

litigation by property owners over the alleged damage to their property values, and last, but not least, increased pollution of the environment in which man must live.

Mr. Chairman, we believe these hearings have demonstrated conclusively both the need for aircraft noise control legislation and the absence of any opposition to its concept or goals. We respectfully urge the subcommittee and the full Interstate and Foreign Commerce Committee to report effective legislation to the House as soon as possible.

Thank you, Mr. Chairman, for this opportunity to be heard, and since certain technical points have been raised about the language of the bill I would like to offer our services and comments to those who will be working on the bill in detail.

Thank you.

Mr. FRIEDEL. I want to thank you, Mr. Burnard, for your very fine statement. I know you put a lot of work into it. Let me ask you this.

You specifically mention H.R. 3400 all the way through and you are in favor of it, and you heard Mr. Stephen testify this morning and he suggested some amendments. Have you seen his proposed substitute bill?

Mr. BURNARD. I saw it only briefly this morning, Mr. Chairman. I have had no time to study it. I got the impression from his testimony though that he would seek to have the scope of the authority to the FAA and DOT somewhat limited. I can't speak in any detail about whether his suggested limitations are appropriate or not.

That is why I suggested at the last part of my statement that we would like to offer our services to work with you and the staff to see what these details mean.

(For further comments by AOCI on H.R. 14146, see letter dated March 20, 1968, p. 197.)

Mr. FRIEDEL. Thank you. Mr. Devine, any questions?

Mr. DEVINE. Just one question on your organization, Mr. Burnard. You represent over 500 public airports?

Mr. BURNARD. Yes, sir. Our membership consists of the public agencies that own and operate airports.

Mr. DEVINE. City and county operated?

Mr. BURNARD. Yes; for instance, in Columbus, Ohio, it is Port Columbus. It is the city of Columbus. That is actually the member, and we deal of course with Jack Bolton at the airport as the official representative of the city for dealing with the Airport Operators Council International.

Mr. DEVINE. And others situated across the country.

Mr. BURNARD. That is correct. Our members include not only municipalities, but they also include bicounty organizations, two-city organizations, such as the Minneapolis-St. Paul Metropolitan Airports Commission, the Public Utilities Commission of San Francisco, the Port of Seattle, Port of San Diego, that sort of membership.

Mr. DEVINE. Thank you.

Mr. FRIEDEL. Mr. Watson?

Mr. WATSON. Thank you, Mr. Chairman. Just one or two questions. Mr. Burnard, you state on the second page of your prepared testimony that—

This resulted in wiping out previous "buffer zones" by pushing airport boundaries about a half mile closer to neighboring residential populations.