

to be facing the problem of who is going to set the standards. The question is whether FAA or DOT actually set the standards.

Secretary BOYD. The Department of Transportation is proposed.

Mr. PICKLE. It is proposed under this measure?

Secretary BOYD. Yes, sir.

Mr. PICKLE. My question is, is there a difference of opinion as between your agency and the FAA as to who should establish these standards?

Secretary BOYD. Not to my knowledge. I have had numerous conversations with General McKee on this and other subjects and this question has never arisen. I can't give you a categorical answer because it has never been raised.

Mr. PICKLE. Then I believe that answers my question. There is no contest of jurisdiction between your agency and the FAA as to the establishment of these standards?

Secretary BOYD. No, sir.

Mr. FRIEDEL. Will the gentleman yield?

Secretary BOYD. The only thing that is involved in the noise business between us and the FAA, as I understand it, is that General McKee felt some disappointment that we didn't take over the operation of Washington National so that we could get him off that hook.

Mr. PICKLE. I yield to the chairman.

Mr. FRIEDEL. Mr. Secretary, trying to keep to this point, the FAA just recently issued a ruling or suggested a ruling that the speed of the planes be limited to slow them down to 250 knots below 10,000 feet.

Secretary BOYD. Yes, sir.

Mr. FRIEDEL. I understand they did that because of safety. What effect will that have on the noise? Will that have an effect on the noise for the people on the ground?

Secretary BOYD. I don't believe it will have any effect, Mr. Chairman, because the real problem is in the takeoff and landing patterns and the flight of the plane, say, above 3,000 or 4,000 feet, whether it is flying at 350, 450, or 250, is not going to make much difference to the people on the ground. It is generally when the airplane gets into the airport traffic pattern that you would have this concern over the noise, when it is down, I would say, 2,000 feet or below.

Mr. FRIEDEL. In other words, it won't have much material effect on it?

Secretary BOYD. I don't think so, not in terms of significant noise abatement.

Mr. FRIEDEL. All right. Thank you.

Mr. PICKLE. Mr. Chairman, if I may continue, a question was asked earlier with respect to cost to your agency in the administering of this kind of a program. I would like to ask you more specifically with relation to cost to an airline or an individual aircraft. Is there any estimate you can give us as to what it would cost if you put some kind of an instrument on a plane that would help control this noise abatement if this is the decision as an approach?

Secretary BOYD. I don't have any figures, but one of the things I am sure we would propose is, assuming this research program on the direct lift control is proved out, we would require that on new aircraft built in the future. This would be an additional element in