

the safety factor, we would rather side with the safety, those who are advocating safety, than the noise abatement people.

Mr. BURNARD. We agree, Mr. Watson. I don't think there are any of us in the business that don't put safety first.

Mr. WATSON. Because I have talked with the pilots out here and some of them have been disturbed about these noise abatement procedures that they have applied right out here at National, cutting down on the power when hardly off the ground, and these just don't glide around here. I have talked to the pilots and they are concerned about it because we are trying to satisfy the not necessarily idiosyncrasies—I am concerned with noise myself—but some of the problems of parties we might be having out at Georgetown.

However, we are having a lot of plane crashes around here, had one yesterday, and we are all disturbed about it. If it comes to a matter of appealing to the noise abaters or those who advocate safety, I tell you it is not a difficult decision for me to make, and I applaud the effort that apparently everybody is trying to look into this thing, but I believe we should make haste slowly, especially if it is going to impair the safety of the air-traveling public.

You can't have your cake and eat it too. You ask for the speed and you can ask for all the additional power. I think it naturally follows that you are going to have some inconveniences of noise in this factor. We do appreciate the help of your testimony that you have given us.

Mr. BURNARD. Thank you, sir.

Mr. FRIEDEL. Thank you, Mr. Watson. Mr. Kuykendall.

Mr. KUYKENDALL. Which is the noisier airplane? The 727 or the 717?

Mr. BURNARD. It depends to some extent on how it is operated.

Mr. KUYKENDALL. Well, normally.

Mr. BURNARD. The 727 has some noise abatement characteristics built into it which—

Mr. KUYKENDALL. Is it not true, sir, that each group or each branch of this new family of jet aircraft has been quieter than the one before?

Mr. BURNARD. No, I don't think that necessarily follows.

Mr. KUYKENDALL. You are, of course, frequently contradicting the gentleman this morning. You are aware of this.

Mr. BURNARD. I think he said that there has been improvement.

Mr. KUYKENDALL. He said each one of them is quieter than the one before. I don't believe there is any misunderstanding in his testimony.

Mr. BURNARD. Well, let's just speak of various types of airplanes for a moment.

Mr. KUYKENDALL. I believe he even quoted the reduction in decibels, from 5 to 10 quieter.

Mr. BURNARD. And which airplanes was he speaking of?

Mr. KUYKENDALL. The whole family of aircraft that has come out has been quieter with the advent of the fanjet.

Mr. BURNARD. With the fanjet?

Mr. KUYKENDALL. Yes, sir.

Mr. BURNARD. The fanjet did reduce takeoff noise; that is correct.

Mr. KUYKENDALL. Aren't practically all of the new family of aircraft equipped with fanjets?

Mr. BURNARD. A great many of them are. It has much more efficient operational characteristics than the straight jet.