

Mr. KUYKENDALL. This is only a step down, but any high-speed aircraft when reduced to much lower speed makes more noise, does it not, because it has to have more power to stay in the air?

Mr. Woods. When it gets to the point, sir, where it has to maintain level altitude in this dirty configuration at slow speed; yes, sir.

Mr. KUYKENDALL. This is what we are speaking of; is it not?

Mr. Woods. Yes, sir.

Mr. KUYKENDALL. This is what I want to get in the record in line with what Mr. Adams was discussing. Mr. Adams was putting it on a pretty technical plane and I wanted to get it on a layman's plane and that is the fact that slow aircraft is in the final approach by necessity and makes the whole approach pattern slower than it would if there were no one there but high-speed commercial and general aviation.

Mr. Woods. In our opinion; no, sir. I would say that with respect to the existing situation, sir.

Mr. KUYKENDALL. Let me interrupt here. I don't think we are getting through. Are you telling me that a 707, a DC-8, or 727 having to pull up in a high angle of attack with flaps to slow himself down for a traffic pattern isn't noisier than he would be if he were going faster?

Mr. Woods. No, sir. I was not saying that. I agree with your statement.

Mr. KUYKENDALL. This is a true statement?

Mr. Woods. Yes, sir.

Mr. KUYKENDALL. This is the point I wanted to get in the record.

Mr. FRIEDEL. Yes; but they are at a different altitude and higher up before they get into this drag.

Mr. KUYKENDALL. Not on that final thing that you are talking about.

In other words, we are talking about immediately prior to the final approach there is a mix there and this cannot be avoided; is that correct?

Mr. Woods. Sir, with your permission, I was trying to say that it is possible to run a mix of smaller and larger, slower and faster aircraft into an airport without a derogation particularly.

Mr. KUYKENDALL. Is that being done?

Mr. Woods. Especially if the runways can be used. It is not being done nearly as effectively as it should be, sir.

Mr. KUYKENDALL. We realize there is a possibility of doing it but I wanted to state that the present condition and one of the things causing noise is the fact that it is not being done and it is causing noise.

Mr. Woods. Under good weather in Washington Airport, it is being done quite well. They will use three runways. Under instrument conditions, it is not being done and they do not have the state of the art.

Mr. KUYKENDALL. Thank you, Mr. Adams. This is the point I thought should be in the record.

Mr. ADAMS. If you were to take the four airports I have mentioned and require compatible electronic gear and certain power requirements, would you not then be able to loosen your pattern, do away with the requirement of using flaps down and the so-called dirty approach over the city for a long period of time and bring your aircraft in and out of these close-in limited airports where we have the major