

ing from the tower at something like O'Hare, where an airplane is taking off every 17 seconds and I understand that record was set the other day.

There is what is called the slowdown. These are thought to be demonstrations by the controllers who have long been frustrated about their positions and crying for some kind of help.

However, it is ironic to note that a slowdown is no more than obedience to the regulations.

If the regulations were to be enforced at Los Angeles, Chicago, and New York today; if the separation supposedly required were to be enforced, the air traffic into each of those areas would be dropped substantially as a matter of physical limitation on any day where a bad day required the controllers to bring every airplane in and out of those airports.

If the controllers' position and status can be improved to the point where young people capable of doing this kind of work are willing to do it, and are willing to go into air traffic control so that the conscription now being conducted is not necessary—and I may say even that is not adequate to fill the ranks—then better equipment must be obtained, a little more realistic approach given by those who are in the business of constructing airports without bothering to find out whether the airport is operable.

As a recent example, various city fathers in New York and New Jersey are having great dissertations on whether they should place an airport in Morristown or Saulberg or elsewhere. They are not mindful of the fact that there is no air left in New York to bring additional planes to that area.

In addition to that, New York cannot stand a further increase in traffic. It is handling all it can handle now without crossing the lines of safety. Unless an airport is activated from the present holocaust north of the Kennedy and La Guardia Airports it is not going to be operable.

The failure to provide a guide slope path at 150 and 190 knots and anything built today can fly at those speeds but most aircraft cannot fly at both. Unless this method is used much concrete, money, and time is being wasted.

An air traffic controller cannot be made overnight. Now they are reaching the front line in something like 4 years.

This is probably the result of need rather than qualification in many areas. We could not provide an adequate number of air traffic controllers if we were given unlimited funds and the willingness of every qualified person in the United States in order to meet the current demand in less than 2 or 3 years, and that would take some optimism.

Therefore, the position of the controllers is largely this: that the system is operating today, and, as you know, it is not in a state of panic and we do get, by and large, airplanes in and out of major terminals.

On the other hand, it is necessary that everybody approaching New York, the Kennedy Airport, must anticipate a 1-hour delay on the average when the weather is bad. The average over a period of a year is 20 minutes at Kennedy. I believe it is the highest in the country and that is average again on good days where all aircraft land on schedule.