

should define for us what is needed and what could materially improve air safety in the United States.

Now, I will just tick off some areas in which I am particularly concerned about lack of sufficient FAA pursuit of safety procedures and devices. I have asked about some of these matters before and gotten just vague assurances such as: "We are working on it," or "We are studying on it." I think more action, more active steps are required, because I think there are very serious problems.

One area of concern is the matter of continuous ground control of all aircraft in the Northeast corridor, which is very congested at the present time. As I understand it, at present there is only intermittent ground control. I think that action is needed to see that aircraft are under continuous control during the entire area.

Another area of concern is the aspects that have been discussed here of introducing ILS and radar and lighting to commercial airports that don't have them. I think it's outrageous that the FAA didn't ask for one penny for these purposes this year.

Also I would mention an item about which I wrote you, having secondary radar installations available to protect against the radar failures we have had recently at Kennedy Airport, and we have had often at La Guardia Airport.

Another concern is development of new kinds of radar, especially three-dimensional radar. An article in the July 24 issue of Electronics says that there are four companies at the present time that can produce three-dimensional radar, Maxon Electronics Corp., the Hughes Aircraft Co., AVCO Corp., and ITT-Gilfillan. The article says:

Any of these companies could install a three-dimensional radar backup system at any U.S. airport for less than \$2 million.

I also have indication that the Navy has presently three-dimensional radar. It seems to me that you should be more aggressive in seeing to it that if this really makes a difference to safety it is pursued.

Still another area of concern is the proliferation of small aircraft around commercial airports. This would seem to me to be clearly a threat to safety. Whether you separate small aircraft by requiring them to use different airports, or whether you separate them by time, or by the experience of the pilots or equipment carried by the planes, it seems to me greater action is required.

Control tower problems have been written about a great deal, and the difficulty a controller has today to keep track of all the planes in the congested areas. This is another area that seems to require greater corrective action.

You testified this morning there are no recertification procedures for noncommercial pilots. This certainly requires correction.

The question of cockpit visibility, the question of control over air taxis, are two other items. I understand that while your regulations and requirements for commercial carriers are complete and very strict, there are virtually no controls over air taxis.

These are just some of the things that, as a nonprofessional, have come to my attention, where it seems to me your action is inadequate. Your answer is always, "We are studying it; we are looking into it. Maybe we will do something in the far future."