

STATEMENT OF E. THOMAS BURNARD, EXECUTIVE VICE PRESIDENT, AIRPORT OPERATORS COUNCIL INTERNATIONAL

Mr. BURNARD. Thank you very much, Mr. Chairman. I have a relatively brief statement and with your permission I would like to read it and perhaps insert as a couple of points some material which relates to some of the things that the Secretary has said and some of the other witness have said so it will be slightly varied from the printed version.

Mr. FRIEDEL. All right, sir.

Mr. BURNARD. Mr. Chairman and members of the subcommittee, I am E. T. Burnard, executive vice president of the Airport Operators Council International. AOCI is a voluntary, nonprofit association of more than 120 organizations and public agencies. They own or operate more than 500 public airports in the 50 States and in other countries around the world.

Our testimony today represents the collective views of the city, county, and State AOCI members in the United States and on their behalf we wish to thank you, Mr. Chairman, and members of this subcommittee for the opportunity to express our support for H.R. 3400, the administration bill, introduced by Congressman Staggers, chairman of the full committee.

In scheduling these hearings, this subcommittee has focused urgently needed attention on a forgotten front of today's war on the pollution of America's physical environment.

Nationwide attacks are being mounted against water and air pollutants. Yet inadequate attention has been given to the equally serious national problem of pollution of our environment by excessive aircraft noise.

We believe it is of prime importance and of great urgency for this Congress to authorize and direct a Federal program of aircraft noise control and abatement. Enactment of H.R. 3400 would be the first major step to be taken in this direction.

THE AIRCRAFT NOISE PROBLEM

The reason that an aircraft noise problem exists today is simply this: No control exists over the amount of noise aircraft can make.

Until the introduction of jet aircraft, civil airports had generally existed in harmony with their neighbors. When the commercial aircraft operators began, in 1958, to substitute the larger jet transports for propeller-driven aircraft, the noise problem began to grow. This airline reequipment program forced upon the Federal Government and upon local communities which own and operate public airports, the problem of expanding airport dimensions to accommodate the new takeoff and landing needs of the jet aircraft. This resulted in wiping out previous "buffer zones" by pushing airport boundaries about a half-mile closer to neighboring residential populations. It also created a new, more annoying, and somewhat frightening sound.

Then, in 1962, the U.S. Supreme Court, in a Pittsburgh case, held that neither the airlines, which fly the airplanes, nor the Federal Government, which has exclusive control over the use of the navigable airspace, was required to pay a propertyowner for the taking of his property resulting from excessive aircraft noise.