

am confident it is going to become more so in the years ahead and it is going to be important to the country as a whole; it is going to be important to every State and it is going to be important to every community, including small communities.

That is the end of my speech, Mr. Chairman.

Mr. BROOKS. General, that is a good statement. I want to ask you two quick questions and we will get you on the way.

In the delays incurred by the traveling public on commercial airlines—I do that very often, almost every other week, I find the delays increasing this year substantially because the major airlines that fly into Texas from this east coast area apparently don't have backup planes anywhere in the world.

If there is a mechanical problem on the ground in Philadelphia, the plane is a couple of hours late getting to Atlanta and a couple of hours late getting to Houston. Is this going to be an increasing problem?

General McKEE. It shouldn't be. We would expect the airlines—with the help of FAA and we give them a lot of help, Mr. Thompson—to improve their maintenance procedure so they wouldn't have all these delays. From the economic point of view, I doubt if the airlines want a lot of backup airplanes sitting on the ground. However, the shuttle flights between New York and Washington obligates them to have an airplane standing by for the next load of passengers.

Mr. BROOKS. Apparently we have an increasing concentration of airplanes and requirements for landing facilities. Do you foresee an increasing need for a significant increase in airport construction funds if we are going to meet this need?

General McKEE. Yes indeed. The Administration has proposed an airport bill which is now before the Congress in an effort to our needs. Regardless of how it is funded, Mr. Chairman, there is going to be a tremendous requirement in terms of improvement of existing airports, in terms of new airports—for example, New York, Chicago, and Los Angeles are all going to need additional airports. With the demand for air transportation over the country, more and more communities, including small communities, are demanding air service and are demanding airports and I think it is a good thing for them to have them.

We talk about the great urbanization and the concentration of industry and whatnot in the big metropolitan areas. What we should be doing as a government is to try to stop this great concentration in these massive urban areas and get some of this industry spread out around the country. Down in Texas, there are a lot of places there. In Virginia, where I come from; down in Georgia—and many, many other sections of the country.

Mr. THOMPSON. I am particularly interested in your statement concerning the growth of general aviation and also the fact that in order to solve some of our urban problems we are going to have to have industrialization of our rural areas. This is going to put a greater pressure on air transportation and primarily general aviation.

What is being done at our large terminals to try to work general aviation in with commercial aviation so that you don't have to have a Cessna Skyline landing on a 12,000 foot runway that is possibly needed for a Boeing 707?

General McKEE. We are doing a lot on that, Mr. Thompson. This is so lengthy I would rather not get into it at this time, but we would