

STATEMENT OF CHARLES H. RUBY, PRESIDENT, AIR LINE PILOTS ASSOCIATION,  
INTERNATIONAL

The Air Line Pilots Association is grateful for the opportunity to appear before you to express our views on matters involving air safety which we strongly feel must be considered if all areas of flight safety are to be improved.

We believe ALPA's interest in air safety is well known. It has existed since our organization was first formed which is somewhere in excess of 36 years ago.

To coordinate the air line pilots' activities to increase air safety, the Association employs a professional staff in its Engineering and Air Safety Department. We believe "ALPA's Organization for Safety" is well-known on the Congressional level and, in order to save time, therefore, will not go into further detail, although additional information can be readily supplied if it is desired.

In the past, we have appeared numerous times before various Congressional Committees on essentially the same subject matter. The statement we are presenting today is essentially an updating of our previously expressed views and covers the following subject matter:

1. The Airport.
2. Air Traffic Control.
3. Collision Avoidance Systems.
4. Transport Aircraft Crew Requirements.
5. Communications Facilities and Equipment.
6. Weather Minimums.
7. Pilot Training.
8. The Systems Approach.

THE AIRPORT

The Nation's airports have not kept pace with the public demand for air transportation, be it private or corporate flying, or commercial public carriage. It has been estimated that approximately \$2 billion would be required to enable this important link in the chain to just adequately meet present requirement and current demands.

Obviously this sum of money cannot all come from the United States Treasury nor can it come entirely from private sources or local governments. To further substantiate our comments on the need for airport improvement, there is attached a copy of our statement to the Senate Aviation Sub-Committee on May 3, 1966. We are convinced of the continued validity of that testimony.

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

The funding for the airport and its related facilities in all probability will have to come from a number of combined sources, but it is essential that an adequate system for this funding must be found very promptly if we are to avoid complete chaos. Positive action was required to realize the U.S. highway and road building program. Ninety percent of this program is funded by the Federal Government as approved by Congress. As attached map (attachment A) illustrates the extent and importance of our highway system which at times required ruthless action for successful implementation. A similar approach is needed if an adequate safety updating of the airport system is to be realized.

The airports of this nation must have runways that will accommodate the largest and heaviest type of aircraft that will be using the facility in both fair weather and foul within the foreseeable future. This means adequate weight-bearing strength of the runway surface itself, adequate length with compacted underrun and overrun area that will extend beyond the runway ends for a distance of at least a thousand feet. It also means that instrument landing systems, including appropriate approach lighting, must be provided. In addition, there must also be suitable terminal facilities to accommodate passengers as well as cargo and mail. And last but not least, there must also be ground transportation capable of handling the traffic to and from the airport to one or more city centers and their environs.

This is all urgently necessary because of the increasing reliance being placed on air transportation as the primary means of moving people and things from place to place. Long-haul passenger trains are diminishing at a rapid rate and the demand for medium to long-haul bus service is not what it once was. This leaves essentially two methods of passenger transport: personal automobiles or airplanes, with the time element creating a public preference for flying. The fol-