

I don't know how valid it was, but in 1965 the State of New Jersey Highway Department ran a survey and concluded that by 1980 they would need 60 additional highway lanes in and out of Manhattan.

Well, you just think about that and it is a manifest impossibility. We are trying all over the country in the airways and airports side to improve the use of the airport through developments of blind landing systems, for example, high-speed turnoffs and things of that nature. But there is still a limit. You can just get so much use of one runway, you can get so many planes on and off no matter how you do it.

I was told by the Port of New York Authority, in connection with the so-called fourth jet airport for New York, that from the time they are able to get a site where they can build the thing, it will be 10 years before the first airplane, commercial airplane, operates off that airport.

Mr. SPRINGER. That was about the story on O'Hare.

Secretary BOYD. Yes, sir.

Mr. SPRINGER. Eight, 8½ to be exact.

Secretary BOYD. The demand is growing at a rate which is just phenomenal.

Now, 3 weeks ago at Washington—

Mr. SPRINGER. Are you taking into consideration though the improvement in aircraft with the jumbo jets?

Secretary BOYD. Yes, sir.

Mr. SPRINGER. In small runs such as Chicago to Champaign, Ill., you are increasing your load in the next 10 years. They will tend to more than double their load capacity.

Secretary BOYD. Right.

Mr. SPRINGER. Yes.

Secretary BOYD. The people at MIT had a study, on the impact of the Boeing 747 which is the jumbo jet on air traffic in the New York area, and what they came up with was a line which shows a continual growth up to the advent of the 747, and then a plateau for 6 months and then the line goes up again. That is the kind of traffic growth we have. And every indication—

Mr. SPRINGER. I would like to see a chart on that because I am not quite getting that kind of information, but if you say that is true you are an expert in the field and your staff ought to know. I would like to have a memorandum on that if I could.

Secretary BOYD. All right, sir.

Mr. SPRINGER. I have seen the figures between now and 1975, but I didn't anticipate we were going to be able to take care of them, I am talking about air growth.

Secretary BOYD. We can't possibly take care of it. Three weeks ago at Washington National Airport, three weeks ago today, were 4,000 movements of aircraft at Washington National, landings and take-offs, in a 24-hour period, and Washington National is geared to a capacity of 2,500 movements.

The result was that many planes were waiting on the ground, or in the air, as much as an hour and 40 minutes. This is getting to be commonplace in LaGuardia.

Mr. SPRINGER. Is this commonplace in Dulles?

Secretary BOYD. No, Dulles is a great airport in every sense of the word.