimated cost of installing radar at all airports served by commercial aircraft which have 30 or more commercial aircraft movements a day is \$30.8 million. We estimate it would cost an additional \$39.8 million to establish radar service at airports served by air carrier aircraft which have 20 to 29 commercial aircraft movements a day.

Mr. KUYKENDALL. You mentioned this morning a \$750,000 cost of installation of radar. I have seen these portable radar trailers that the Air Force owns, going around, where they can have a radar installation in a matter of 72 hours, let us say. Do these things cost \$750,000?

Mr. THOMAS. If you are looking at the normal, full-sized surveillance radar, yes. The equipment itself is not that much, but this includes all the installation and things to make it work. The Air Force and the military did develop a cheaper radar, but it is very limited in range, something like 15 miles, and it is limited in its activity, but our problem is here that even if we only have two operations a day, we should see them within the normal operating ranges and the altitudes. We are looking at a radar that would see about 50 miles, and up to, say 20,000 or 30,000 feet.