

is a poor crutch. Somebody has got to be looking outside when the weather is such that you can see other airplanes. With a two-man crew, you simply cannot attend to the inside of the airplane including the checklist items and look out at the same time.

We are not stating that positive control is a possibility at this time, because in our judgment the air traffic control system simply could not take on this total requirement because they simply don't have the capacity. So, you are going to have to depend on the see-and-be-seen principle for some time to come. This is only one link of the total chain. We fully expect other segments of the industry to disagree with us, either in whole or in part, but we are prepared to stand up and be counted with respect to the problem.

Now on page 8 you will find a heading entitled, "Communication Facilities and Equipment." This also ties in very directly with the air traffic control requirements in this particular aspect. At the busy terminal today the utilization of time on the communications frequencies are such that you simply cannot handle the communications requirements for the total number of airplanes that are trying to use them and complete the communication. For example, many clearances will be issued and the receiving pilot will not be able to repeat back the clearance to assure the traffic controller that the proper airplane has received the clearance and, if he has, that he has received it correctly.

What we are stating is that there must be a considerable reduction in voice communications. This will require some additional research and development to reduce the voice communications, and it will require the implementation of facilities and equipment that will provide certain information to the ground controller and to the pilot in the air that does not require voice communication on the radio.

Now the evolution of this industry started back in the days when the radio communication was handled by Morse code. You can readily understand that if today we were trying to handle communications with Morse code we couldn't handle one-tenth, probably not even one-hundredth of the traffic that we do with voice communications today. What I am now saying is that the voice communications have reached the saturation point in the high-density areas, so we must develop a system to impart certain information that does not require voice communications. We simply must do this, if we are going to accommodate the traffic demand that exists today.

On page 9, the heading entitled "Weather Minimums," you will find a position taken by the membership of this association with respect to the reduction in operating minimums. They have taken a stand that they do not wish to go to 100-foot decision height and 1,200-foot runway visual range at this time. They take the strong position that we should stay with the 150-foot decision height and the 1,600-foot runway visual range until we have acquired enough experience and competence at that set of minimums to then consider going lower.

Now why is this a situation that takes considerable time? Gentlemen, the answer is really quite simple. Up to this point we do not have simulation that accurately simulates these restrictions in visibility. I think this is coming, but it is not here as of this instant. Secondly, the actual experience is quite limited, because there are very few times that any sizable number of crews can actually operate the airplane with this