

why they would like to have unrestricted use of the airspace with no delays.

But, by the same token I am a user of the airspace myself and I like to have no delays. But, I guess it boils down to this: Both parties want to go to heaven without dying and we just cannot do this.

We all have to trade something off in order to use this airspace. Until we reach an impasse and start cooperating and understanding each other's problems, we are going to have much conflict and further deterioration of safety.

I think we have to be careful in the specification of the operation limitations of our airspace. We should be concerned with first those procedures, those rules, those changes in the rules that are directed to safety and not economic gain by some special interest group.

There is mounting evidence that there are numerous regulations on the books which have economic bases on behalf of the air carriers.

I will cite you an example.

There is a modification of part 93.113 of the FAR's, which will terminate special VFR privileges at 33 "hub" airports in the United States. Questionnaires, I am told, were forwarded to all terminal facilities of the FAA seeking opinions from the controllers, supervisors, and management personnel about the value of special VFR. There was a docket announcement in October of last year concerning this proposed rule change.

As a result, a tremendous inflow of mail was made to NBAA, NATA, and AOPA concerning the modification of special VFR and yet there were no opportunities for these parties to express themselves.

Within the last month, there has been a change in the regulation without representation by all parties.

So now there is no special VFR permission at these hub airports. Yet, you talk to controllers who provide separations and clearances for aircraft in these situations and they say, "No, special VFR is not a bad thing. It does not hurt anyone as long as it is used properly." I feel that the general aviation public has not been properly heard or represented on this problem.

I think at this point I would like to talk about system concept as it applies to air traffic control. Any system is made up of components. These components are usually machine components and human components. Machines and humans are connected together by communication links. I think one of the most ridiculous situations we have in air traffic system today is the archaic method of information transfer, the communication link between the man, the machine, and other men.

Let me give you a very simple example of this.

This is a roll of paper. This is teletype paper. If I were to plan a flight from Columbus, Ohio, to Richmond, Va., I would have to look at 16 feet of this paper. It is in cryptographic or that I must decipher, that I have to integrate into a picture and that will tell me whether or not I can safely fly from Columbus to Richmond. In the process of looking at this information or calling to a flight service station—when the phone is not busy—or calling a flight service representative on the radio, I can consume anywhere from 10 to 30 minutes seeking that information.

Last week I was grounded in a northeast city. I won't tell you the city for a definite reason. I had my own aircraft there. I was trying