

Mr. BURNARD. Yes, Mr. Chairman, both, we think, are inevitable to the solution of the problem. A certain amount of control over land use must be exercised.

As I said in my earlier statement, though, it has been difficult or impossible to know how much land to control. Secretary Boyd testified that this legislation would make it possible for the first time for airport planners and communities to know what amount of land use planning they were to seek.

In other words, we don't know where the amount of noise will begin or end and until we have a better fix on that it is very difficult to know how much land use planning to do.

Mr. FRIEDEL. You will admit that Dulles doesn't have the problem as far as noise right now?

Mr. BURNARD. At the moment it doesn't, not a serious problem, but it has a potential problem.

Mr. FRIEDEL. Well, as of the present it doesn't, but I do know there have been requests for building houses near the Dulles Airport.

Mr. BURNARD. That is right.

Mr. FRIEDEL. And unless they start now in zoning for commercial and low building around the airport, I am fearful, while it is not overcrowded yet—they are not up to capacity—one of these days it will be overcrowded and there will be a lot of noise. And without zoning, people will move right next to the airport.

It is already an established practice, and they will be the ones complaining about noise. It has happened all over the United States that way—where the airport was there first and people move in and then they complain about the noise.

Mr. BURNARD. Mr. Chairman, as you know, the Dulles International is owned and operated by the Federal Government and the Federal Government has sought from the local counties out there appropriate zoning to prevent this kind of problem. The local authorities haven't agreed with the Federal Government on it, however, and so the problem is potential.

Mr. FRIEDEL. I know that. I am fearful what may happen in the future. Mr. Watson.

Mr. WATSON. If we may pursue it, Mr. Chairman—I didn't mean to interrupt you—I think the point the chairman is trying to make, and it is the earlier one that I alluded to, is who is responsible. It is a fact that people are moving in toward Dulles Airport.

Now, is it the responsibility of those people to assume the risk of the noise problem, or are we to hold everything in abeyance and let the interest of the public be denied or suppressed in order to satisfy the residential developers and the individual property owners?

Is that the position you take?

Mr. BURNARD. Sir, our position is that we think a reasonable balance between the aviation development and community development should be sought and that is what we are trying to find. Insofar as we can control the land use we are trying to control it. We would like to see some controls put on the aircraft noise so that that part of the picture is balanced out also.

Mr. WATSON. All right, sir.

Mr. BURNARD. As Mr. Stephen said this morning, there is actually a three-part program in which we are all participating, Government and industry, trying to control the noise at the source, control noise in