

We thank you, Mr. Ruby and Miss Peterson.

Thank you, Mr. Chairman.

Mr. FRIEDEL. I am going to have to invoke the 5-minute rule because we have three other witnesses that we want to hear before 12 o'clock.

Mr. PICKLE. Mr. Chairman, I appreciate being recognized under those conditions, but I do understand and will not impose on the time.

I would like to ask either Mr. Ruby or Miss Peterson this question, in view of the fine testimony you have given and very thorough recommendations, whether you think that either the commercial airlines, operators, manufacturers, or FAA, are being derelict in the recommendations they are making? Do you have a difference of opinion in what you have recommended than what we are trying to do now?

Mr. RUBY. That is a fairly broad scope. Of course, I do not know what their statements are going to be at this hearing; so I would not be in a position to judge whether we differed or agreed, or what. I would say that in the past there has been what I would classify as probably 80 percent agreement on even how to go from A to B, and in some cases we will differ on how to get there. But generally the objectives are either similar or the same.

Mr. PICKLE. You are saying then that perhaps 80 percent of what you are recommending will be probably what they would recognize as our problems and that they will recommend?

Mr. RUBY. I would guess this is probably true, yes.

Mr. PICKLE. Are either one of you saying that the lighting in the present cabins of commercial airlines is totally inadequate?

Miss PETERSON. I would not say they were totally inadequate, but I would like to see a great deal of improvement in that area.

Mr. PICKLE. If we were to improve our road systems to the airports, and I think this is desirable, what would be your feeling—this would be a congressional determination—if we were to earmark funds under our legislation that would require certain preferences given to roads to airports? Sort of a "trust fund."

Mr. RUBY. In my judgment, this is going to be a matter of absolute necessity. I know of at least one personal exposure and another which has been brought to my attention, which is the Los Angeles situation prior to a football game, where the traffic was backed up for miles. I myself, out here at Washington National a year ago got out of a cab about a half mile from the terminal building and walked the rest of the way so that I would not miss the flight.

So, in substance we still have to look at this thing as an entire system, and the ground ingress and egress is just as important as the airborne. If we don't have the whole thing, we have a complete breakdown. So all links of the chain have to haul the same load.

Mr. PICKLE. I assume, Miss Peterson, that when you say that 90 seconds is needed for evacuation is not enough in the jumbo plane—is that what you were saying?

Miss PETERSON. No, sir; I was saying if possible we should reduce the 90 seconds because of the fire and the smoke and the toxic fumes being around the aircraft.

Mr. PICKLE. This is to be desired, but aren't we almost getting to the point where it is impossible when we are talking in terms of four hundred people?