

Mr. SMITH. I think, Mr. Chairman, the biggest problem we have, despite all the curve balls thrown here, is to define the problem of crowded air and define the safety problem and have some idea of what we are really talking about. We have in this country some 8,000 airports registered with the FAA. Five hundred and twenty-six of those are served by the certificated carriers. For some reason or other, it has become popular for those to be called commercial airports or airline airports. They are not. They are public airports. They are public facilities paid for by public funds.

The airline fleet consists of 2,000 airplanes; they are not all flying at the same time. We have two types or, I should say, three types of aircraft flying under certification of CAB. We have the domestic trunks, there are 11 of those. They fly 1,117 airplanes according to the last statistics I have available from the CAB.

We also have the 13 local service carriers which fly 395 airplanes.

Incidentally, 97 of those are DC-3's, which is still the largest number of a single airplane type used in local service carriage. We also have 13 supplemental airlines which run about 200 airplanes, depending on what their financial status is at the moment.

The problem of the crowded air, which is what the press is pleased to call it, really exists in a very few locations.

There are 10 places in the country that really qualify for what we would call major traffic hubs and every one of these 10 places is jammed with airline traffic because these are central locations where people want to go and they want to go not only by public carriage, by the certificated carriers, but by their own airplanes.

Mr. FRIEDEL. Would you care to name the 10 airports you are speaking of?

Mr. SMITH. I put my stuff away because I thought I was going home but I will be very glad to give it to the stenographer. (Chicago, O'Hare, John F. Kennedy, Los Angeles, Miami, Denver, Phoenix, St. Louis, San Francisco, Atlanta, Cleveland.)

The fact is that you must make a complete differentiation between actual visual flight conditions and actual instrument flight conditions. The criteria, the tight part of our whole airway system comes when the actual weather at instrument conditions requires instrument approaches at a hub airport. When this happens each airplane must be separately handled and frequently there is a 5-minute interval between handling the airplanes.

Here at Washington National Airport under instrument flight conditions it is said the airport has a capability of handling 60 flights an hour. There has been an arbitrary figure put on those: 40 for the scheduled air carriers and 20 for general aviation which includes 16 air taxi operations an hour, and these air taxi operators, I submit, are also commercial carriers, although they are not certificated by CAB.

Under visual flight conditions the fact that certificated airlines are filing instrument flight plans does not mean a thing. The airport movement acceptance rate at National Airport using light aircraft under good visibility conditions goes up to 120, sometimes 130 per hour.

I have a light airplane. I fly a light twin. I am completely equipped with everything that Mr. Tipton just talked about a little while ago, including a 4096 code transponder. I can come into Washington Na-