

portation, and there is a special committee giving continuing attention to that specific problem of noise chaired by the Department of Transportation.

Mr. BELL. I believe, as Dr. Hornig answered Mr. Daddario's question, the committee is still active in a study of this. Isn't that the answer he gave?

Dr. BENNETT. A member of our staff sits in on the meetings of this committee, and it is part of Dr. Hornig's responsibility to keep abreast of that activity and to advise the President if and when the necessity arises.

Mr. DADDARIO. The operational activity is shifted, but the supervisory control remains with OST.

Mr. BELL. I was wondering if it would be appropriate for me to ask questions relative to that matter.

Dr. BENNETT. It might clarify things if I pointed out that the original study was begun before there was a Department of Transportation.

Mr. DADDARIO. OST at the present time just has the responsibility of reporting to the President as to what activity is taking place in the Department of Transportation on this particular subject.

Dr. BENNETT. That is correct, plus adding our own comments and recommendations.

Mr. BELL. I see.

Mr. Chairman, would it be appropriate for me to ask a couple of questions relative to this?

Mr. DADDARIO. You certainly may, Mr. Bell.

Mr. BELL. The International Airport of Los Angeles is partially in my district. This is quite a problem in noise abatement. Can you inform me as to any new development in this area? As I understand it, the power that an airplane has is really its lifeblood, and every attempt to control noise from a plane results in curbing power to some extent. Is this generally a true statement?

Dr. BENNETT. In general this is the trade-off that one is faced with.

Mr. BELL. What is the direction in which you see the Department of Transportation going? Is it the direction of cutting the power to cut the noise, increasing the power and bringing the uplift higher and quicker, or a higher level at a quicker rate, thus causing less noise?

Dr. BENNETT. I can answer only in a very general way, but I will be very glad to supply more specific information. Whatever is done will involve very long-term programs. The best answer at the present time, we believe, would be to relocate airports, but this is exceedingly difficult in terms of finding the proper territory to do it. It is a long-range thing. Even if it were possible, which it is, to design engines that make slightly less noise but produce essentially the same amount of power, one is faced with the economic problem of the replacement of all of the engines now in use, and it would probably be as long as a decade before that would be economically feasible. So that in the short term it appears to be a problem for which there is no good answer.

In the long term there are some possible answers, but whether they will be feasible is not simply a question of science and technology.

Mr. BELL. On changing the airport suggestion because of the supersonic planes, isn't this an implication that Howard Hughes has the right idea of establishing an airport in Nevada for Los Angeles?