

the FAA, saying, "Here the ATA has come forward with a program, how much is this going to cost us?" because I would like to know.

Mr. DINGELL. This is precisely the question I intended to direct to the chairman of the committee to find out what is the cost of adequate safety for the whole aviation agency. The Chair advises me that Mr. Stimpson is here from the FAA, so I assume that Mr. Stimpson will alert the FAA to expect some communication from the committee staff for appropriate figures for insertion in the record. I am sure, Mr. Chairman, we can look to their carrying this matter forward.

(The following information was subsequently submitted:)

FEDERAL AVIATION ADMINISTRATION STATEMENT ON ESTIMATED COST TO IMPLEMENT PROGRAM RECOMMENDED BY THE AIR TRANSPORTATION ASSOCIATION

We estimate that implementation of the program outlined in the formal statement made by the Air Transport Association would cost approximately \$835 million for procurement and installation of equipment over amounts appropriated through fiscal year 1967. In addition, annual costs of operation and maintenance would be expected to increase by approximately \$75 million after the procurement and installation phases of the program were completed. Operating, training and maintenance costs could be about 30% greater during the changeover period to the new equipment.

Mr. DINGELL. Perhaps Mr. Tipton would like to take more time and direct himself more fully and comfortably and more conveniently to some of the aspects that you have given us on this point. I would like to now go into a couple of points that concern me.

The cost of the collision avoidance system I have heard is \$50,000 and now it is \$60,000 per aircraft. This would be on the order of a large aircraft a little but more than the cost of a propeller, would it not, for a conventional aircraft? A propeller for an aircraft is \$25,000.

Mr. TIPTON. We don't buy as many of them as we used to, but I think it is in that neighborhood.

Mr. DINGELL. Also it would be roughly about the same as the cost of the theater and projection equipment that would go into a large 400- or 500-passenger jet that will shortly be coming down the ways; is that correct?

Mr. TIPTON. I have no idea as to the cost of that equipment, but I would not be surprised.

Mr. DINGELL. It really is not, on a 17 or 18 million dollar jet, a very large sum in terms of safety when dealing with the lives of 400 or 500 people.

Mr. TIPTON. We don't regard it as too large. We don't regard it as in any respect an objectionable expenditure. We have been trying for 12 years to get the opportunity to make that expenditure.

Mr. DINGELL. Now the other question I wanted to discuss with you is the standard of the FAA with regard to getting passengers out of aircraft. There are 2 minutes for the number of passengers we have in the aircraft to go through emergency exits. Do you regard this as an adequate standard of safety?

Mr. TIPTON. Yes. We have spent a great deal of time on that particular part of our work. I am hesitant to take the time at this point, but, if you would care to, General Von Kann could give you the discussion of industry effort on passenger evacuation. A memorandum prepared by the Aerospace Industries Association on passenger evacuation and crash worthiness will be put in at this point.

(Information referred to follows:)