

lease expenditures at airports, but it wouldn't be recognized necessarily as connected with noise abatement, unless you knew the facts, as having been actually expended for noise control. I don't believe there is any single figure that I could give you, but if I were guessing at how much the airlines have spent to date on noise abatement and noise regulation, directly or indirectly, it would approach \$500 million.

Mr. FRIEDEL. Thank you very much. Any other questions?

Mr. KUYKENDALL. May I ask one thing here?

Mr. FRIEDEL. Yes.

Mr. KUYKENDALL. This question in this letter about a comparison of the amount of money spent there for research and development, and the noise abatement, and so forth as compared to gross profit I think this is a little bit unfair because this figure should be compared to net profit, should it not, because the figure is totally deductible.

Mr. STEPHEN. Except that, Mr. Kuykendall, anytime somebody wants to demonstrate how little you are doing they always like to take your gross profit.

Mr. KUYKENDALL. That is the point I am making, so they would have half as large a percentage as compared to gross and net. I think we should not pass that by. This is not a net profit figure. It is a gross profit figure.

Mr. STEPHEN. You are quite correct. I would acknowledge, on the other hand, that we do not, to my knowledge, budget a figure identified as research and development for noise. Noise costs are a part of the expenditures of the airlines in a great many areas of accounts, and you would have to comb through those accounts to pull out those figures. This hasn't been done, but a fair approximation could be made of what the actual expenditures and costs are.

For instance, at one airport alone, London Airport, the airlines were given a bill of \$1,300,000 for spreading dirt around the edge of the airport to keep noise within the confines of the airport. That wasn't paid for by the taxpayers or anyone else. It was paid for by the airlines. That wouldn't be reflected in any figures on research and development.

Mr. FRIEDEL. I want to thank you, Mr. Stephen. Could you come back this afternoon in case the members want to ask you any questions?

Mr. STEPHEN. Yes, sir.

Mr. FRIEDEL. This is subject to our getting approval to sit while the House is in session. Let me say we will try to get permission. I want to thank you very much.

The meeting stands in recess until 2 this afternoon.

(Whereupon at 10:57 a.m. the subcommittee recessed to reconvene at 2 p.m. the same day.)

AFTER RECESS

(The subcommittee reconvened at 2 p.m., Hon. Samuel N. Friedel presiding.)

Mr. FRIEDEL. The Subcommittee on Transportation and Aeronautics will be in order. Our first witness this afternoon will be Mr. E. Thomas Burnard, executive vice president of the Airport Operators Council International. I might ask that Mr. Stephen stay around in case members might want to ask some questions.

All right, Mr. Burnard, you may proceed.