

sure that the testing that they are doing now is some sort of a retrofit on what they have, but as to whether or not it would be applicable to existing airplanes—

Mr. KUYKENDALL. If we are not speaking of retrofitting and with the life of the jet airplane which seems to be anticipated as a long life, we are talking about a long way off, aren't we?

Mr. BRUNELLE. Yes, we are.

This was brought out in a PEDC meeting where we were talking about retrofitting the aircraft for more quiet engines and several airline officials said, "We are planning on phasing out 707's so we would not care to spend more money on 707's," but then, of course, we look around and see DC-6's in the inventory.

Mr. DEVINE. Did you say that some airlines are planning on phasing out the Boeing 707?

Mr. BRUNELLE. Yes.

Mr. DEVINE. That is interesting.

Mr. KUYKENDALL. It is. So what we are saying here is this, I think you will agree. I live out now just north of Georgetown, so we are under at least the edge of the noise area. I thought I was getting away from it and now I am moving out in the Dulles area. I notice that on landing we get pretty heavy noise past Georgetown, but on takeoff I would say that at Memorial Bridge you are high enough that the noise problem isn't there at all.

Of course, the ILS glide path is a permanent thing, is it not? It is set at a certain angle and that is it?

Mr. BRUNELLE. It can be adjusted.

Mr. KUYKENDALL. If we are talking about something that is going to take as long as, let's say, being sure that all the automobiles in the country have pollution abatement on them, is it possible that we would have more than one glide path angle at a given airport?

Mr. BRUNELLE. This is possible.

Mr. KUYKENDALL. Would it not be necessary if we start, say, on new aircraft with the potential of a higher approach path, when with the old ones we don't have it?

Mr. BRUNELLE. Yes, it would. This is one area that we have talked very little of and that is the ground equipment. The ILS is capable of projecting the beam at any angle you want.

Mr. KUYKENDALL. Isn't the ILS discussion essential in any discussion?

Mr. BRUNELLE. Yes, sir. We as airline pilots have advocated for years that we would like a complete ILS on any runway that we take a transport aircraft.

Mr. KUYKENDALL. When we talk about retrofitting aircraft on this committee we are talking about expense of both the manufacturers and operators, but when we talk about glide path, that is the expense of the Government, so that this is something I thought we definitely should take up.

Mr. Chairman, I have no other questions.

Mr. ADAMS. Mr. Springer.

Mr. SPRINGER. Thank you, Mr. Chairman. I have just a couple of questions.

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