

In other words, the act permits the Administrator as a matter of discretion to exempt foreign aircraft, and as a matter of practice he does exempt foreign aircraft, so that foreign aircraft coming into the United States do not have to satisfy the same safety certification requirements that a U.S. aircraft does.

If noise certification were to be applied the same way, your suggestion is correct—foreign aircraft would presumably also be exempted.

Mr. FRIEDEL. Why should they be?

Mr. STEPHEN. We don't know why they should be exempt. We think they ought to be required, since they contribute to the noise problem, to conform to the same noise certification standards.

Mr. KUYKENDALL. Will the chairman yield there?

Mr. FRIEDEL. Just one more question. I note that the Russian jet plane is being observed at Dulles Airport because it was felt to be too noisy to land at New York City. Do you have any comment on that?

Mr. STEPHEN. That is a matter of information only to us also. That is our understanding, that it cannot comply with the existing New York noise regulations. Therefore, New York has, to this time at least, refused it permission to operate. It could land there. The New York regulation doesn't cover landings; it covers only takeoffs. But the aircraft couldn't take off once it landed, so this is the reason for testing it outside of New York. You are correct.

There is a problem, of course, with noise regulation of foreign aircraft. If the United States were to propose or apply a noise limit on foreign aircraft, then we open the door to foreign governments taking reciprocal action to impose some kind of noise limit on U.S. aircraft. And when I say "reciprocal" I don't mean that the conditions are always identical or equal.

Many foreign governments are known to apply more stringent general standards to U.S. aircraft coming into those countries than they apply to their own aircraft. They don't always play the sporting game the way we do. The United States does not ask foreign aircraft to do anything that we don't ask U.S. aircraft to do. But foreign governments don't always play it that way. If we started regulating foreign aircraft for noise, we might find their home-flag countries regulating our aircraft for noise on a more stringent basis.

Mr. FRIEDEL. Mr. Kuykendall.

Mr. KUYKENDALL. You got into my question, but let me carry that just a little bit further. Are we to understand from your statement that we are now doing business with foreign countries that require stricter noise levels for our aircraft than their own?

Mr. STEPHEN. At the moment that is not true to my knowledge, Mr. Kuykendall. But it was true when our jets first went into operation. For a considerable period we were not allowed to fly our jet aircraft into London, Paris, or Rome because of alleged noise considerations.

Mr. KUYKENDALL. We are not on the short end of things in any of these reciprocal deals right now.

Mr. STEPHEN. Not at the moment that I am aware of.

Mr. FRIEDEL. Mr. Pickle.

Mr. PICKLE. Mr. Chairman, do we have other witnesses?

Mr. FRIEDEL. Yes; one other witness.