

Mr. BURNARD. Yes; unless some reasonable restraints are put on the amount of noise these vehicles can make. We have said in our statement that we think a reasonable balance must be found in the public interest between aviation's development and normal community development.

Mr. WATSON. But I am sure that the airport operators, be they private or Government, are more interested in safety than they are in noise, aren't they?

Mr. BURNARD. Obviously the first consideration is safety.

Mr. WATSON. Is safety, and when you suppress the noise factor it seems rather axiomatic that you would have a resultant loss in power, would you not? You are in the business.

Mr. BURNARD. That is not necessarily so, Mr. Watson. The technicians in the aircraft and engine manufacturing business claim, as well as NASA officials, and FAA, that there are things that can be done to the engine and to the airframe, which will not have any adverse effect on safety whatsoever but will in fact reduce the level of the noise created by the aircraft.

Now, these things cost money, but technologically they are well within the state of the art.

Mr. WATSON. You say that they are now in the process or soon will be of having an international conference and one of the items to be discussed is the matter of noise abatement, and apparently you allege that the United States wanted to have it removed from the agenda inasmuch as we had no Federal noise standards.

What other countries have noise standards?

Mr. BURNARD. There are no national noise standards in any country that I am aware of at the moment. The British are seeking noise standards. The Board of Trade recently announced that they are planning to introduce noise standards in the very near future. One of the difficulties is that the British, the French, and the Americans, because we three countries are supersonic transport builders, have certain international relations which none of the countries want to jeopardize and they apparently are all seeking to find a reasonable solution to the noise criteria and noise standards and it is those three countries that primarily sought to keep the item off the agenda for this international meeting.

Mr. WATSON. You say three countries.

Mr. BURNARD. Primarily three, yes.

Mr. WATSON. I notice apparently you indict the United States only, but there were others involved.

Mr. BURNARD. I didn't mean to indict the United States only. That was by way of illustration that we need noise standards in the United States because this is one of the ramifications—our lack of standards, or authority to develop the standards, in the United States.

Mr. WATSON. You say the Concorde will not have to meet any, and I quote, "U.S. Federal noise criteria." So the record might be completely accurate, it won't have to meet any noise criteria of any other country as of this time.

Mr. BURNARD. As of the moment, that is correct, sir.

Mr. WATSON. But again we understand, and I think we agree on this, if the noise abatement procedures would result in minimizing