

JFK, that, if you do not control the entrance of general aviation, and you limit the airport to the number of transactions per hour, then the airliner will be edged out completely. In other words, it does not reciprocate control.

I notice in using your figures about the number of interested people involved in using the taxpayers' supported facility you use only the owners as compared to the owner, so to speak.

But using your own figures here, the number of passenger miles, and this is the people involved, the citizens involved, of the airline, according to your own figures, would be almost six times as great for the airlines as it would be for private aviation. I don't think it is good to come here and have either of you against each other.

I join in what Mr. Devine said. I don't like to be comparing collisions. That is just like some Vietnam peace people coming to us and saying, "Your atrocities are worse than theirs." I don't like either one of them. I don't like the idea of comparing the collisions as a means of comparing the validity of the two causes. I think both have good validity. This is a point I wanted to make here:

That either party, because of the size of their business has certainly a valid use, one not more than the other just because there are more private owners than there are commercial owners. There are many times more public passengers than there are private passengers.

Do you think that there should be any airports today where non-commercial type aircraft—let's go back to the same definition we used before, two pilots with compatible electronics—do you think there should be any airports in America today that should not be allowed to be used by airplanes without this type of equipment and pilots?

Mr. KAYNE. I don't know exactly what you are talking about in the way of compatible electronics.

Mr. KUYKENDALL. ILS, GCA, and two pilots.

Mr. KAYNE. The regulations require two-way radio communication with any airport with control towers operated by the Federal Government. That included Memphis.

Mr. KUYKENDALL. What would be the penalty if he came in and landed without it?

Mr. KAYNE. I don't know what schedule of penalties are under the Federal Aviation Act. They would be subject to either fine or revocation or suspension of certificate, or both.

Mr. KUYKENDALL. You say two-way radio is required on any FAA-supervised landing facility?

Mr. KAYNE. Any airport that has a Federal control tower. It could be FAA or a military field with control tower, this equipment is required at either. ILS, of course, is an instrument landing system and this is something that you would not need in good weather. If you are going to make an instrument approach or flying IFR and make an instrument approach I would say we would have it, whether general aviation or air carrier.

Mr. KUYKENDALL. Do you think a student pilot with full radio equipment should be allowed to land at National Airport?

Mr. KAYNE. I would not rule out the student pilot with full radio equipment landing at National Airport for several reasons. In the first place, before he lands there he has to get a clearance. He is under control. The tower is watching him and working him all the way.