

Mr. KAYNE. I can answer that, but I would have to qualify my answer.

Mr. KUYKENDALL. I am waiting for an answer.

Mr. KAYNE. I am not familiar specifically with the traffic at Memphis, but I suspect that there may be some crop dusters landing there.

Mr. KUYKENDALL. Yes. There was a 727 that I was a passenger in forced to go around the field by a crop duster with no radio several weeks ago.

Mr. KAYNE. There are many of our airports that are used by airlines, and I will avoid the term major airports because I don't think it really happens in the major airports, there are many airports used by airlines that also accommodate crop dusters working the local fields in that vicinity. There is a provision in the regulations to permit the control tower chief, at his discretion, to allow such aircraft without radio in and out. He usually does this under, you might say, closely controlled conditions where he knows when they are going, when they are coming. They get a green traffic light from the control tower to indicate that they can land or take off. These conditions are closely monitored. We know that some of the crop dusters, particularly if they are dusting, have an explosive combination in that dust, particularly if the bin is partly empty.

Mr. KUYKENDALL. Forget about the fact that he is a crop duster. Make like he is a cattle rancher. I am speaking of the fact that this airplane has no radio, has no flight plan, has no weather report, and just came in and landed. He got a green light, yes. I am sure he would have landed whether or not he got the green light. This is a major airport, two 10,000-foot jet runways with probably 300 transactions a day.

Mr. KAYNE. When we say no flight plan—

Mr. KUYKENDALL. He could not have a flight plan because he took off from his back pasture.

Mr. KAYNE. If he took off from his back pasture and landed there without advance coordination and approval from the control tower, my answer to your question would be no, he should not be allowed there.

Mr. KUYKENDALL. I know that this is the extreme bottom of the people you represent.

They own an airplane with an engine and a propeller, one or two seats, a gallon of gas and that is it. The other extreme is the corporate jet, whose pilot may have as many hours, Mr. Chairman, as Mr. Ruby. That is the other extreme. I think we on this committee are going to have to differentiate between the crop dusters with no radios and the corporate jets.

It is my understanding that recently the authorities in France, after having built a subsidiary field with GCA and ILS have prohibited the use of Orly and Le Bourget by any aircraft that does not have at least two pilots and compatible electronics. Have you heard about this development?

Mr. KAYNE. No, sir. I heard you speak of it this morning.

Let me put it this way: I know that Orly and Le Bourget have restricted traffic.

Mr. KUYKENDALL. They did have the other equipment ready, the other strip ready and equipment ready, when they made the decision. That is our understanding.