

**STATEMENT OF FRANK KINGSTON SMITH, EXECUTIVE DIRECTOR,
NATIONAL AVIATION TRADES ASSOCIATION**

Mr. SMITH. For the record, my name is Frank Kingston Smith, executive director of National Aviation Trades Association, which is a group of 400 businesses involved in the sales, service, and support business of general aviation. I am sorry to say that my statement has not been printed yet. It is at the printer's now. Our office has not received it yet due to some personal problems I had over the weekend.

Mr. FRIEDEL. When you have it ready will you submit it to us?

Mr. SMITH. Yes, sir; I shall submit it to you for the record.

(Mr. Smith's prepared statement follows:)

**STATEMENT OF FRANK KINGSTON SMITH, EXECUTIVE DIRECTOR, NATIONAL
AVIATION TRADES ASSOCIATION**

It is a pleasure to appear before your distinguished subcommittee. I am Frank Kingston Smith, executive director of the National Aviation Trades Association, composed of general aviation businessmen, manufacturers, component suppliers, and operating support facilities. Our association represents sales, service, and supply organizations which support the operations of the entire general aviation fleet.

PREAMBLE

Over the last 18 months, the problems of air safety, air traffic control, and airport capacity of many communities served by the certificated air carriers have become of progressively greater concern to the air transportation industry, Congress, and the general public. The press has given prominent treatment to the growing number of air carrier delays, some at airports such as John F. Kennedy, Los Angeles, Miami, O'Hare, and Washington National, with the attendant increases in the operational expenses to the airlines, and passenger complaints of missed airline connections and missed business appointments. We would like to explore the subject with specific attention to three areas:

- I. Scope of the airport problem.
- II. Adequacies and inadequacies of today's system.
- III. Needs of tomorrow.

I. SCOPE OF THE PROBLEM—THE NATIONAL AIR TRANSPORTATION SYSTEM

There are three facets of the national air transportation system:

1. Aircraft.
2. A system of airports from which they operate.
3. An air traffic control system that conducts aircraft from one airport to another, safely.

These three sub systems are inextricably intertwined to form the national air transportation system. The problems facing us are rooted in the fact that there has never been any real national system plan for air transportation. Each sub system has almost grown like Topsy independently, without directions or long range plans.

Before anyone can devise a workable solution it is necessary to understand the manner in which these three sub systems mesh. We will try to identify the problems, characterize them, identify areas in which problems are critical, and recommend a plan to solve these problems in such a way that all users will operate compatibly overall.

FUNDAMENTAL DEFINITIONS¹

In both the public press and the Congress, attention given to the problems of air transportation is directed almost entirely to "commercial" airlines and "commercial" airports. The premise seems to be that "commercial" airlines are important to the national economy and that airline personnel, pilots, maintenance people, and administrations are ever perfect and without any human failings.

¹ Every profession and specialized trade has its own words of art, which have an entirely different meaning from that of lay usage. Aviation has developed its own meanings and technical terminology.