

that true, because of the factor that there is a danger of too many coming in?

General McKee. No; that is not the reason.

Mr. SPRINGER. What is the reason?

General McKee. The reason is congestion in the terminal, congestion in the parking lots, congestion on the ramps. We just can't physically handle them.

Mr. SPRINGER. All right, now is that the reason that you are not allowing any more?

Is it not because of the safety factor, of those coming in and going out?

General McKee. The primary reason is congestion in the terminal facilities, parking facilities, and all the rest of them.

Mr. SPRINGER. Then it is not safety factor.

General McKee. We do not have a significant, a real safety factor. You always have the safety factor. Mr. Springer, even if you have two airplanes.

Mr. SPRINGER. I understand, I am not trying to pin you down to impossible situations.

General McKee. We did not do it on the safety basis, we really did it on the basis of actual congestion and physically being able to handle the people, not only on the ramps and in the terminals, and the parking areas, the access roads, the whole thing.

Mr. SPRINGER. I have got a very few minutes; I have got to get all this in the record. Your reason, then, for restriction is not—let's qualify it to see if I can get a correct answer—primarily safety.

General McKee. No.

Mr. SPRINGER. All right, I just want to be sure. Now that is your considered opinion as of today.

General McKee. As of today.

Mr. SPRINGER. All right. Well, then, I will have to admit that the information I am getting is not the same information you are getting, but you are in a better position, I say, better qualified than I am from a technical standpoint to judge this, but I am getting what I think is substantial opinion, from whom I would consider qualified people that there is a safety factor, and I am not trying to put you on the spot, if we have an accident, but I will have to admit when I go out there and watch this thing, and I am not affecting, that I haven't experience on this thing, and I have been through a lot of accidents in those 17 years, and as I watch those landings and takeoffs, I can't help but come to a conclusion that there is a safety factor to all those people coming in and out, and I will admit I have thought twice a month, I go through the same thing, but that is not nearly as bad as some of the airports I have run into, I will admit that, as far as the parking and getting my baggage, isn't as bad as some other airports, but I have a sort of feeling that there is a danger, and I can't express it to you any better than that, but if you say, and it is your considered opinion, taking in all of the factors that you know about, that safety is not the primary reason for your not allowing for commercial aircraft to land, then I will take your word for it.

General McKee. If the number of operations at Washington National were up to a point where we in the FAA thought that there