

to become federalists rather than States righters in terms of the aviation business. Now if you drive an automobile today cross-country you probably violate a hundred laws a day. Why? Because every hamlet, county, city, State has some variation in its traffic rules. We simply cannot permit this to develop in the aviation business because, unless we have one total system to operate under, one set of rules and one entire philosophy, all we are doing is building complete chaos; and we are also going to develop a built-in accident system the likes of which no one will be able to overcome.

Now I have talked to some of the people who operate in Western Europe and the individual countries there are spaced geographically as close or closer than many of our States, and the conglomerate rules that apply in Europe are one of the greatest headaches. They have finally come up with a device called "Eurocontrol," which is a common air traffic control system which is going to be implemented, that will cover the Western European countries.

The problem really is this: With the jet transport or jet fighter you can cross some of these countries in less than 2 minutes, others in 5 to 10 minutes. It is obvious you cannot have a different set of rules for an operation of this kind, or a different air traffic control system.

What I am saying, gentlemen, is that we must have standardization and the same rules apply all over. If we do not, we are missing the entire boat. Now this will take a pretty bold approach; but if we are unwilling to take the bull by the horns, all we have done is perpetuated a bad situation which will become worse. So, let us develop a system that applies to everything from an airport on up.

We no doubt are going to have to depend on the individual cities to handle their ground transportation problems. That is a little difficult for the Federal Government to get into, but you will find a copy of a map (see p. 165) right behind the page numbered 18 entitled "Conclusions," which shows the Interstate Highway System which is a 90-percent Federal and 10-percent local government. Gentlemen, this is something that we are for and for 100 percent. If this had not been started 10 years ago and the accomplishment as it is today, we would have chaos on the ground much worse than we have now.

What we are really saying is, that the airport system is going to have to get into the same bailiwick but more so. The Interstate Highway System is a shining example of what you are going to have to do for a system for aviation, and if we do not do it this way we are destined for more trouble than we can solve.

Essentially that covers the high spots of the conclusion portion. We could spend a week on this subject. I do not expect to take your time or the other's here in going into greater detail, but we will be pleased to answer any questions that we possibly can.

We have included two previous appearances that deal with this same general subject, and they are attached, so that your reference material will be readily available to you and you won't have to hunt it up.

(The material referred to has been placed in committee files.)

(Mr. Ruby's prepared statement, with attachments, follows:)