

I know this is a real problem. I heard a lawyer one time say the supersonic boom even affected the laying habits of his chickens and tried to bring a suit against the Federal Government. A military aircraft was involved.

Does that idea appeal to you a little bit as an airport operator?

Mr. BURNARD. Well, like so many things, there are some pros and cons to it. One of the principal difficulties with the concept is that the manufacturers of the type of vehicle you are talking about haven't come up with one yet which the operator of the vehicle think is suitably economic; and there are some pretty strong pessimists in the field as to how soon it can be done. I read something recently by—I think it was a NASA man—to the effect that he thought nothing less than 10 years would be required to produce a suitable vehicle for this purpose.

Until that part of the problem is solved then probably consideration of the rest of the problem won't receive as much attention as it otherwise would.

Mr. WATSON. Recently here the House had on the recommendation of this committee the rapid surface transportation. Would that perhaps contribute to an alleviation of this problem, feeding into an isolated supersonic airport facility some ways out?

Mr. BURNARD. It might. Again it would depend probably on local circumstances, rights-of-way, where the area was built up, et cetera. Taking a completely theoretical situation, then it looks as though it has some possibilities. But one of the factors that militates against it is that there is a great deal of money that is now invested, both by the Federal Government and local governments, in airport facilities that now exist, and that has to be taken into account in the planning.

If we are talking about something 10 to 20 years away, then it is one of the things that could be done.

Mr. WATSON. Yes, but do you not agree we better start thinking now or the situation is going to be aggravated because more cities are getting into the mad race to have a jet airport believing that all you need is modern facilities and a runway adequate to bring in jets, bring in industrial expansion, and all of that?

We have a lot of it down home and frankly some areas have built these big areas for \$15, \$18 million and they have fewer flights coming in now than they had before. If we can look at this overall problem I think we would be wiser than wait later on and have it crushed down in front of us.

Mr. BURNARD. I couldn't agree more. One of the things we have urged the Department of Transportation and the Civil Aeronautics Board to do is to do a more intensive job of systems planning on all of the facilities in the system.

Mr. WATSON. You are the people to help us out. You are operating them. Thank you very much.

Mr. FRIEDEL. Thank you.

Mr. BURNARD. Thank you.

Mr. FRIEDEL. Thank you, Mr. Burnard. Thank you, Mr. Stephen, for waiting around.

The meeting now stands adjourned subject to the call of the Chair.
(Whereupon, at 3:12 p.m., the subcommittee adjourned subject to the call of the Chair.)