

Mr. BLANTON. I know that without a directive, that some of them would not.

General McKEE. This is true. Well, of course, even if it were available, Mr. Blanton, it would only be available on a completely VFR basis, and for airplanes in the Piper Cub category, and very light airplanes, because you are quite circumscribed, as you know, in the area. It would not be available for the heavier general aviation aircraft, or for business jets, or for private jets. So it surely would relieve congestion somewhat.

Mr. BLANTON. It would not be available for business jets?

General McKEE. They could not operate there, Mr. Blanton. You see, you have a very limited runway at Anacostia.

Mr. BLANTON. 5,000 feet, isn't it

General McKEE. 5,000; but there is a lot of building, as you know, going up at Bolling, and there has been a misunderstanding. They talk about Anacostia-Bolling. Bolling is building right now, and there is nothing available at Bolling.

Mr. BLANTON. There is one question I would like to ask you on these near misses. How do you investigate this?

Mr. THOMAS. If they are reported in the air, and they sometimes are, we will try to follow, if we see the other airplane on the radar, we will try to follow him down, and chase him down to his point of destination, and get the story from both pilots, get whatever information that we can. It is very difficult. There are no tracks left in the air, as you know, and we normally are not that lucky, and the report is some time later, so we have the one pilot's story of what happened, and we do the best we can by examining any record we have of traffic at that time, and try to get all the information we can. It is a very difficult and usually unrewarding job.

Mr. BLANTON. Well, isn't it true that the majority of these critical near misses occur while under radar surveillance?

Mr. THOMAS. No, sir. There are some that do, however, and—

Mr. BLANTON. The majority is not under radar surveillance?

Mr. THOMAS. I will have to look at the statistics. My recollection is that more than half are not beyond the radar surveillance.

Mr. BLANTON. But if they are under radar surveillance, and you have a man on duty on the radar, he can very easily see these near misses, provided it is reported?

Mr. THOMAS. Yes, sir.

Mr. BLANTON. I know he cannot see the altitude, but he can see the flight path.

Mr. THOMAS. Yes, sir.

Mr. BLANTON. Let me ask you this: These fellows that are on radar, I know they are busy, to say the least, from hearing just the center's report recording read this morning before us, you can see they are busy. How much extra would it cost to have an extra man on duty looking for these collisions rather than in actual direction of the traffic at these centers?

Mr. THOMAS. I cannot answer that directly. You have about 8,000 people in the centers now, and let's say that it increased that by 25 percent. I don't know whether this is right or not. That would be about \$20 million a year, \$30 million a year. But I hope that the present controllers are seeing the traffic, and I think that they do, and I am