

was a safety factor, I wouldn't hesitate one spec to further restrict the airport.

Mr. SPRINGER. All right, now apparently I didn't read your release very well, and I didn't absorb that, last—I believe it was in January, when you cut back to 300 miles around Washington? Was that in January?

General McKEE. Oh, that was last summer.

Mr. SPRINGER. All right.

General McKEE. I hoped you wouldn't bring up last summer.

Mr. SPRINGER. I am not, I am just trying to find out and follow through if I can. I thought that was the safety factor.

General McKEE. No, that was to try to limit the number of operations, and again, in terms of the terminal, in terms of all of the facilities. We just had too many people coming in and more airplanes and more people than we could handle on the ground.

Mr. SPRINGER. All right, let me get this straight in the record, then your reason for cutting back to 300 miles on the allowance of the aircraft landing and takeoff, at Washington, was due to internal factors, not safety?

All right. I just want to be sure that this was on the record, because I certainly did not understand it this way, General McKee, and I am glad to have that matter cleared up.

I will say that, that I hope you will inform the newspapers, because as I understand it, and I talked to some of them, it isn't their belief of what the situation is. It mentioned this question only the other day, but they don't believe this is the primary factor, they believe that that is a danger factor.

Mr. BROWN. Will the gentleman yield?

Mr. SPRINGER. Yes.

General McKEE. I read the newspapers all the time, and people prognosticate a terrible tragedy at Washington National, and you can predict, or I can sit here right now and predict that we are going to have a tragedy in the next year someplace, whether it is at Washington National or some other place.

Now, if it doesn't occur, nobody pays attention to it; if it does occur, the guy that makes the great prediction, he becomes a hero and I become a heel.

Mr. SPRINGER. I don't think you are going to get too many like happened down at Hendersonville, because there is apparently this field which does not have much traffic.

General McKEE. Certainly wasn't congested.

Mr. SPRINGER. I don't think the danger of two aircraft coming together is as high as it would be here or at Chicago, or New York, or Los Angeles.

Anyway, I thank you for your answer.

Mr. FRIEDEL. Will the gentleman yield?

Mr. SPRINGER. I had promised to yield to Mr. Brown.

Mr. BROWN. If I may reverse the question, at what point would congestion become a safety factor, or perhaps to ask the question more directly, what would be the area of breakdown, if you just increased with unlimited degree the traffic at an airport?