

This, incidentally, must be part of the training of the student as he comes along. These students eventually become private pilots, commercial pilots, and then airline pilots. That is the way we get airline pilots. If you are asking this in the context of a brandnew student who is just soloing and so on, normally we would not encourage it at places like Washington National.

Mr. KUYKENDALL. Can he land there now?

Mr. KAYNE. Washington National to my recollection has some restriction against student operations. This is not true of all airports. Some airports do have it and some do not. We also have found that there are some students who are trained right on major airports because the schools are located there and they go out and they have instructors with them. This is done under carefully controlled conditions.

Mr. KUYKENDALL. But they cannot control that young solo pilot on his first time out.

Mr. KAYNE. I would not recommend the young solo pilot in the conditions you are talking about, his first time out.

Mr. KUYKENDALL. Would you prohibit him from doing that at National Airport?

Mr. KAYNE. From my own personal opinion, I would say yes. But also I have to tell you that National Airport right now is not operating up to its capacity. It is conducting 4,000 operations a year less than it did in 1960. At the same time, we had Bolling and Anacostia operating with more traffic in the air, so that the total operations at National and in the vicinity are down. National is not congested as far as airplanes on runways are concerned; it is terribly congested so far as airline passengers are concerned in the terminal building. The airline ramps are congested but the general aviation side of it and the runways themselves are not congested. The air traffic part of it is not congested.

Mr. KUYKENDALL. You are the first person who has even implied this may be true. Most of the other witnesses have gone in the other direction but I won't get into argument about that.

Mr. KAYNE. This is rather well documented. I think I am very well qualified to speak on this because I was the first chief controller of the tower at Washington Airport. I have followed that airport for many years.

(The following information was received by the committee:)

STATEMENT ON USE OF MAJOR AIRPORTS, SUBMITTED BY VICTOR J. KAYNE,
VICE PRESIDENT, AIRCRAFT OWNERS & PILOTS ASSOCIATION

Mr. Kuykendall discussed the use of major airports by various types of traffic and mentioned an incident at Memphis wherein a crop duster apparently landed with no clearance from the control tower.

The current FAA regulations require a radio clearance from the control tower prior to landing or taking off from any airport with a Federal control tower. There also is a provision for the controller to allow non-radio traffic to land or take off subject to prior approval from the tower. If this was not obtained in the Memphis incident, then the pilot was in violation of the regulations. When we are dealing with a pilot who will violate existing regulations, it obviously would do no good to write additional regulations, since the pilot would also violate those rules.

Our public airports accommodate all types of traffic, under reasonable rules imposed by the FAA, without discrimination as to whether the traffic is airline, military, commercial, private, or any other category. An effort to distinguish between some of these with the objective of restricting certain operations would