

the capital cost of the aircraft and I will try to obtain a figure for you as to what we guess that would be as an incremental cost.
(The information requested follows:)

DEPARTMENT OF TRANSPORTATION STATEMENT ON ESTIMATED COST OF INSTRUMENTATION TO ACHIEVE QUIETER AIRPORT APPROACHES

The Federal Aviation Administration is developing instrumentation to permit quieter approaches beyond three miles from the airport. If the results of current evaluations show that two-segment approaches meet adequate levels of safety, then the installation costs for airborne instrumentation necessary to achieve the resulting two-segment approach noise benefits would be approximately \$2,000 per aircraft. In addition, at those airports not presently equipped with terminal DME installations, a \$50,000 ground facility provided by the Federal Aviation Administration would be required.

Other than instrumentation to permit steeper, lower thrust approaches, we know of no airborne instrumentation now being developed which could contribute to a solution of the noise problem.

The concept of noise certification involves the fundamental noise characteristics of an aircraft, and other than the initial capital and annual operating costs of the vehicle, there would be no costs borne by an aircraft purchaser to achieve the quietest practical operations.

Mr. PICKLE. Then your cost would be on the basis of an individual aircraft, not with respect to whether it was owned by an individual or by an airline?

Secretary BOYD. That is right, although the problem of noise is really related primarily to larger aircraft.

Mr. PICKLE. Do you anticipate different standards?

Secretary BOYD. I think that is entirely possible. I have not thought this one through, but I would venture to say that where you are dealing with a range of aircraft designs from the weekend pleasure flying up through supersonic transports that the chances are good we would have different regulations based on design classifications.

Mr. PICKLE. That is all, Mr. Chairman.

Mr. FRIEDEL. Are there any other questions?

I want to thank you, Mr. Secretary.

Secretary BOYD. Thank you, Mr. Chairman and members of the committee.

Mr. FRIEDEL. It is 2 minutes to 11. The House will go in at 11 o'clock on very important legislation. We have two other witnesses, the Air Transportation Association and also the Airport Operators Council. If they wish to submit statements they may do so, but we will have to adjourn the meeting subject to the call of the Chair. We might meet again next week.

Mr. KUYKENDALL. Mr. Chairman.

Mr. FRIEDEL. Mr. Kuykendall.

Mr. KUYKENDALL. I don't know what the positions are of the gentlemen that are here to testify, but, if possible, particularly the Air Transportation Association, I would hope that they could have full testimony before this committee. I don't know what your convenience is. I don't know what their convenience is, but with this particular group, I would like to have an extensive opportunity to question these people and I am sure several members of the committee feel the same way. I wanted to pass that on as my own feeling on it.

Mr. FRIEDEL. I wish to assure the gentleman that we intend to have other hearings. When they will be scheduled I don't know, but I just