

Mr. FRIEDEL. I must assure you that we realize the problem in this situation and are trying to get the proper legislation to correct the noise problem. This committee will not shirk in its duty, I can assure you of that.

Mr. Ronan, any questions?

Mr. RONAN. I have no questions.

Mr. FRIEDEL. Mr. Devine?

Mr. DEVINE. I have no questions.

Mr. FRIEDEL. Mr. Cunningham?

Mr. CUNNINGHAM. I just might say to my distinguished friend that the previous witness has mentioned the possibility of diverting some of this international traffic to other airports and I was wondering—for example, Friendship in Baltimore, I believe is capable of taking a lot of this international traffic.

Would you and your colleagues have any objection to diverting some of this international traffic now at Kennedy to Friendship in Baltimore?

Mr. ROSENTHAL. I imagine the people in New York would be delighted if that happened and I suppose, as representatives of those people, we would be equally delighted.

Mr. CUNNINGHAM. Thank you.

Mr. FRIEDEL. Mr. Kuykendall?

Mr. KUYKENDALL. I want to welcome you to the committee.

Have you done any research into the matter of helicopters and VTOL take-off type craft? I know in New York the helicopter to downtown has been used more than in any other places I know of.

Is there a noise problem?

Mr. ROSENTHAL. There is a noise problem. I have not done any original work. I have observed some of the work that Oscar Bakke and some others did in the agency. In the long run, if they develop an airplane that can go up and down quickly, we will eliminate the problem quite substantially, but I just cannot think that far in advance.

I have great doubts with the proposed planes that they have on the drawing boards now, including the SST, whether VTOL aircraft will supersede conventional jet craft in long-haul distances.

It may be that in-between short-haul distances, New York and Washington and New York and Baltimore, the VTOL aircraft will be a final solution, but I suspect that that is in the distance and I suspect that insofar as international and domestic long-distance travel that this kind of plane will ever supersede that we conceive to be the conventional jet.

Mr. FRIEDEL. I want to thank you very much.

Mr. ROSENTHAL. Thank you very much, Mr. Chairman.

Mr. FRIEDEL. The meeting will now stand adjourned. We will meet tomorrow morning at 10 o'clock.

(Whereupon, at 10:58 a.m., the subcommittee adjourned, to reconvene at 10 a.m., Wednesday, November 15, 1967.)