

be happy to come up and brief you. We have major efforts going on in this regard. It is fairly complicated in terms of traffic control and also involves providing reliever airports.

One of the main things is, of course, provision of adequate reliever airports. They need them in New York. We sorely need them in the Washington area. We need them in the Atlanta area and practically ever major hub in the United States. Industry and the communities just have not given this problem the attention that it deserves and must have. I think the industry, certainly the airlines and the manufacturers, are beginning to realize that they have to pitch in here, along with the U.S. Government, and along with the communities, and along with the States, and get this problem solved because the alternative to solving it is strangulation in the growth of civil aviation. It is just as clear as a bell to me.

I have talked to the presidents of airlines and pointed this out. I have talked to manufacturers and pointed this out. That is why I think we have to get behind the legislation now before the Congress on user charges to provide the resources necessary to do this job.

Mr. THOMPSON. I would like very much to take you up on your offer. I am most interested in the subject. I think it is a subject that is of vital interest to the future growth and the planned, orderly growth of aviation.

General McKEE. And the economy.

Mr. THOMPSON. And it is unreasonable to expect the air carriers with 120 passengers to have to sit behind two or three small airplanes waiting for a takeoff time, if there is a better way of doing it.

General McKEE. I couldn't agree more with you.

Mr. THOMPSON. I would like to work with you on this.

General McKEE. The problem is providing an alternative solution and I think one has to be provided. Of course, we get complaints all the time and rightfully so. A man sits out there on a 707 and waits 15 or 20 minutes while small aircraft take up space on the runway.

If we can provide a capability for that man to operate some place else—like in Minneapolis-St. Paul, for example, they have done it the right way. They did their planning. They have a major commercial airport that is used by the air carriers and they have a ring of seven general aviation airports around that whole metropolitan complex. We have no problem up there, but very few communities have done that forward planning.

Mr. BROOKS. General, I know you have a commitment and we want you to make it. We have some GAO reports on the FAA which I will submit as exhibits H, I, J, and K and ask that you respond for the record.

General, you have done a very distinguished job as FAA Administrator and we thank you.

General McKEE. I appreciate the opportunity to appear before this distinguished committee, Mr. Chairman, and look forward to a return engagement.

Mr. THOMPSON. I would like to thank you also very much for your statement.

(Exhibits H, I, J, and K follow:)