

tronics industry in this area than with almost any other thing in the past few years.

And much of the general aviation equipment now coming off the line is of excellent quality. But we do have minimum standards for the performance of the aircraft.

This is not how you build it. That is their problem. But how it operates, within the system.

Mr. OTTINGER. What is the situation with respect to air taxi?

Why don't you have the same kind of severe controls on them as you do on carriers?

Mr. THOMAS. There is confusion over the air taxis, even in our statistics. We categorized them as general aviation, but as a matter of fact, they are common carriers. I would suspect the air taxi operators would tell you we have quite severe controls over them. We have even tighter controls under a notice of proposed rulemaking that is out for public comment right now, but we have some real differences in the operation that we must recognize. Many of them are small, three, four, five place aircraft, operating with a single pilot under visual flight rules, that is good weather conditions, and never under instruments.

Some of them actually operate heavier aircraft with two pilots, and essentially under the same type of rules. But fundamentally there are differences in their operating environment, there is a difference in their capacity as to where they go, and we try to apply the most rigid safety regulations that we can to them, but obviously, we do not want to destroy that industry.

If we required them to have dispatchers, two-way radio ground stations, two pilots, this sort of thing, we could put them out of business, real quick.

Mr. OTTINGER. You are sure it would put them out of business? They are in the business of carrying people for pay. That is the basis.

General McKEE. Well, we wouldn't mind putting them out of business, if we thought it was necessary from a safety point of view, but we are trying to get the equivalent safety with the requirements that we do put on them without it being identical to the same requirements for the big airplane going between New York and Paris.

Mr. OTTINGER. Thank you, Mr. Chairman.

The CHAIRMAN. Mr. Brotzman.

Mr. BROTZMAN. Thank you.

Having listened to about 4 or 5 hours of testimony, I am impressed by the fact that you have some very great problems, and I say, I think we have some very great problems.

I certainly look charitably upon the comments of the gentleman from Ohio, Mr. Devine. I think a broad gage type of inquiry would help to resolve some of these problems. When I say that, I don't believe we can resolve these matters by turning the faucet on and off, and I think that we in the Congress have a need for more expertise and knowledgeability about the specifics of these problems to enable us to work with you and carriers, and the pilot's association and the various people that are concerned with air traffic safety, in the interests of the general public. I certainly feel this has been a very beneficial day, to hear these matters discussed, but I don't think it has gone far enough.