

In that case, the Court said that the airport operator should have acquired more land off the end of the runway. The net effect of the decision was to place liability for aircraft noise on the one element of aviation least able to control it—the airport.

Faced with the knowledge of expanding commercial jet operations, and with the prospect of trying to acquire more land or face more lawsuits, airport management sought answers to this vexing problem. They continued to lengthen their runways, push out their airport boundary lines, buy "clear zones," revise airport master plans, change runway layouts, close some runways, and seek other local solutions. They sought the cooperation of the airlines and FAA in preferential runway and noise abatement programs.

Additional details have been furnished to Chairman Staggers in a letter we sent him on October 6, 1967. I have a copy here, Mr. Chairman, for the record if you would like to insert it at this point.

Mr. FRIEDEL. This will be inserted in the record at this point.
(The information referred to follows:)

AIRPORT OPERATORS COUNCIL INTERNATIONAL, INC.,
Washington, D.C., October 6, 1967.

The Honorable HARLEY O. STAGGERS,
*Chairman, Interstate and Foreign Commerce Committee,
House of Representatives, Washington, D.C.*

DEAR MR. CHAIRMAN: Thank you for your letter of July 10 requesting information on what the membership of the Airport Operators Council International has done and plans to do in the field of aircraft noise abatement, and for such suggestions and recommendations that would be useful in this field.

CURRENT AIRPORT PROGRAMS FOR ATTACKING THE AIRCRAFT NOISE PROBLEM

In the enclosed memo, attachment A, we have described actions taken by many airports to help attack the problem of aircraft noise at the local level. These actions can be divided into two broad categories:

1. On-Airport
2. Off-Airport

The principal "On-Airport" actions relate to:

- a. Changes in runway/taxiway layout,
- b. Changes in, and control of, maintenance runup areas, and
- c. Requirements for use of preferential runways, restrictions on night operations and establishment of noise limits.

The principal "Off-Airport" actions available relate to:

- a. Zoning
- b. Acquisition of fee title and other interests in land.

These and other methods have been tried at airports throughout this country and abroad with varying degrees of success.

FUTURE AIRCRAFT NOISE PROGRAMS

Future plans indicate stepped-up action, to the extent feasible, by airport management in the action areas noted above. Further, airport management jointly through AOCI at the national level and individually at the local level, are pursuing a program of full discussion and cooperation with all segments of the aviation industry and the Federal Government to develop more realistic approaches to resolving the aircraft noise problem.

THE AIRCRAFT NOISE PROBLEM CANNOT BE SOLVED AT THE LOCAL LEVEL

The past nine years of airport experience in the noise area has verified one basic conclusion. This conclusion is that aircraft noise is, in the final analysis, a national—and an international—problem which must be resolved at our national level if we are to foster the continued development of a national air transportation system. The action programs undertaken by airport management are