

edgeable on this subject is that it will take better than \$2 billion to update the airports that are needed to handle the traffic volume that is involved today. We, of course, do not believe that it will be possible to obtain \$2 billion plus from any one source. We do not pretend that we are experts on financing, but we do know from actual experience that it is going to be necessary to update these airports and, in some cases, build new ones.

The delays that are developing in major terminals today are almost unbelievable, unless you actually experience them. I had one pilot tell me this morning that a couple of days ago he sat on the ground approximately 2 hours and 40 minutes at Kennedy to fly to Chicago. Well, the ground time at Kennedy exceeded the flying time between Kennedy and Chicago.

Why has this come about? On page 3 of our summary you will find the listing of examples of rail, bus, and air schedules and costs. And this is, in my judgment, self-evident as to why the number of people who are traveling by air today are doing just that. For example, Chicago-Miami by train is 31 hours; by bus, it is 35 hours; and by air, it is 2½ hours. From Washington to Los Angeles, by train is 53½ hours' train time plus 6 hours' connection at Chicago; and New York-San Francisco is 62½ hours plus 6 hours' connection time in Chicago.

I remember several years ago Robert R. Young put an advertisement in a newspaper and said: "A hog can travel on the same freight car from New York to Los Angeles without changing trains; why cannot a passenger do this?" This has been the situation for years, and still is today.

By bus, we are talking about approximately 75 hours, both in the case of Washington to Los Angeles and New York to San Francisco; and the fares range from \$42.90 on the bus between Chicago and Miami to a maximum of \$88.35 from New York to San Francisco. These are all coach fares.

By air from Washington to Los Angeles is 4 hours 48 minutes; New York to San Francisco is 5 hours, 37 minutes. There are only two ways most people go any more. Because of the reduction in total train services and the reduced utilization by people for long-haul bus transportation, you either drive your own automobile, or you fly. Obviously this is creating a traffic crisis the likes of which we have not seen the ultimate yet, because the stretched DC-8 than can accommodate up to 250 passengers, and the 747 that can accommodate up to 480, are going to create a great problem in our terminal building space alone. This is something that we must see to believe. We have to prepare for this. This is just one element of the problem.

Now the air traffic control situation, which is item 2 indicated on page 1, is another link in this chain that is of no small consideration; because, in the past, we have merely increased the number of personnel who are operating in the air traffic control system. There has been considerable research and development done in an attempt to somewhat mechanize this process. It is not installed yet. For example, the alphanumeric arrangement, we feel that in real high-density traffic the blips on the scope with associated numbers and identifiers are going to overlap each other to the point where they will obliterate information that should be forthcoming.