Mr. TIPTON. I think that you are quite correct in that our recommendations will undoubtedly require those general aviation aircraft that come into congested areas to be well equipped and the pilots to be experienced and well trained pilots. We did not think that there was any better way of maintaining proper safety standards as aviation grows, both general aviation and area operations grow, than that. I believe that the general aviation group must face that possibility.

Another recommendation that we are making at this same time relating to airports bears very strongly on this, however. In this I see that we are in complete concurrence with the AOPA. We think it is awfully important that adequate attention be given to the creation of airports specifically designed for general aviation. That is true for many reasons. One of the reasons is the one you have mentioned. We are recommending that in the Federal airport program that really primary emphasis be given to the creation and improvement of general aviation airports. We believe that that is a way by which the general aviation will be better accommodated and the airlines and their traffic be better accommodated.

Mr. PICKLE. If we had double the number of airfields and general aviation on separate fields it might eliminate many of the dangers we are talking about. This would take a stupendous amount of money. Even if we had it, though, we are not going to be able to separate general aviation from the commercial airfield. There are too many fields used as a sort of feeder point for the big airlines.

So, in accomplishing what you want and what you recommend, I still think that we have got to admit that these fields must be used by general aviation to a level that won't break their backs financially to do it.

Mr. TIPTON. We have no disagreement with that. We think that there must be a minimum of equipment and professional competence to participate in the congestion that is developing and will continue. This industry, as we noted here, is growing dramatically. I think that we all have to face, all of us aviation people, have to face the fact that it is going to be more difficult and more expensive than it has been in the past.

Mr. PICKLE. If we put in all these things, such as control towers, extra radar equipment, daylight radar scopes, and ILS, you are saying that it is beginning to approach somewhere in the neighborhood of a hundred million dollars. I would say it is more than that. Correspondingly, the private industry is going to have a tremendous amount of money to put into it. What I am concerned about is this: How many of these alphanumeric systems do they have in operation right now?

Mr. TIPTON. I think the only alphanumeric systems in operation right now are New York and Atlanta.

Mr. PICKLE. What does one of these systems cost?

Mr. SELTZER. I don't know exactly, sir. It is in the millions as they are currently configured.

Mr. PICKLE. How many do you envision we will have in the United States within the next few years—should have?

Mr. SELTZER. It is hard to say that unless we define terms, sir. There are various forms of alphanumeric systems, some of which are very sophisticated and very, very costly. Some of the lower cost versions of those which would print the numbers only on the scope can be obtained