

of the bases in the southwestern part of the United States that is becoming surplus, that has fine runways and fine facilities.

Mr. BROTZMAN. Well, these are practical things that must be considered.

General McKEE. I think that if you look—

Mr. BROTZMAN. And we would understand the whole situation.

General McKEE. If you look over the record of this particular committee over the years, I think this committee has made an outstanding and significant contribution to the advance of commercial aviation in this country.

And I agree with you. I would like to get together more frequently. We need help in lots of areas. We do need understanding.

Mr. BROTZMAN. Thank you.

The CHAIRMAN. Mr. Van Deerlin?

Mr. VAN DEERLIN. Thank you.

You testified, General, that the utilization of Bolling and Anacostia strips would relieve the congestion at National Airport, but it really wouldn't do anything, would it, to relieve the congestion and the backup airspace overhead? Wouldn't the problems—wouldn't the major problems that you have in parking space remain with the use of those nearby fields?

General McKEE. This is true, Mr. Van Deerlin. Actually, we could have used Anacostia on a limited basis, as we said, but that is not the solution for the Washington area. Washington needs, I am not prepared to state how many, but at least several well-located general aviation airports. And I would hope someday we will be able to get them.

Mr. VAN DEERLIN. But they should be—

General McKEE. Anacostia, even if it were to be used, is a poor solution to the problem.

Mr. VAN DEERLIN. So I take it your overall recommendations would be against their utilization for as an adjunct to National Airport.

General McKEE. Well, certainly not as an adjunct. The only purpose it would serve would be to take some of the light airplanes off of Washington National.

And we suggested it last year, when we were having the crisis in congestion, as one action that might tend to some extent to relieve the congestion at Washington National. But for a sensible, long-term answer, we needed adequate, general aviation airports in the Washington area, to handle not only these light airplanes I was talking about, but also the tremendous amount of business aircraft that come in, heavy piston-planes, turboprops, and jets. They are going more and more and more to jets, so this whole fleet of business aircraft is very rapidly changing into a jet fleet, and if you could take those airplanes into a convenient airport, other than National, I think we would be that much better off.

Mr. VAN DEERLIN. Thank you.

The CHAIRMAN. Mr. Keith.

Mr. KEITH. Thank you, Mr. Chairman.

I am sorry that I haven't been able to be here, General, for most of your testimony. Over the weekend, I had occasion to enter into a discussion with somebody about the overall safety of flying, and particularly commercial flying.