

Again, we should not be classified as having conflicts with general aviation. We don't. General aviation wants to fly in any airport. You can't blame them for that. All we are saying is that you should not put a student driver out on the expressway at 5 o'clock in the afternoon with an automobile that has not got all the accoutrements it takes to drive on an expressway.

Mr. PICKLE. Are you saying that the plane should have IFR equipment even though you permit them to land VFR?

Mr. RUBY. If you are going into high density operation, then you should operate all of them under the same rules. That is what we are saying, under control.

Mr. PICKLE. I won't ask further questions in deference to time. It seems to me when we are faced with the problem of determining what aircraft can use the big airports that are so congested now, at what level you cut them off, what level you let them come in, it seems to me their ability to meet a minimum safety requirement is probably the best test we could use.

Mr. RUBY. I would not disagree with that, because this is probably the only rule of thumb you are going to be able to start out with to develop it.

Mr. DEVINE. Mr. Ruby, we can't lose sight of the fact that there are over 100,000 general aviation aircraft and less than 2500 commercial aircraft. We of course can't exclude all the folks for a benefit of a few that make money in an operation.

Mr. RUBY. I am not proposing that.

Mr. DEVINE. Again we must weigh whether all airports may be involved in this.

I would like to get into a specific case. I have no intention to embarrass anyone. The pilot I make reference to did a magnificent job. I would like to ask you as representatives of your association how this situation developed. I refer to what happened in my own community in Columbus, Ohio, on the Fourth of July when a TWA 707 pilot brought down his aircraft with a load of passengers at Don Scott Field with a 4,400-foot runway, thinking he was landing at the Columbus International Airport with a 10,700 foot runway. He landed and did a beautiful job.

Now with all the sophisticated electronic devices and equipment in aircraft and on the ground, how could a situation like this occur?

Mr. RUBY. It occurs in rare instances. Unfortunately there are certain geographical situations in which an airport can look identical to another airport. I must confess that in years past I have had to look twice, myself, to keep from getting on a wrong airport where they were not geographically spread a great distance apart.

In recent times those who are equipped with ILS that is operative can easily avoid this. But I flatly state it can happen although it happens very rarely. That is not the only time it has happened either.

Mr. DEVINE. Do any of the pilots here have a comment on a situation such as this? This particular pilot brought it in in good shape and had some runway left. Theoretically, I think a 707 is not supposed to stop in 4,400 feet.

Mr. RUBY. It is about the maximum or I should say the minimum length runway you can get away with, if everything is done up to snuff.