

example, it would be impossible to fit the airspace requirement for independent operation of any new airport anywhere within reasonable distance of New York City.

As long as the existing huge amount of airspace is required for major hub airports it is not realistic to place too much reliance on the relief that may be obtained from the construction of reliever airports. Of utmost importance, therefore, is the improvement of capacity at existing airports. The cheapest, fastest, and most effective way to do this is to create a separate small runway and conduct a totally independent, separate operation of the slower aircraft to it.

Due to the technical difficulty and slowdown caused by mixing fast and slow aircraft, the acceptance rate of each runway would increase. The problem is that the airports will not build these runways unless the Federal Government specifies where to put them so controllers will be authorized to use them. The Federal Government presently has no evaluation underway that would result in such criteria.

We believe that saturated ATC system—a system with inadequate capacity—is a system under pressure. Regardless of slowdown regulations and procedures, regardless of restrictions, the undercapacity system will be under pressure. Regardless of platitudes about safety, the human beings operating the undercapacity system will be under pressure to do the primary job and move the traffic. As the pressure increases, the potential for error increases by geometric progression.

Restrictive regulation is like sweeping dust under the rug. The only way to improve safety is to create a system that will meet the public demand.

Mr. FRIEDEL. Thank you, Mr. Woods.

Mr. PICKLE. Mr. Woods, we have before us the measure that would establish certain standards with respect to air safety management. I notice you don't mention that bill at all. What is your approach to the legislation before us?

Mr. Woods. Sir, I will have to admit ignorance on this point. I checked into this, as to specific legislation, and I was given information that these hearings were exploratory and not directed to specific legislation.

Mr. PICKLE. I understand this is just a general statement with respect to safety and not with respect to specific legislation.

Mr. Woods. Possibly it was our misunderstanding that that is what you sought.

Mr. PICKLE. Perhaps that will be a matter that will be presented to us later. I thought you might have some specific recommendation on the bill which is before us with respect to certain standards, with respect to noise abatement and the noise problem but yours is entirely in the area of safety.

Mr. Woods. Sir, we testified previously due to the kindness of the chairman on H.R. 3400. We are on record with your committee on that subject.

We are in support of H.R. 3400.

Mr. PICKLE. Thank you, Mr. Chairman.

Mr. DEVINE. No questions, Mr. Chairman.

Mr. FRIEDEL. Thank you very much.

Our next witness will be Mr. John B. Galipault, president of Galipault & Associates, Worthington, Ohio.