

Mr. SPRINGER. Well, that is a pretty general statement, because most of the airports are pretty well alike.

General McKEE. That is correct. Just a degree of safety, there is no 100-percent degree of safety at any of them.

Mr. SPRINGER. I know that, but the problem is, I think, should it be made safer? General McKee, do you believe it ought to be made safer? Or more safe, I should say.

General McKEE. I would like to make it so safe that we could be sure we would never have an accident there, if possible.

Mr. SPRINGER. All right.

General McKEE. But on the other hand, as you know, we have taken action to severely restrict the number of operations there per hour. And you can imagine the pressures that have been on me to increase the number of operations.

Mr. SPRINGER. All right. Now, the ones that the pressures have been on have been chiefly, I presume, every commercial airline. Is that correct?

General McKEE. Well, everybody would like to use it. Not only the commercial airlines like to have more operations.

Mr. SPRINGER. Well, the commercial aircraft want to run more. They want to schedule more carriers coming in. Isn't that about the size of it?

General McKEE. Well, last summer, yes; they didn't want any restriction, which I can well understand, but they did volunteer, when I talked to the presidents of the various airlines about the seriousness of the problem confronting us, they did volunteer to put in this 40-an-hour limitation.

Mr. SPRINGER. All right. Now, General, let's just assume, if we took this, the way I figure it, of 876 per day average, and I don't know how that is, but that is the only way I can come about it, is an average, if you take the number of private aircraft, and take those out, you come to 233, to be exact, 222.9—223 landings and takeoffs average a day. If you took those out to some other airport, you would have a landing of only 653 per day.

Now, that is not only a safety factor, that is a reduction in the number of flights, the controllers, that the equipment there has to take care of, of probably a third, roughly.

Thirty percent, that is almost a third. If you take 30 percent of 876 and take it out of that airport, you will have removed from that an average of 223 per day. Now, that is a sizable reduction, isn't it?

General McKEE. It is.

Mr. SPRINGER. Now, it would be reasonable, would it not, to assume that if the controller, whoever is in charge of all their equipment, did not have to log in and out and keep track of those 223 which were going to some other airport, it certainly would make it considerably safer, wouldn't it?

General McKEE. Not necessarily make it safer. It would certainly reduce the workload on the controllers.

Mr. SPRINGER. All right.

General McKEE. We have controllers at other areas handling more operations by far than they are handling at Washington National.

Mr. SPRINGER. Well, we are back to this thing, though, of where you don't allow any more commercial aircraft to come in out there, isn't