

would not agree to fly the procedure but we feel that we have gone just as far as we can.

The noise abatement now is requiring so much of our time at a very busy part of the flight which is the cleanup phase right after takeoff. This is when we are getting the airplane clean, the flaps and the gear, and we are getting our departure instructions and looking for traffic and we are doing many things that later on the tempo of work slows down considerably.

Mr. DEVINE. One final question in this vein, and let's refer back again to Washington National. Do you as a pilot particularly of jet equipment think that you could climb up at a much more rapid rate and get out of the area more quickly if you don't follow the procedures that are currently applying to Washington National?

I mean instead of following the circuitous route of the Potomac when you take off on 36.

Mr. BRUNELLE. 36 or 33.

Mr. DEVINE. Do you think that with the capability of the airplane you could climb out faster and get out of the area quicker and have less noise complaints on the ground?

Mr. BRUNELLE. Yes. We have a procedure which FAA and ALPA and ALPA have agreed upon. This was in mid-August I think. It was based primarily on the NASA studies conducted at Wallops Island where they flew airplanes with different configurations and came up with some real refined data and based on this data which of course had substations at various distances from the runway, we took this and said, "How would we like to fly this airplane, what is the most optimum way, the safest way to fly it?"

And with them we developed what has now been the accepted standard noise abatement climb profile. We were hoping to run our test in New York at Kennedy because of a mix of traffic, the large jets and the intermediates and also because the port did have some form of noise measurement.

It is rather antiquated we think, the single point measurement system. It doesn't give total noise at all, but just gives noise at one particular spot. So if we could get this new procedure which does have the FAA's blessing, I think—

Mr. DEVINE. Blessed, so to speak, in August, but has not been put into effect.

Of course our concept is much broader than Washington National. We have to consider the whole country.

Mr. BRUNELLE. This concept, of course, is designed for use at any airport where there is a noise problem.

Mr. DEVINE. At O'Hare, Kennedy, Atlanta, all of them.

Mr. BRUNELLE. Yes; but we wanted to test, and, like anything, the procedure looks awfully good on paper. It is the next best way that we would like to fly the airplanes, of course the best way being the optimum. This does restrict us somewhat, but it has pilot acceptance and this is the only way the procedure will work, and that is if the pilots will accept it. If they cheat on it, you haven't accomplished a whole lot.

Mr. DEVINE. You say they haven't had the test?

Mr. BRUNELLE. No.