

recommendations were not in that letter to General McKee. We have added them for the purpose of this testimony. We realize that the FAA has not had time to study our recommendations in depth, even though some of them were known to their staff for some time before this. We do expect to be working with the FAA and with others in the aviation community, as time goes on, since we, like all other pilots, have a vital interest in safety in the air.

While the Government has the responsibility for safety programs in the public interest, the pilots who fly have a much more personal and compelling interest in this subject because the life that they save may be their own.

On behalf of our association of 138,000 members, Mr. Chairman, I wish to express our appreciation for your courtesy in hearing our views.

Thank you.

(Mr. Kayne's full statement follows:)

STATEMENT OF VICTOR J. KAYNE, VICE PRESIDENT, POLICY AND TECHNICAL PLANNING, AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Mr. Chairman, my name is Victor J. Kayne. I am Vice President, Policy and Technical Planning, of the Aircraft Owners and Pilots Association, commonly referred to as AOPA. AOPA is a service association comprised of over 138,000 members who own or fly aircraft for personal, business or pleasure purposes. A summary of the nature of our organization is contained in Annex A to this statement. My personal qualifications are outlined in Annex B.

We appreciate the opportunity to present our views on aviation safety.

WHAT IS GENERAL AVIATION?

Our type of flying encompasses all civil flying other than that done by the airlines and is known as "general aviation." It is the fastest-growing segment of the aviation community. The active fleet of general aviation aircraft numbered more than 104,000 planes at the beginning of this year and our airplane manufacturers are turning out new planes at a rate that exceeded 15,000 last year. The average list price of these new aircraft was over \$37,000. These aircraft are flown by approximately 500,000 pilots for personal transportation and a large variety of business reasons. By comparison, the total airline fleet numbers slightly over 2,000 aircraft. General aviation is playing an increasingly important role in our national economy through the flexibility and utility that it offers in a vast number of industrial, agricultural and other business applications. It is a modern day tool that serves farmers, foresters, salesmen, engineers, executives, scientists, doctors and a host of other occupations in addition to its lesser use for personal transportation for pleasure and recreation. According to FAA statistics, general aviation flew some 21 million hours in 1966. This was divided as follows: Pleasure flying 24%; Business flying 34%; Commercial 16%, and Instruction 26%.

With regard to the future, the FAA has predicted that the general aviation fleet will number 180,000 aircraft by 1977. However, they also forecast only 17.5 million hours for 1966, whereas general aviation actually flew 21 million hours. This is consistent with a past history of the FAA to underestimate general aviation activity, and we think that the forecast of 180,000 aircraft by 1977 also may be understated by 20,000 or more units.

To round out this picture of general aviation, there are some 9,600 airports in the United States that are used by general aviation. The airlines serve only 600, in round numbers. Air service to the remaining 9,000 airports is solely general aviation. One airline alone has estimated that 30,000 of its passengers last year connected at the major airports by air taxi or other general aviation aircraft. At the 304 airports where the FAA has control towers and a record is made of aircraft operations, general aviation accounted for more than 33 million landings and takeoffs in 1966, or 74 percent of the total operations at these airports.