

captain and 12 months for the copilot. The regulatory language should be revised in a manner which will eliminate the adverse psychological effect created by such a "check". Consideration *must* be given to the number of times an airline pilot is required to successfully complete this "check" during his career. For example, assume a pilot joins an airline at age 23 and is advanced to Captain status at age 30. If he is only qualified on *one* type of equipment he will have completed 97 "checks" during his career.

We point out that funds are greatly needed to improve other areas of aviation safety and that the public interest would best be served by so utilizing the money *now* spent on excessive and unnecessary FAA air carrier flight inspection activities. We stress this because the next ten years will indeed see great expansion in airline operations and certainly it is not necessary or in the public interest to increase FAA *flight* inspection activities commensurate with such airline industry expansion. We emphasize that the industry requires *only* that FAA provide surveillance and monitoring to assure that regulations are complied with by the airlines. This procedure is approved by FAA and is satisfactorily practiced by using FAA designees in many other critical areas of FAA responsibility for safety of airline operation, as well as airplane manufacturing and maintenance.

Our position on this matter is shared by other segments of the industry.

Another problem which must be faced is that accidents continue to occur during pilot training which shows the need for an immediate review to assure that this training is realistic, meaningful and conducted without undue exposure to hazard by occupants in the airplane or people and property on the ground.

Over the years the ALPA has participated with the industry to provide the airline pilots' contribution in regard to training requirements and to assure that the pilot can cope with normal and expected emergencies.

Some progress has been made in updating pilot training regulations recently. However, further and continuous review is in the public interest.

The state of the art of flight simulators has progressed to the point where virtually all in-flight emergencies can be practiced and demonstrated in this ground installed training aid. The maneuver to a landing with 50 percent of the airplane's engines inoperative can be safely practiced in an approved flight simulator and several airlines are proving this during the current 6-month moratorium on the two engine out asymmetrical landing maneuver on 4-engine airplanes.

THE SYSTEMS APPROACH

If you were to drive your automobile from New York to San Francisco or Chicago to Miami before the interstate highway system was developed, you could probably have broken a hundred laws a day for several days. Why? Because every Village, Hamlet, State and County had a sizable variance in their local traffic laws. Highway design was not necessarily realistic from the standpoint of accommodating low-speed, automotive traffic, much less high speed. Intersections were loaded with obstructions, the surface construction may have been extremely slick when wet, now warning signs existed in most instances, turns were sometimes flat or banked away from the turn rather than into it. It was not uncommon to come around a sharp turn obstructed by hills or buildings and immediately cross one or more railroad tracks, bridges were commonly narrower than the highway itself, and we could go on and on.

To a degree, our airports and related aviation facilities have grown like Topsy, too. This cannot be permitted to continue unless we wish to build-in accidents, inefficiency, general chaos and delay.

The entire aviation system must be just that: A SYSTEM. This runs the entire gamut of the industry, starting with the airport, followed by the navigational facilities and equipment, the air traffic control system, registration and licensing of aircraft, registration and licensing of airmen, and, above all, standardized traffic rules of the air, the latter of which, incidentally, should be international in scope by agreement with the other States of the world.

The foregoing may sound quite Utopian and it is. On the other hand, if we are unwilling to think, act, plan, construct and implement realistically, then we are, in fact, preparing for calculated chaos and not too well calculated risks from here on out.

CONCLUSION

The foregoing remarks constitute a cursory evaluation of a few of the safety problems we and the industry face in an era of growth which is staggering to the imagination. There are many problems which this Association has docu-