

that we eliminate the criticisms which you have of the Administration and buckle down to adequate administration. You indicate there is a lack of money. I suspect that that perhaps is Congress' fault, the Bureau of the Budget's fault. You have already conceded ideally it is better to have positive control at lower heights.

Mr. KAYNE. I don't think I have conceded that.

Mr. DINGELL. You said idealistically.

Mr. KAYNE. Idealistically in a sense. We have found out that we have collisions under air traffic control.

Mr. DINGELL. And you have collisions where they are operating without positive control?

Mr. KAYNE. That is right.

Mr. DINGELL. In theory at least, and ideally, there is much larger opportunity for a collision where aircraft are not under positive control. Isn't that a fact? Can you deny that?

Mr. KAYNE. In the limited context you ask it, I would say yes, I agree with you.

Mr. DINGELL. Not in a limited context. Cold logic says if you have aircraft under positive control there will be less chance of collision particularly when aircraft now are operating at 300 to 1,400 miles an hour instead of the 180 or 250 miles an hour that they used to operate in, because of visibility problems, reaction time, and the other problems we face in this area. Is that correct?

Mr. KAYNE. I am afraid this question is very much like: "Have you stopped beating your wife?"

Mr. DINGELL. No, it is not.

Mr. KAYNE. I can agree with you and I can disagree with you.

Mr. DINGELL. It is cold logic.

Mr. KAYNE. I can agree with you but I would have to qualify my answer and the chairman is waving the gavel.

Mr. DINGELL. I suppose if I were an oldtime seat-of-the-pants pilot I would be like that too.

Mr. FRIEDEL. I will allow you to answer if you wish, but the time of the gentleman has expired.

Mr. KAYNE. Let me make a brief offer. We will provide a detailed answer to that in writing if that will help.

Mr. DINGELL. I have no objection.

(The following information stating the AOPA position was received by the committee:)

AIRCRAFT OWNERS & PILOTS ASSOCIATION,
Washington, D.C., July 7, 1967.
FEDERAL AVIATION ADMINISTRATION,
OFFICE OF THE GENERAL COUNSEL,
Washington, D.C.
(Attention: Rules Docket.)

GENTLEMEN: Reference is made to Docket No. 67-WA-16 issued May 11, 1967 entitled "Positive Control Area."

AOPA is an organization of approximately 138,000 members who operate aircraft for business purposes, personal transportation and for pleasure. The aircraft flown are becoming increasingly more sophisticated in design, instrumentation and capability. More and more of them, including pressurized turbo-charged single-engine four-place aircraft, have the ability to take advantage of optimum cruising altitudes up to and above 24,000 feet MSL. In general, cruising speeds of such aircraft, excluding jets, do not exceed the 250-knot range. At such speeds the see-and-be-seen principles for collision avoidance are practicable.