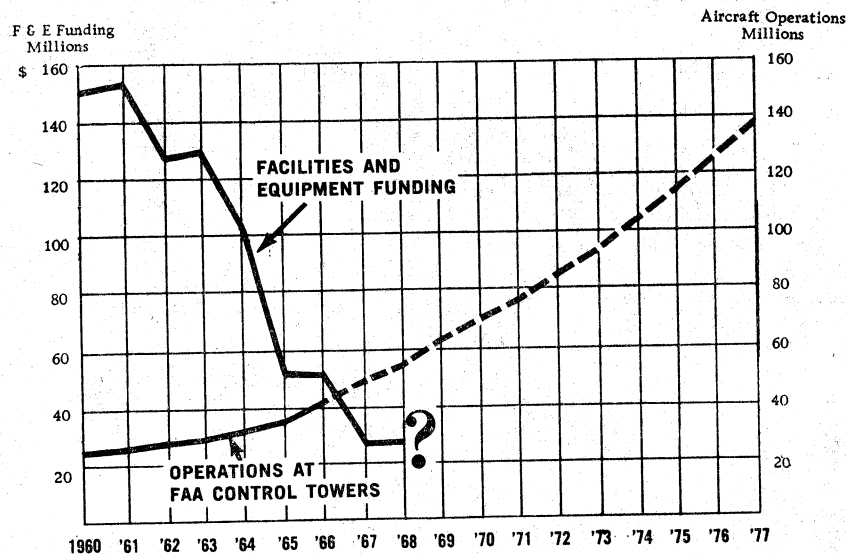


eral aviation operations at FAA controlled airports will comprise over 85 percent of the total. (See fig. 2.)

The prospect of such fantastic growth rates might well be considered cause for alarm. But with proper and timely action, steps can be taken to provide the level of safety and efficiency to which the public is entitled. We have nothing to fear except indecision and inaction.

I direct the committee's attention to figure 3 on page 4 of my statement.

FAA F & E FUNDING VS. AIRCRAFT OPERATIONS



SOURCE: FAA Annual Budget Data

Figure 3.

FUNDS LAG WHILE TRAFFIC GROWS

While FFA funding for operation and maintenance of existing facilities has risen somewhat with increase air traffic, funding for new facilities and equipment has declined. This decline runs counter to the growth of air traffic that will use these facilities. From this we must conclude that only a greatly stepped-up effort by the Government can keep the airways and the air traffic control services from falling still farther behind.

We do not expose these differences as any criticism—actual or implied—of FAA or any other branch of Government. Rather, the airlines feel it is their obligation to contribute to a reexamination of the national thinking with respect to the safety and efficiency of the national airspace system.

We have no interest in finding fault; we are merely interested in making air transportation safer, more efficient, and more reliable for all.