

munities is shown most vividly by the phenomenal growth of scheduled air taxi operations which in three years have increased from 12 air commuter airlines to nearly 120. These airlines operate without any route protection or federal subsidy.⁵

There is only one reason for a pilot to go into an airport—he has some legitimate business there. In the last few years a new industry has developed, rising to meet the need of people to travel quickly to an airport to make connections with a certificated carrier. This business began as a service of chartering airplanes from an outlying area to a hub, developed into an air taxi business on a demand basis, and under special FAA regulations is now developing into a regular scheduled service variously known as scheduled air taxi, commuter airlines, short lines, and feeder lines. This category of aircraft is flown by professional pilots who perform a needed function in air transportation using light aircraft carrying from 3–9 passengers. A new class of aircraft is being instituted now carrying up to 18 passengers to meet this demand.

Agricultural Aviation.—Included in the term general aviation is a specialty known as aerial application, snidely referred to as crop dusters, and looked down upon as a form of insanity by people who should know better. Few members of Congress and the general public realize that almost 20% of the arable acreage of the U.S. is treated by agricultural aviation, or know of the services performed in fire fighting, insect control, or vermin elimination. More than 5,000 aircraft are engaged in this business use.

Instructional Flying.—Obviously no one is born as an airline captain. Every pilot must begin with a course in basic instruction and most pilots continue to develop their proficiency as required for the type of flying performed. About 9,000 general aviation airplanes are used for instruction only.

Week End Pilots.—General aviation being an all inclusive term also includes many airplanes that are not used for rapid, all weather, business transportation. More than 30,000 such planes are used for recreation and other personal transportation in a local area. Some are small 2 and 3 place fabrics covered units. Most of them are used only by a group of people referred to as week end pilots. They do not operate from municipal hubs because they don't have to. Their bases are generally the smaller fields around the country and they are flown only in daylight during good visibility. Such airplanes do not need radio, never hook into the national air traffic control system, never use controlled airports, and contribute absolutely nothing to the airport problem.

Many airplanes are also used by individuals for personal transportation and the use of the airways system and major airports depends entirely on the proficiency of the pilot and the equipment of the aircraft. There are no statistics to show that such aircraft create congestion problems at airports or that they contribute to it in any way. Many thousands of pilots fly for recreation and enjoyment. About 30,000 airplanes are used for these legitimate purposes.⁶ These week end pilots as they are sometimes called do not contribute to the problem facing this subcommittee for the simple reason that most of them never go near a controlled airport and never use the federally operated navigation and communications system maintained and operated by FAA.

Rules and Regulations. There is also an apparent assumption that while the certificated carriers are highly regulated, general aviation is not, and that almost all general aviation pilots are inept, untrained, and reckless. Without laboring the point we invite your attention to the voluminous Federal Air Regulations covering all aircraft and airmen under Title 14, Chap. 1, of the U.S. Code.⁷

⁵ *Scheduled Air Taxi Operations as of November, 1966*, FAA, Office of Management Services, Information and Statistics Division.

⁶ Although the airlines claim that they are important because they are a business, the record shows that in 1966 they spent \$144,345,086 (*American Aviation*, May, 1967, p. 28). It is public knowledge that a large volume of this advertising was to induce travel to vacation areas.

⁷ *Federal Aviation Regulations*, especially:

Part 23. Airworthiness Standards: Normal, Utility, and Acrobatic Category Airplanes.

Part 33. Airworthiness Standards: Aircraft Engines.

Part 43. Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

Part 61. Certification: Pilots and Flight Instructors.

Part 67. Medical Standards and Certification.

Part 71. Designation of Federal Airways, Controlled Airspace, and Reporting Points.

Part 91. General Operating and Flight Rules.

Part 95. IFR Altitudes.

Part 97. Standard Instrument Approach Procedures.

Part 137. Agricultural Aircraft Operations.

Part 141. Pilot Schools.

Part 143. Ground Instructors.

Part 147. Mechanic Schools.