

in the way of problems or what this legislation may be doing to hold back the development of future technology in other areas besides private broadcast radio-television communications.

It seems to me that this measure is just another patch in the Communications Act of 1934 and that we ought to be looking more broadly into this whole problem.

What specific attention is going to be given or has been given to, for instance, the problem of citizen-band radio, or does this include the little \$15 walkie-talkie that my wife bought my son for Christmas?

Mr. LEE. It could. With respect to furthering the development of the art, we think that this legislation will help.

Mr. BROWN. Which part?

Mr. LEE. Insofar as we have to approve, for example, the use of new devices, some chap may come in with a proposal to manufacture a new device. We do have to approve that, and we think that if we can prescribe the right kind of radiation limits on the manufacturers we perhaps can be a little more tolerant in approving these new uses, knowing that we will be able to control the radiation at the source.

Mr. BROWN. Let me ask specifically about the garage-door opener. Is this to be included in that?

Mr. LEE. Yes, sir; the garage-door opener has been really a prime offender on aviation interference.

Mr. BROWN. I don't think any of us want to have a DC-9 landing in our garage, especially if we have a one-car garage. How do you determine the order of precedence of priority as to whether the development of a new electronic device which could have vast ramifications in consumer and public usage or even Government usage is less important than something that we are now doing in the communications field?

Mr. LEE. With respect to the relative merits of the devices I am not so sure we could make that determination if they interfered with an existing device. As a practical matter, what happens with the garage-door opener is that we will receive a complaint from the FAA on an active route from spot A to B. They warn the pilots there is something interfering and that this affects navigational aids. Our people then have to find the source of that interference. This very often requires putting a man on the plane for a few days, working in conjunction with mobile units, and then we find Mr. Citizen.

We will still have that authority under this bill; we still may occasionally have to do it, but then we can go to the manufacturer and say, "You have a bad line; something went wrong; you better fix it."

Mr. BROWN. In other words, it isn't your ambition to terminate the development of the technology, but rather to see that it develops without interference with existing technology.

Mr. LEE. Right.

Mr. BROWN. Does that mean that the guy that got there first necessarily has priority?

Mr. LEE. No. They will all operate under the same standards and you will find in industries various degrees of compliance. You see, we have rules now. This I have to make clear. We do not intend to tighten these technical standards; these rules apply to this device. The only difference is that we cannot move against the chap who makes it. We must move against the guy who buys it, and actually we think it will help, much as the all-channel television receiver.