

Number of collisions between general aviation aircraft

Year:	
1955	16
1956	14
1957	10
1958	12
1959	10
1960	19
1961	20
1962	14
1963	11
1964	12
1965	24

Source of the above figures is the Civil Aeronautics Board Bureau of Safety.

Mr. DEVINE. In your statement, you suggest short parallel runways at your main airports being helpful to general aviation. Would you make any suggestion on how far separated those should be from your main runways? Are you talking about 5,000 feet?

Mr. KAYNE. That is a hard question to answer specifically, Mr. Devine, but I think I can answer it enough to satisfy you. In the first place, New York City, or the Port Authority of New York, for example, recently converted three taxiways on John F. Kennedy Airport to short runways for general aviation. Unfortunately, at least one of those, and possibly several of them, are so close to the main runway and placed in such a position so that if a fully loaded DC-8 going overseas, for example, takes off and rotates, his wingtip vortices and turbulence hits just about where you are over on the short runway. It is so close that it gives you pause for thought before you use it.

One of the others they have is so spaced that the taxi distance on John F. Kennedy makes it almost impractical to use it. We have just looked into this to see why these runways are not getting sufficient use and one of these is apparently that several of them are too close to the main runway.

Mr. DEVINE. Would a separation such as the Potomac River out here with Washington National and Bolling be adequate?

Mr. KAYNE. That would be more than adequate.

Mr. DEVINE. Have you made recommendations in that area?

Mr. KAYNE. Yes, sir. As you probably know, we have been pushing to have a runway on the old Bolling-Anacostia complex used for general aviation. In fact, we could almost make parallel runways there.

O'Hare in Chicago has two parallel runways that are about 5,000 feet apart and these are used for simultaneous IFR approaches by large aircraft with just a slight staggering of the altitude. For the general aviation part we could be closer than that. We can do a little research. I would hazard a guess that somewhere in the neighborhood of 700 to 800 feet between the runways would give us sufficient distance to avoid wingtip vortices except under the most unusual conditions where the wind might be drifting slowly over toward the general aviation runway.

Mr. DEVINE. Thank you very much.

Mr. DINGELL (presiding). Mr. Kuykendall.

Mr. KUYKENDALL. Mr. Kayne, would a crop dusting airplane without a radio and no flight plan be allowed to land at Memphis, Tenn., Municipal Airport?