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COMMENTS BY ALAN S. BOYD, SECRETARY OF TRANSPORTATION,
PRESS CONFERENCE ON AIRPORT CONGESTION, AUGUST 16, 1968

As you may know, the Federal Aviation Administration has asked spokesmen for all elements of the aviation industry to attend a meeting here next Friday.

We have called the meeting to discuss air traffic congestion at some of the bigger cities and to outline plans for dealing with the problem.

One approach which the FAA will offer is what amounts to rationing flights at five of the busiest airports -- Kennedy, LaGuardia, Newark, O'Hare, and Washington National -- where the numbers of flights per hour are already restricted.

Under this proposal, the number of flights allotted during peak hours at Kennedy -- for example -- would be planned for the instrument capacity which is 65 an hour. On some days, Kennedy is now handling over 100 flights an hour in good weather. We would permit more than 65 during good weather.

The FAA also would require that planes landing and taking off during those hours meet certain performance standards for example, they might require that they be able to fly 150 to 200 miles an hour and climb 1,000 feet a minute.

The plan as it now stands does not contemplate that any class of user - and by this we mean specifically private planes - would be completely excluded from access to any airport that might be designated as a high density airport.

At the Friday meeting, the FAA plans to submit this proposal and ask for comments.

If the aviation industry can come up with modifications or even a whole new plan that will deal with the problem better than this one, we will certainly put it to use.

After the meeting, the FAA plans to take the comments under consideration; talk to airport managers; and then issue notice of the final plan no later than September 3rd.