

Mr. THOMAS. Yes, sir, the thrust was that this is the way it works, and those that do come into the highly congested area are, as Mr. Stuckey said, either the air taxis, bringing people in, or the corporates, who themselves are very well equipped.

Mr. BROWN. Is there any involuntary segregation? Do you limit any airports at the present time from use by general aviation?

Mr. THOMAS. No, sir, except for radio requirements.

Mr. STUCKEY. JFK has tried to eliminate general aviation.

Mr. THOMAS. There are some places that do it by dollars, by landing fees.

Mr. STUCKEY. Yes, sir.

Mr. BROWN. But not by any safety regulation, other than the two-way radio?

Mr. THOMAS. No, sir, because the general said, if we had an involved safety problem, we could take action. I think we are dealing with the convenience problem more than anything else.

Mr. STUCKEY. The point I am trying to make—and I would like to hear you, if you agree with this, say so—is that just by banning general aviation from our largest airports, this is not going to improve our safety factor, is it?

Mr. THOMAS. No, sir, but by the same token, we would like to see more airports built that are equipped and suitable, so that there would be a diversion of aircraft to other airports, as our traffic goes up. Our concrete is yet so limited.

Mr. STUCKEY. Wouldn't this also apply to your commercial?

Mr. THOMAS. Yes, sir.

Mr. STUCKEY. So we need more general airports.

Mr. THOMAS. Yes, sir; we need them.

Mr. STUCKEY. And for general aviation—I agree with you, but the point I am trying to make, it looks like in a sense we have tried to make general aviation the whipping boy, from what I have heard so far, and I don't think the separation has affected the safety of the airports we have talked about.

Mr. BROWN. Would the gentleman yield? I don't want to intrude on your time, if you have another area of inquiry, but we have hit this point earlier today, and that is the relationship between National, Dulles, and Bolling Field, Anacostia. Now, does the FAA have within its jurisdiction the opportunity to require commercial aircraft to use Bolling or Dulles, and exclude them from National on any basis, either a flat exclusion, a requirement for certain devices, or on any basis?

General McKEE. I have no authority to require any general aviation aircraft to use Anacostia, because I don't have any authority to use Anacostia, even if I wanted to.

Mr. BROWN. Well, now, with Dulles.

General McKEE. Unless I could make a safety rule and just say, "General aviation cannot use Washington National, because it is definitely unsafe, and, therefore, you can't go in, and I don't care where you go," whether you go to Dulles or whether you go to Friendship, or whether you go to Fairfax, or wherever you go, but I am unable to make that determination.

Mr. BROWN. There was an effort made, was there not?