

Mr. THOMAS. Yes, sir, but I think you could do it more advantageously and more efficiently by controlling the aircraft and not separating them by their class of operation.

Mr. BROWN. As I understand, you indicated that the last change in material on number of operations relating to insulation of radar was examined in 1965, and the last change was made in 1960. Now, I have some testimony that was made before another committee of the Congress just in 1963—November 1963—which would indicate that we had a 55 percent increase from the testimony you gave today in the last 3½ years of the number of operations which are being handled on a daily or annual basis by FAA.

Now, don't you think this calls for some change in the criteria under which you operate?

General McKEE. I would like to state as a matter of policy, Mr. Brown, that this is now 1967, and we are reexamining this criteria now.

Mr. BROWN. The one that you established in 1960 and examined in 1965?

General McKEE. Right.

Mr. BROWN. General, have you any knowledge of something called AIM, a research project at Wright-Patterson Air Force Base that is supposed to create a low-cost anticollision avoidance device?

General McKEE. Yes. I know about it. I don't know about it in detail. I think Mr. Thomas has been into that.

Mr. BROWN. It is under the control of the Air Force, I believe.

Mr. THOMAS. Yes, sir. We are part of that effort.

Mr. BROWN. Does it hold any promise that you are aware of in this field?

Mr. THOMAS. The work by this effort—and we are a part of it—has to do with the use of the radar beacon, for getting more information to the ground and trying to get a cheaper addition to the radar, which would read off altitude and identity, if the aircraft were equipped, and you have the basic radar on the ground, plus some other equipments. We are very much a part of that. It is not a fundamental anticollision device, by itself.

Mr. BROWN. You think it offers some promise?

Mr. THOMAS. It offers a great deal of promise.

Mr. BROWN. For noncommercial aircraft, that is, for private aircraft?

Mr. THOMAS. Oh, yes, sir, because we are doing a lot of the work, working with them up at Atlantic City in our own laboratory.

Mr. BROWN. General, I would like to ask a question about congestion. On the ground, around the airports, again, using the example of Wright-Patterson Air Force Base, there has been an effort to control the development, through zoning, of the land around this military airfield, particularly with reference to runways. Is there any effort like this across the country generally to control the use of land at the end of runways, or where it is possible that a plane might have a collision?

General McKEE. Oh, there is a major effort, not only from the point of view of safety, but also from the point of view of noise. We are working on this with Housing and Urban Development, HEW, NASA, and we consider it a major problem, and one that requires a major effort, not only on the part of the Federal Government, but on the