

Mr. KUYKENDALL. Sir, would you mind answering my question. Are they generally quieter or are they not generally quieter?

Mr. BURNARD. The turbofans are generally quieter on take off; that is correct.

Mr. KUYKENDALL. Well, isn't that takeoff and landing? Isn't that our concern?

Mr. BURNARD. On landing the noise is increased with the turbofan engine and the greatest problem in several communities today is the result of the landing noise from the turbofan-equipped airplanes.

Mr. KUYKENDALL. We have been told in this committee that the SST, both the Boeing and the Concorde, are actually quieter than the present family of jet airplanes. Now, again we are running into some contradictory testimony here.

With your statement that they are going to be noisier, I would like to know who knows what they are talking about here.

Mr. BURNARD. Well, I will be glad to explain the situation as we know it. The U.S. SST is the only airplane that has ever been designed in the United States with noise criteria as one of the design objectives. This is being done as a result of the fact that the U.S. Government is subsidizing the construction of the prototypes.

Mr. KUYKENDALL. You don't think it would have been done if this good old American free enterprise wasn't here?

Mr. BURNARD. It hasn't been done as a matter of history in the building of other aircraft.

Mr. KUYKENDALL. Did you hear the gentleman's testimony this morning?

Mr. BURNARD. Yes, sir. Mr. Stephen?

Mr. KUYKENDALL. How about a phrase like this.

From the beginning, noise suppressors were installed on commercial jet engines—

This is no forcing by Uncle Sam—

In contrast to military jet aircraft which were operated without suppressors. By 1962, the airlines had installed noise suppressors on 325 jet aircraft—

Voluntary, not a forced thing—

At a cost of a quarter of a million dollars per aircraft a total of \$73 million for the industry.

By 1965, the industry invested \$150 million. Now, my friend to my left spoke of indictment, and I am a little bit unhappy about the fact that you felt it was necessary to go back and make indictments.

Now, we have a case for quieter airplanes and it is a good enough case without going back and making accusations against American free enterprise which did whatever they did voluntarily, and you come up here and blame this on them. You have a good case without going back and making statements that they haven't done anything.

Mr. BURNARD. Congressman, I have no intention of making indictments and I don't think I said that they haven't done anything. I said that we have all done a great deal—the airlines, the manufacturers, the pilots, the airport operators.

Mr. KUYKENDALL. No, sir; you haven't said that.

Mr. BURNARD. With your permission I would like to refer you to page 3 of my statement.