

Our second recommendation is to institute rulemaking to require specifically a lookout for other traffic when flying in VFR weather conditions.

Mr. Chairman, at one time there was just such a requirement in the civil air regulations, but it was dropped out somewhere along the line as they were revised over the years. The last time I could find it was about 1949. We do not have this now, although it is implied in several parts of the regulations. We think this should be reinstituted, just as we have a requirement for a lookout on ships at sea.

Our third recommendation is to impose a speed limit of 250 knots in the airspace below 10,000 feet MSL. We also think that a study should be initiated with regard to limiting vertical speeds, climb and descent, in this airspace, and also in connection with the present regulation regarding the 250-knots speed limit below 10,000 feet within 30 miles of destination.

I may point out that departing and en route aircraft are not covered by the latter regulation.

As background for this, Mr. Chairman, we have supported the present speed limits. According to the best figures that we can assemble, approximately 96 percent of all general aviation aircraft flying is done below 10,000 feet. This includes aircraft that are in slow flight configuration for arrival and departure from airports.

Many thousands of airports do not have airport traffic areas which automatically impose a speed limit. We think that it makes no sense to permit aircraft that are designed for operating at higher speeds at the higher altitudes to be operated down in the area where you find aircraft landing and taking off and where the slower traffic usually must operate.

Our next recommendation is to raise the VFR flight visibility requirements to 5 miles for aircraft operating above 10,000 feet at speeds in excess of 250 knots.

Currently we do have this 5-mile limit above 14,500 feet, but it is not connected to a speed factor. We think that 3 miles remains an adequate visibility requirement for the slower speeds, and below 10,000 feet, in the context of this recommendation.

Our next recommendation to the Administrator was to establish climb and descent corridors for high-performance aircraft and require such aircraft to use these corridors unless adhering to the speed limits recommended in three above.

Not more than two corridors would be required for any major airport, and the rules would be essentially the same as those we find in the current military climb corridors. There would be no speed restrictions in these corridors. This would permit the airlines and the operators of general aviation turbine-powered equipment to utilize the maximum capability of those aircraft for unrestricted climb and descent which they now are not safely able to do, you might say, in the open airspace.

Part of this is due to the fact that some of these jet aircraft in climb or even in descent configuration, the angle or deck angle of the aircraft is up so that the pilot, as Captain Ruby already testified, cannot really see down below him over the nose even though the aircraft may be descending.