

On the other hand, haven't residential areas moved toward the airports?

Mr. BURNARD. Both are happening, Mr. Watson. In connection with what we have said, behind that statement is the fact that until about September of 1958 an 8,400-foot runway was the maximum considered necessary for the longest range flights and it was the maximum length runway which the FAA would help finance under the Federal aid to airports program so it wasn't necessary for airport operators to build more than 8,400 feet of runway unless they wanted to at their own expense and for their own reasons.

Mr. WATSON. But as a practical matter do you not locate airports in sparsely populated areas? I mean with the cost factors and other factors involved as a general rule is that not true?

Mr. BURNARD. That is true, and I will get to that in a moment. In connection with my last statement, when subsonic jets were introduced in scheduled service in October of 1958 they needed 10,500 feet of runway to operate both safely and efficiently and it was at that time that the Federal criteria were changed. This wiped out buffer zones.

Now, in connection with the population moving toward an airport, it is true. A good case in point of course is right here locally. Dulles was selected partly because of its location in relation to the airspace situation as well as the availability of a suitable site geographically and with respect to terrain.

In that particular case the Federal Government had enough money to be able to buy a mile and a half off the end of each runway at the time they were constructing the airport. This is a luxury that not many local communities have found possible to have. But notwithstanding the fact that Dulles was able to buy more land before they even built the airport than most places can, they found it extremely difficult—as a matter of fact, impossible—to get zoning beyond that mile and a half. So, there is not complete protection for any distance beyond the mile and a half, and one of the problems there, which is true in most other parts of the country, is the multijurisdictional problem.

The airport is frequently owned and operated by one political jurisdiction. The land surrounding it is under the jurisdiction of another political body, and there is no real incentive on the part of the second political body (such as Fairfax and Loudoun Counties out here) to do what in this case the Federal Government wanted them to do, so they just didn't do it.

Mr. WATSON. But I think it would be fair to say that there has been as much encroachment by residential and business endeavors upon the airport as there has been encroachment on the part of the air traveler and the commercial airlines on the surrounding neighborhood.

That would be a fair statement, would it not?

Mr. BURNARD. Yes; and in a growing urban nation such as we have this is going to continue.

Mr. WATSON. And when you have that growth you encounter problems.

Mr. BURNARD. All kinds of problems.

Mr. WATSON. And one of the problems that the traveling public will encounter with the increased power and so forth of planes is the additional noise factor, isn't it?