2. Chicago (O'Hare), Ill	1. Opa Loc	ka, Fla	596, 94
8. Yan Nuys, Calif	O Obiana	ZOOTTAWAN THE CONTROL OF THE CONTROL	588.52
5. Fort Lauderdale, Fla	3. Van Nuy	78. Oalif	543, 32
5. Fort Lauderdale, Fla	4. Long Be	ach, Calif	499, 72
7. Miami, Fla	5. Fort La	uderdale, Fla	451, 910
7. Miami, Fla	6. John F.	Kennedy Int., N.Y	401, 03
8. Los Angeles, Calif	T Milami	[D] a	441. 107
11. Tamiam, Fia	8. Los Ang	geles, Calif	426 10
11. Tamiam, Fia	9. Denver,		282 54
12. Santa Monica, Calif			
17. Dallas (Love Fleat), Text	11. Tamiam	[onice Colif	377, 01
17. Dallas (Love Fleat), Text	12. Santa M	(Municipal) Calif	372, 83
17. Dallas (Love Fleat), Text	14 Minnear	polis (Flying Cloud), Minn	368, 91
17. Dallas (Love Fleat), Text	15. Santa A	na. Calif	366, 109
17. Dallas (Love Fleat), Text	16. Phoenix	. Ariz estate tea of fractioning teaching to a social face	359, 07
18. Oakland, Calif			
19. St. Louis, Mo	10 Calaland	Colif	343. 9h
21. Atlanta (Municipal), Ga	19. St. Loui	s, Mo	341, 913
25. Hawthorne, Calif	20. Seattle	(Boeing), Wash	332, 80
25. Hawthorne, Calif	21. Atlanta	(Municipal), Ga	210 20
25. Hawthorne, Calif	22. Ishp, N	ILL ANGLESIANE D. C. T.	218 24
30. Concord, Calif. 296 31. Wichita, Kans 285 32. Columbus, Ohio 285 33. Kansas City (Fairfax), Kans 281 34. Detroit (Wayne), Mich 279 35. Chicago (Midway), Ill 278 Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by airr I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. Possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	23. Wasning	gton (Nationar), D.C	316, 24
30. Concord, Calif. 296 31. Wichita, Kans 285 32. Columbus, Ohio 285 33. Kansas City (Fairfax), Kans 281 34. Detroit (Wayne), Mich 279 35. Chicago (Midway), Ill 278 Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by airr I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. Possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	24. La Guar 25. Hawtho	ma Colif	314, 15
30. Concord, Calif. 296 31. Wichita, Kans 285 32. Columbus, Ohio 285 33. Kansas City (Fairfax), Kans 281 34. Detroit (Wayne), Mich 279 35. Chicago (Midway), Ill 278 Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by airr I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. Possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	26 San Fra	ncisco Calif	298, 90
30. Concord, Calif. 296 31. Wichita, Kans 285 32. Columbus, Ohio 285 33. Kansas City (Fairfax), Kans 281 34. Detroit (Wayne), Mich 279 35. Chicago (Midway), Ill 278 Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by airr I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. Possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	27. Bedford	Mass	294, 32
30. Concord, Calif. 296 31. Wichita, Kans 285 32. Columbus, Ohio 285 33. Kansas City (Fairfax), Kans 281 34. Detroit (Wayne), Mich 279 35. Chicago (Midway), Ill 278 Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by airr I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. Possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	28. Honolul	u. Hawaii	291, 81
31. Wichita, Kans	29. Clevelan	d-Hopkins, Ohio	291, 09
31. Wichita, Kans	30. Concord	, Calif	290, 94
32. Columbus, Ohio 283 33. Kansas City (Fairfax), Kans 285 34. Detroit (Wayne), Mich 279 35. Chicago (Midway), III 278 Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by airg I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	91 W/ha/hitto	Kong	285. 30
Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by air I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segrega use of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	32. Columbi	is, Ohio	285, 10
Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by air I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segrega use of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	33. Kansas	City (Fairfax), Kans	201, 10
Mr. Brown. Now, I would like to suggest one other thought to You mentioned segregation by altitude, and segregation by air I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segrega use of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.	34. Detroit	(Wayne), Mich	278 02
You mentioned segregation by altitude, and segregation by air I think there is a possibility, also, of segregation by time, is there is General McKee. The problem that we have in midair collision that two planes try to occupy the same space at the same time. Possible that there could be some place in the regulations which set up a segregation by time? Mr. Thomas. Yes, sir, this is one of the methods of separation air traffic control uses, but that is for the aircraft under the control Mr. Brown. Has that ever been thought of as a means of segregation use of the facility? Mr. Thomas. I am not certain that I understand the question. Mr. Brown. Use of the facility by commercial planes for the minutes after the hour, and use of it by private planes for 15 min before the hour. Mr. Thomas. No. sir.			
Mr. Thomas. No. sir.	I think the General that two possible the set up a seg Mr. The air traffic Mr. Brouse of the Mr. The Mr. Brominutes at	ere is a possibility, also, of segregation by time, is the McKee. The problem that we have in midair collidares try to occupy the same space at the same time at there could be some place in the regulations whis gregation by time? MAS. Yes, sir, this is one of the methods of separation of the segregation with the company. Has that ever been thought of as a means of segregation of the facility? MAS. I am not certain that I understand the question own. Use of the facility by commercial planes for the the hour, and use of it by private planes for 15 nearly segregation.	re not ision in the ision is characteristic in the ision in the interest in th
Mr. Thomas. No, sir.			
1	Mr. THO	omas. No, sir.	
Mr. Brown. Would this have any practical possibility:	Mr. Bro	wn. Would this have any practical possibility?	

Mr. Brown. Would this have any practical possibility?
Mr. Thomas. I don't believe it would, Mr. Brown, because even if you segregated them by 45 and 15, they leave that airport, and then they cross someplace else.
Mr. Brown. Well, it would control the airspace in that particular locality, would it not?