

7. Designate "practice areas" including flight strips for general aviation VFR student activities.

8. Require minimum communications and navigational equipment consistent with requirements in high density areas.

9. Enhance pilot education programs through broader use of flight simulators to be acquired by flight schools, high schools, colleges, and universities to establish a trend toward professionalism in pilot training.

10. Improve and expand clear zones and buffer areas in order to permit the installation of all-weather landing systems and minimize noise problems.

In the long run, one of the most critical phases of coping with air-space congestion, is the development of effective and reliable collision avoidance systems to supplement and operate independently from the air traffic control system. Such a system has been 12 years in development and experts say we are still 3 to 5 years away from realizing this critically needed equipment. Much of this time is reportedly needed by FAA to prepare a U.S. common standard for collision avoidance equipment. Because of the vital part such a system would have on reducing midair collisions, I would urge placing this equipment development on a high priority.

In addition, much can and must be done to improve weather and terrain reporting for pilots and this can be done at very low cost. Twenty percent of our general aviation accidents occur only 5 miles from an airport and many are attributed to weather and terrain conditions. What is required in this regard, are more weather reporting stations and expanded hours of observation and reporting particularly in areas where weather and terrain pose hazardous threats to aviation.

One of our distinguished congressional pilots, Senator Peter Dominick, of Colorado, advocates requiring general aviation aircraft to be equipped with crash locator beacons. Such equipment provides automatically generated beacons for downed aircraft which will greatly facilitate locating them, thereby resulting in the saving of a great many lives which each year are lost when downed planes cannot be readily located. Senator Dominick is urging the FAA to exercise the legal authority already granted by the Federal Aviation Act to require general aviation aircraft to be equipped with crash locator beacons, and I think the proposal should be considered by this committee.

At the present time there are over 102,000 personal and corporate aircraft, compared with only 2,379 in the airlines fleet. This is a ratio of 50 to 1. Last year, there were 5,425 aircraft accidents reported in the United States resulting in 538 fatalities. Many of these accidents and deaths could have been prevented. If we are to stem the mounting tide of aircraft accidents, I urge the adoption of an aircraft accident prevention plan along the lines I have presented here today.

Mr. Chairman, I thank you and the distinguished members of this subcommittee for permitting me this opportunity to outline my views on this subject.

Mr. FRIEDEL. Thank you for your presentation Mr. Clausen. We appreciate your views on this vital matter.

At this time I would request consent to place in the record the remarks of our colleague, the Honorable James Fulton, as they appear