

Mr. DEVINE. Yes.

Mr. FRIEDEL. I have one question. You were speaking about the federal system approach. You would like to see a federal system instead of States rights. Do you find different limitations as to approaches to different airports? Doesn't Washington National have only two corridors? Is there any restriction at Washington National? That is the first question?

Mr. RUBY. Yes, there are restrictions at Washington National, as there are differing restrictions at other airports, some of which at least are set up by local authorities. It has only been recently that the Federal Aviation Administration and the Air Transport Association and the Pilot Associations have reached an agreement for a standardized noise abatement take off procedure where noise abatement takeoff procedures are required. Now this, if we finally accomplish this, will be a great step in the right direction, because we won't be having pilots trying to accommodate to a different rule at each airport which involves a different type of flight technique, either on takeoff or landing. If we do not standardize these things, we are simply building in trouble that there is no solution for.

If each town or each State or—as I say in Western Europe, each country—has a different set of rules, you finally bog it down where you can't operate or, if you do, operate with a risk element that is far too high. What I am really saying is the necessity for standardization. I don't see how this can be done on a State-by-State basis; that is what I am saying, from a practical standpoint.

Mr. FRIEDEL. This is done for safety reasons?

Mr. RUBY. Right.

Mr. FRIEDEL. And for noise abatement. Do you find any different regulations in takeoff and landing at the New York airports?

Mr. RUBY. Yes, because where the Port Authority, for example, in New York deals with Kennedy, La Guardia, and Newark, they can establish what is required by them at those airports. Then we will assume that some particular city has an airport someplace else, whether it is Los Angeles or San Francisco, they can set up rules that they want to apply to their airport. If they then tell the air carrier, "We are going to cancel your lease if you do not do as we say," then what is the air carrier to do? He has no alternative but to continue operation and say to the pilot, "You do it this way or we get thrown out."

This is a place where we rebel in no small fashion, because we simply are not going to go out and take undue risks to accommodate a local situation if in fact their proposal as to how to do it gets into the undue risk level. This is why I am saying we must have some standardization on an overall basis. Gentlemen, by negotiations this is going to have to apply worldwide, as I personally have been shook up a couple of times on a takeoff out of London, I suppose because I know enough to know when to be scared and I was a bit shook up. I just don't go for this.

Mr. FRIEDEL. Are the restrictions severe in London?

Mr. RUBY. Yes; they are. They are quite ridiculous in some particular directions. You take off with an airplane that is loaded to the gunwales because it is going across the North Atlantic, and you are supposed to take the airplane off, make an abrupt turn, reduce power