

cannot come into this airport unless there is a safety problem, but could not this be a possibility as far as safety, as far as equipment and pilot qualifications?

Mr. THOMAS. Yes, sir, there are, depending on the airport, some requirements. Most generally, if there is a tower, there is a requirement for two-way communications, and there is not, for locations where there is no tower. Some airports will not permit, for example, student instruction, I know of no airport that will not permit the current private pilot with two-way radio to land under good weather conditions. As a matter of fact, a private pilot can follow a flight path to the runway, successfully.

Mr. BLANTON. Thank you.

The CHAIRMAN. Mr. Stuckey.

Mr. STUCKEY. Thank you, Mr. Chairman.

General McKee, first I would like to say that I think your flight service people, your air traffic controllers, do a fine job, and I, for one, am very appreciative of the job that they do, and I am real familiar with your flight service operation particularly in our area, and I would like to say in Georgia, I think we have got the finest that you have anywhere.

A lot has been said concerning the general aviation and excluding them from a lot of our congested airports, and I realize that we have 50 private or general aviation planes for every commercial plane, but let me ask this question of you: Particularly with our private aircraft, private business, coming into airports such as National, aren't most of these pilots basically rated very similar to your commercial pilots, most of them; don't they have an IFR ticket?

General McKee. I don't know the percentage. Do you have any feeling for the percentage of them?

Mr. THOMAS. No, sir. The busier the airport, though, the higher the percentage, because we run into a very high percentage of air taxis and corporates, and they may be better equipped than the airlines.

Mr. STUCKEY. Right. So this point I am trying to make, is just—take a pilot with a private certificate. Very very few of them would come into an area like National Airport, right?

Mr. THOMAS. I suspect they are very minimal.

Mr. STUCKEY. So let us say that you banned general aviation from National Airport. Your congestion there really is not the problem as much as it is your ramp space and facilities like that, isn't it?

General McKee. That is true.

Mr. STUCKEY. Well, anyway, the point I am getting at is by excluding general aviation, and for some reason, it looks like they have to make general aviation the whipping boy here today, I don't see where this answers any of our problems. And, as far as safety is concerned, take a small pilot, he stays within a general area of, say, 200, 250 miles, and he does not venture into an airport like National Airport, so I don't think really that by banning general aviation from these airports that you are really going to improve your safety factor.

Mr. BROWN. Would the gentleman yield?

Mr. STUCKEY. Yes.

Mr. BROWN. Didn't I understand you to say that the segregation by airport is largely voluntary; that general aviation itself tries to stay away from these high congestion areas, as much as possible? Wasn't that the thrust of your testimony?