

of FAA personnel under the regulations that are covering the circumstances of the crash, and the activities of that day in connection with them?

Mr. ALLEN. Well, Mr. Brown, first of all, I would say that we think quite adequately. I would say, first of all, that when you consider the method that the investigation is conducted, that this assures you that you go into just these aspects that you enumerated. First of all, you have representatives from every segment of the industry that is participating. I think that this assures you that you go into just these areas that you suggest.

Mr. BROWN. Have you had the authority to make recommendations with reference to FAA regulations?

Mr. ALLEN. Yes, sir.

Mr. BROWN. And do you frequently do this?

Mr. ALLEN. Yes, sir; we have. I cannot give you exact numbers as of today, but I think that over the years, our recommendations will number something on the order of approximately 80 to 100 a year.

Mr. BROWN. Would you be in a position, if this proved to be the case, to make a recommendation with reference to radar at that particular airport with reference to this particular accident?

Mr. ALLEN. If the recommendation in our judgment was justified, we would be in a position to do so.

Mr. BROWN. General McKee, I don't want to engage in an argument with you on the degree of congestion around Urbana, Ohio, but I would like to point out to you that you have within that area, as you are well aware, much airport space: Columbus, Dayton, and Cincinnati airports, wherein there is the beginning of descent or taking off climb to altitude of planes serving all those airports, fairly sizably trafficked airports, plus four military installations within a few miles, Wright-Patterson Air Force Base, Lockborn, Clinton Sherman Air Base, and Springfield, plus a number of small city airports.

Now, the reason I point this out is that I would like to ask you the question of what constitutes high congestion areas? Are we talking about the numbers of planes that, at any one time, are in the area? Are we talking about the number of landings that you suggest with reference to National Airport? How do we assess congestion, and is there any measure that you have that you think would be adequate to give me for, as an example, the top 50 regions in the country, or airports in the country, with reference to congestion?

General McKee. I think we can give you the picture in the number of operations in any particular area, and I, having lived at Wright-Patterson for 9 years, understand the conflict out there. There are a large number of individual operations, even though you may not have a tremendous number of commercial operations, but from an air traffic control point of view, we look at it in terms of managing the air traffic, whether it is military, civilian, or general aviation, as you well know, and in that area they are, obviously, a lot of operations going on; and that area, as you know, does have radar coverage.

Mr. BROWN. Well, would you suggest that this area is still not a congested area?

General McKee. Looking at the overall problem, I would not term that area congested. Maybe Mr. Thomas has a different idea on the congestion business, but I would not say that was a congested area.

Mr. BROWN. Not in the range that perhaps National Airport or La Guardia or JFK or O'Hare are congested.