

kind of ceiling and visibility limitation. So the total amount of practice that the crew gets is quite limited. We must be sure that we are going to do the job accurately and safely before we go even lower.

That is the substance of that commentary.

Now on page 10 you will find a statement that involves pilot training. I am sure that this committee is aware that as the result of a meeting that developed between the Air Transport Association, the Pilots Association, and the FAA, a system has been worked out which is on a trial basis for the time being, and in our judgment that was one of the most constructive things that has been accomplished. It was done on an industry basis. The record indicates so far that what has been done is a proper path. In my judgment, we should continue this kind of effort within the industry and, in all probability, if we can continue this type of program we will solve a lot of problems before they happen rather than waiting until after they happen. Gentlemen, we are interested in a solution before rather than after the accident. This is one of the most important steps that this whole industry can make today.

Now the record so far, and admittedly it is of relatively short duration, indicates that the revised training methods that are in use, wherein the training and the type ratings that are involved with half of the powerplants out on one side, has proven extremely successful without exposing either the aircraft, the crew aboard, or people on the ground. This is the substance of what I am saying, that in this case an ounce of prevention really amounts to a billion dollars of cure before we ever have the disease in the first place. So what we need is to do more of this on a cooperative basis. I think we are then beginning to get the show on the road.

Now to cap this thing off, we recognize that the Congress cannot take into consideration every specific detail; but you do have the requirement to have some basic background of the problems, what the possible solutions are and, probably of greater importance, how much does it cost to get these solutions in terms of accomplishment.

If you turn to page 12 under the title "The Systems Approach," this is really what we are leading to. In the past this industry, like many others, has simply grown like Topsy. This means that there has been a considerable lack of coordination and cooperation, not only between various segments of the industry, but also the Government agencies and, to a degree, the Congress.

To give you an example of a case in point, when we start talking about airports, if they are not geographically spaced with some logic you can sink a mint of money in the construction or the modification of an airport, and its proximity to another airport in fact makes that expenditure a complete nullity; because the inefficiency that exists between the two airports and the accident exposure rate becomes ridiculously high.

To cite one airport as one example, Floyd Bennett Field in New York and Kennedy are so close together geographically that they are incompatible from a local traffic standpoint alone, to say nothing of the air traffic control situation. Someday, somehow we have got