

Miss PETERSON. I am sorry, I did not hear what you are saying.

Mr. PICKLE. Aren't we reaching the point where it will be difficult to reduce below that period of time, when we are flying some four hundred people in a single plane.

Miss PETERSON. Perhaps it would; but I think if we are going to get the people out, it is almost necessary.

Mr. PICKLE. I agree with that. Perhaps I missed part of your testimony. Did you tell us how we could do that?

Miss PETERSON. By increasing the number of exits per number of passengers. I think trying to evacuate 100 passengers from one exit in 90 seconds when this 90 seconds must include operational time, is not a very realistic number to attempt. I did mention this, you perhaps will recall it, explosive exits.

I haven't delved into it too much, but I do think it has lots of potentials. You could cut out as many sections of the airplane as you like and have your slide inflated with the cutting of the exit.

Mr. PICKLE. In that connection, when you say sliding doors, you are trying to avoid this sliding aspect and would prefer an explosive type of mechanism that would open up an exit?

Miss PETERSON. There is a need for a number of prescribed exists or exits to be pre-cut in the fuselage for entry and exit and servicing, and so on. However, if it would weaken the structure of the fuselage too much to have an adequate number to let the passengers out, then this could be an alternative.

Mr. PICKLE. Thank you.

Mr. FRIEDEL. Mr. Devine?

Mr. DEVINE. Thank you, Mr. Chairman.

Mr. RUBY. I noticed that you had an air safety forum here in June, your organization did, and you suggested you would make available to the committee the results of the forum, especially on midair collisions. How soon do you anticipate that will be in our hands?

Mr. RUBY. That is a fairly thick book. It takes considerable time to assemble it and print it. Maybe Mr. Linnert can give you an intelligent guess when it will be available.

Mr. LINNERT. It is in our printshop now. I think we can break it loose in about 2 weeks.

Mr. DEVINE. Fine. I am sure you recognize these hearings today and those we had a month or so ago were pretty well triggered by recent midair collisions, not only over Hendersonville, N.C., but in Ohio. Our purpose, of course, is to receive the benefit of the knowledge of these people who sit in the cockpits, and other knowledgeable people in the air safety field, including the air traffic controllers.

Now you suggest that something over \$2 billion, Mr. Ruby, will be necessary to update the airports to handle today's traffic. In your more recent remarks, I think in response to Mr. Pickle, you suggested that would include the overall picture of the airports, such as the roads leading to and from, and I suppose baggage handling facilities, and everything else.

Mr. RUBY. No, it would not include the ingress and egress roads or rail systems. If I got his question correctly, I thought he was referring to the highway program; have certain parts of it earmarked for this type of installation, such as highway ingress to the airport or rail or whatever means can be developed to reduce that bottleneck.