

You can imagine what would happen to New York if at 5 o'clock—and this is one of our problems, again—three jumbo jets came in from Paris or London. And this is a problem they have got.

Mr. DEVINE. That is true.

Let me put an unrelated question to that. Is drinking by pilots in general aviation at this time considered a major air safety hazard? Has it grown to any proportions that you have great concern about this problem?

General McKEE. I don't think, Mr. Devine, that it is major, but we do have a problem there, and I think that everybody recognizes it, and that it is the reason that we are conducting, and so are the various associations, a very vigorous educational campaign as to what is involved when a pilot takes a drink before he takes off, or a few hours before he takes off. We do consider it a problem.

Mr. DEVINE. Not a major one at this time?

General McKEE. I will say it is a significant problem. I wouldn't call it a major problem.

Mr. DEVINE. Finally, recognizing that these two recent midair collisions, one at Urbana, Ohio, the other one down here at North Carolina, did not occur in a highly congested area—I think the last one that I recall was United and TWA met over Brooklyn, which was approaching JFK—what one thing would you or any member of your panel suggest or recommend as a key thing that would help in eliminating midair collisions? Is there one particular thing?

General McKEE. The one particular thing is the one we discussed this morning, and I think it is really the key to the solution of this problem, an effective, anticollision device.

Mr. DEVINE. On the aircraft.

General McKEE. On the aircraft.

Mr. DEVINE. Thank you, Mr. Chairman.

General McKEE. And I think we have to drive as fast as we can to get it. First on all the commercial airliners, airplanes carrying passengers; and then we have got to drive at getting some kind of a device that is economically feasible for all the general aviation aircraft.

It would be the biggest breakthrough we could get.

Mr. DEVINE. Thank you.

General McKEE. And we need the help of all of the industry in getting this done.

Mr. DEVINE. That is in a public hearing, maybe with all good intents, that might show up here.

General McKEE. I would sure like to see them.

The CHAIRMAN. Mr. Kornegay.

Mr. KORNEGAY. Thank you, Mr. Chairman.

Mr. McKEE, is it an FAA rule that small passenger commercial aircraft have been equipped with radar on the plane?

General McKEE. Will you answer Mr. Moore?

Mr. GEORGE S. MOORE (Associate Administrator for Operations, FAA). All aircraft that were certificated after a certain date. To give you an example, the DC-3, or C-46, being manufactured sometime back, do not have to have airborne radar; but all of your modern equipment today, your turboprops and your jets are required to have airborne radar.