

Mr. PICKLE. Let me ask you one question. I regret that I have not been able to be here earlier and I have not read Mr. Stephen's testimony. I certainly will do so because I know he is one of the authorities in America on this very subject. He happens to come, Mr. Chairman, from the great institution which is my alma mater, and we are great long-time friends. I welcome him to the committee.

Now, Mr. Stephen, though I may repeat and I hope I don't, I want to say with respect to the noise abatement it seems to me the real problem is who is going to set up these standards and/or issue these certificates. The bill calls for the Secretary of Transportation.

I asked the question last week, is there a contest between FAA and DOT, and the Secretary of Transportation, Mr. Boyd, said no, there was no vying for positions between the two agencies and as far as he was concerned the bill as written was satisfactory to DOT and the FAA.

Now is your testimony this morning with respect to choosing one side or the other?

Mr. STEPHEN. Yes, sir.

Mr. PICKLE. Would you tell me which?

Mr. STEPHEN. As the statement indicated, we feel that this provision of the bill was essentially just to recognize the passage of the Department of Transportation Act. However, nothing about the Department of Transportation Act would require, merely because the Secretary is charged with research and development for noise, that in certification of aircraft under title VI you should substitute the Secretary for the Administrator.

As I testified, since the Administrator will continue to issue certificates for safety purposes, the certificate for noise ought to go along with it. In fact, it ought to be a single certificate, and the Administrator ought to be the one to issue it.

Mr. PICKLE. But is it not true, as I see it, that the technical work, the research, the scientific evaluation of what is the best approach and in the best interest, actually will be done by the FAA and they in turn will make their report and recommend to the Secretary who will issue the standards?

Mr. STEPHEN. In all likelihood.

Mr. PICKLE. It seems to me it would have to be a joint matter, and if these two agencies are in general agreement, then this ought to be the proper approach. Do you agree, in general, with that?

Mr. STEPHEN. I certainly do, in general, Mr. Pickle. I don't know whether the Secretary would concede that there are two agencies. But he did not say in his testimony that because it must be a cooperative venture, and the Secretary in the ultimate analysis will have to lean on FAA for this function anyhow, the Secretary ought to be the one to issue the certificate.

Mr. KUYKENDALL. Will the gentleman from Austin, Tex., yield for just a moment?

Mr. PICKLE. I would be happy to yield.

Mr. KUYKENDALL. Was that Texas A. & M. you are speaking of?

Mr. FRIEDEL. Mr. Stephen and Mr. Burnard, we are going to try to get permission to sit this afternoon while the House is in session, so we will try to finish it up today if we can.