

SAFETY RECOMMENDATIONS SUBMITTED DURING FISCAL YEAR 1963—Continued

Recommendation		Recommendation	Page No.
No.	Date		
63-80	June 14, 1963	(b) Provide transmissometer at end of each instrument runway and at center of runway complex.....	333
63-81	do.....	(c) Report cloud heights in terms over a specified time interval with an indication of significant variations from the average or, as a preferred alternative, report "Approach light contact height".....	333
63-82	do.....	(d) Report runway visual range or runway visibility in a manner similar to that described for cloud heights (average and significant variability over a specified time interval).....	333
63-83	do.....	(e) Employ runway visual range or runway visibility as a sole criteria for establishing airport meteorological minimums.....	333
63-84	do.....	(f) Rely upon separation from cloud criteria and height of terrain criteria in the establishment of VFR flight conditions.....	333
63-85	June 17, 1963	Consider requiring placard to alert pilot to possibility of fuel-tank outlet becoming uncovered on Cessna 210.....	341
63-86	June 26, 1963	That renewed emphasis be placed by FAA on compliance with the provisions of AF10 supp. 11, by Air Defense Command personnel and that this document be updated to reflect current situation and procedures applicable in the upper airspace.....	348
63-87	do.....	That a requirement for communications recording equipment be established, applicable to those military facilities responsible for the control of aircraft operating in accordance with the joint FAA-USAF agreement for fighter interceptor operations (AF10).....	358

Mr. FRIEDEL. Would the gentleman yield?

Mr. ROGERS. Yes. Don't take all my time.

Mr. FRIEDEL. I just want to make a statement here. I remember back when General McKee issued his orders for Washington National. And he did order a lot of flights out of Washington National, and diverted them to Dulles and Friendship. And then there was a howl—not by the public, by the Members of Congress, who wanted the convenience of using National to go to their homes regularly, and under that pressure the order was changed.

I hope that the Members of Congress will realize they are going to have to go a little bit farther to get to the airport, if Washington National is to be safe for all people.

Mr. ROGERS. If the gentleman would permit me, I don't agree with him. I think the Washington National Airport should provide service other than just a shuttle service to someplace close. I think it should be a terminal where you can go to Florida, or California, or somewhere else, and properly so, so long as the safety is concerned.

Now, let me ask for the record, too, for a list of cities which do not yet have radar, if we may have such a list furnished for the radar.

I realize you wouldn't have this now, and also a list of the cities, of airports, that do not have the control towers, and then a list, if you would, of those which have qualified for radar or for control towers, under the criteria set by FAA, so that we may compare those, ILS, lighting, or whatever safety features that they may qualify for, but do not yet have them.

General McKEE. I will be happy to provide that, Mr. Rogers.
(Information requested follows:)

FEDERAL AVIATION ADMINISTRATION COMPILATION OF AIRPORTS WHICH ARE SERVED BY COMMERCIAL AIRCRAFT WHICH DO NOT HAVE RADAR, CONTROL TOWERS, ILS, LIGHTING; AND AIRPORTS WHICH HAVE QUALIFIED FOR THESE FACILITIES UNDER FAA CRITERIA BUT DO NOT HAVE THEM

Submitted herewith are 8 lists of such airports as follows:

- 1.—Airports without radar.
- 2.—Airports without control towers.
- 3.—Airports without an ILS.
- 4.—Airports without approach lighting.
- 5.—Airports qualified for, but without radar.