

ATTACHMENT No. 2.—Rank order, total aircraft operations, fiscal year 1967

1. Opa Locka, Fla.	596,949
2. Chicago (O'Hare), Ill.	588,527
3. Van Nuys, Calif.	543,324
4. Long Beach, Calif.	499,724
5. Fort Lauderdale, Fla.	451,910
6. John F. Kennedy Int., N.Y.	451,533
7. Miami, Fla.	441,156
8. Los Angeles, Calif.	437,777
9. Denver, Colo.	426,105
10. San Jose, Calif.	382,548
11. Tamiami, Fla.	382,211
12. Santa Monica, Calif.	377,015
13. Torrance (Municipal), Calif.	372,831
14. Minneapolis (Flying Cloud), Minn.	368,916
15. Santa Ana, Calif.	366,109
16. Phoenix, Ariz.	359,071
17. Dallas (Love Field), Tex.	344,779
18. Oakland, Calif.	343,967
19. St. Louis, Mo.	341,918
20. Seattle (Boeing), Wash.	332,806
21. Atlanta (Municipal), Ga.	330,279
22. Islip, N.Y.	319,304
23. Washington (National), D.C.	318,241
24. La Guardia, N.Y.	316,246
25. Hawthorne, Calif.	314,159
26. San Francisco, Calif.	298,908
27. Bedford, Mass.	294,325
28. Honolulu, Hawaii	291,816
29. Cleveland-Hopkins, Ohio	291,090
30. Concord, Calif.	290,946
31. Wichita, Kans.	285,307
32. Columbus, Ohio	285,103
33. Kansas City (Fairfax), Kans.	281,187
34. Detroit (Wayne), Mich.	279,763
35. Chicago (Midway), Ill.	278,939

Mr. BROWN. Now, I would like to suggest one other thought to you. You mentioned segregation by altitude, and segregation by airport. I think there is a possibility, also, of segregation by time, is there not?

General McKEE. The problem that we have in midair collision is that two planes try to occupy the same space at the same time. Is it possible that there could be some place in the regulations which you set up a segregation by time?

Mr. THOMAS. Yes, sir, this is one of the methods of separation that air traffic control uses, but that is for the aircraft under the controller.

Mr. BROWN. Has that ever been thought of as a means of segregating 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 45 minutes after the hour, and use of it by private planes for 15 minutes before the hour.

Mr. THOMAS. No, sir.

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?