

maintained, we will fall drastically behind the growth of traffic and real safety problems will arise. What is needed now is a real sense of urgency in carrying out new ideas and new techniques, and expedited procurement and installation. Obviously, changes will be needed in the FAA's Airway Planning Standards, which are used as the criterion for establishing ATC facilities and services. Our present measured pace will just not do this job.

GREATER PARTICIPATION IN ATC

Greater improvement in the effectiveness of the ATC system can be achieved by making certain that it is widely used and understood. The more aircraft that participate in the ATC system, the greater the safety provided by the system. In many instances some pilots just don't want to be bothered with ATC. In other cases it is probably a lack of recognition of what services might be available. It is not necessary to have full-scale IFR traffic-control service in all instances; services in varying degrees will satisfy individual situations.

With vastly improved capability in the ATC system, such as recommended above, the system should be capable of serving greatly increased numbers of aircraft. Not only will it be capable of satisfying the needs of IFR traffic, but it could provide additional service to VFR traffic.

CONTROLLED AIRSPACE

ATC services, especially for IFR traffic, are available only in airspace which is officially designated as controlled airspace. The amount of designated controlled airspace has increased greatly in recent years. However, there still remain a number of routes and terminal areas where airlines operate which are wholly or partially uncontrolled. To obtain the benefits of ATC separation service for all airline IFR operations, action must be taken to encompass all routes and all terminals served by the airlines with controlled airspace.

The airlines recommend that it become standard practice for FAA to designate controlled airspace and control zones to encompass all routes and terminal areas used for IFR operations in scheduled airline service.

TERMINAL AREA OPERATIONS

Each airport having a control tower has an "airport traffic area" of 5 miles radius around the airport, extending from the surface up to but not including 2,000 feet.

Under current regulations, an aircraft operating under VFR can overfly the world's busiest airport at 2,000 feet above the surface without the need for contacting the control tower at that airport. In fact, the VFR aircraft can fly through that airport traffic area at less than 2,000 feet, without contacting the control tower, if it is landing at another airport within the 5-mile airport traffic area. Since ATC currently has no information concerning the position, altitude or intention of such traffic in the airport traffic area, it is virtually impossible to provide meaningful traffic information to aircraft under its jurisdiction.

If the size of the airport traffic area were increased and all aircraft were required to obtain prior permission to enter such an area, con-