

drink and what it was is difficult to determine. So we rely on operating under the influence.

Mr. FRIEDEL. Well, I understand the commercial pilots are watched very rigidly, and there is no question in my mind that they are all right. But in general aviation, in so many hundreds of airports all over the country where they don't have towers or anything, is there any thought being given to how they could be regulated?

Mr. THOMAS. Yes, sir; we have given it a lot of thought, but this is an extremely difficult one to enforce, or actually detect, whether or not they have been drinking, so we have gone the education route, or designated medical examiners to give out the information on the difficulty of flying after drinking, and particularly the effect of oxygen, which is cumulative over the longer effects of drinking. But principally, we are trying to get at it by education, and enforcement is extremely difficult, because we do not want to follow the pilot, or have no way of following him immediately before he takes off.

Mr. FRIEDEL. All right, now one more question. A very prominent citizen of Baltimore and a pioneer in aviation safety, Mr. Charles Adler, invented an "airplane proximity indicator" in 1951 and obtained a patent on it. He turned this device over to the Government for \$1. Some time after that I went up to an FAA installation in Atlantic City to witness some experiments they were conducting with this device. It could warn the pilot if a plane was too close from the right, left, forward, or rear within a distance of 25 miles. I would like to know if anything more is being done to perfect this device, or what did you learn from your experiments?

Mr. THOMAS. Yes, sir; I am sorry, Mr. Friedel. I didn't recognize it immediately. Yes, sir, we are pursuing this, if it is the one that I am thinking of, but I think to be more accurate Mr. Blatt should describe it. I believe it is altitude coded light.

Mr. JOSEPH D. BLATT (Associate Administrator for Development, FAA). It is both a split quadrant from the tail section and an altitude-coded light Mr. Adler has developed and we have recognized Mr. Adler's contributions to aircraft exterior lighting by giving him an agency award, and his work is being pursued at Atlantic City.

Mr. FRIEDEL. I understood they can tell if a plane was 5, 10 miles, up to 25 miles away, but they couldn't give the altitude, and that was the part you were trying to correct.

Mr. THOMAS. This depends on the ambient backgrounds, how well one could see lights.

Mr. FRIEDEL. Thank you.

The CHAIRMAN. Mr. Springer.

Mr. SPRINGER. General McKee, I would like to pursue my question this morning. I didn't have a chance to finish.

With reference to Washington National Airport, now there were an average of 876 landings and takeoffs last year per day. You made the statement, I believe, and if I didn't get this correct, would you correct me? You said it was safe.

General McKEE. I said what?

Mr. SPRINGER. You said Washington National Airport today is safe.

General McKEE. I say it is as safe as any other airport we have with a like number of operations.