

However, supersonic flight introduces still another noise disturbance—the sonic boom—a phenomenon for which no noise suppression system has been devised. The requirement for supersonic equipment and its use on a continuously expanding scale is an absolute military necessity. The provisions of these bills imply application to any or all aircraft and, being broad in scope, pose a potential threat to the flexibility of ground and air operation of military aircraft.

The Department of Defense would defer to the views of the Department of Transportation concerning the relative desirability of the above bills. We would recommend, if any such bill is favorably considered, that it be amended so as to apply only to civil aircraft.

This report has been coordinated within the Department of Defense in accordance with procedures prescribed by the Secretary of Defense.

The Bureau of the Budget advises that, from the standpoint of the Administration's program, there is no objection to the presentation of this report for the consideration of the Committee.

Sincerely,

ALEXANDER H. FLAX,  
*Assistant Secretary, Research and Development.*

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT,  
*Washington, D.C., September 11, 1967.*

Subject: H.R. 3400, 90th Congress.

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

DEAR MR. CHAIRMAN: This is in further reply to your request for the views of this Department on H.R. 3400, a bill "To amend the Federal Aviation Act of 1958 to authorize aircraft noise abatement regulation, and for other purposes."

This bill would authorize the Secretary of Transportation to prescribe standards for the measurement of aircraft noise and sonic boom and to establish regulations for their control and abatement, which could be applied to air carrier and aircraft certification procedures under the Federal Aviation Act.

This Department recommends enactment of H.R. 3400.

This bill is an outgrowth of Federal task force studies, coordinated by the Office of Science and Technology, which have been exploring the problem of excessive aircraft noise levels. Three approaches have been formulated to meet this problem. First is the long-range technical objective of producing quieter aircraft; second, is the adoption of flight patterns to reduce noise; and third, is the encouragement of land use near airports that would minimize exposure to noise.

H.R. 3400 is directed to the first approach and it provides the means to assure that all feasible steps are taken to achieve quieter aircraft. At the present time certification of new aircraft is based solely on safety considerations. The use of an additional standard based on noise levels appears reasonable as well as effective.

It is generally recognized, however, that excessive noise cannot in the foreseeable future be entirely eliminated through improved engine design and flight patterns. This Department has been given the primary responsibility, with the assistance of other Federal agencies, of determining ways to encourage land use near airports compatible with prevailing noise levels. We have identified some 70 Federal assistance programs that could be used to encourage more compatible land use adjacent to airports. In this connection, the President has recently directed all Federal agencies to take noise abatement into account in administering relevant programs and to cooperate with this Department in efforts to control the problem of aircraft noise.

Accordingly, we support H.R. 3400 as one important part of an overall approach to reducing aircraft noise.

The Bureau of the Budget has advised that there is no objection to the presentation of this report from the standpoint of the Administration's program.

Sincerely yours,

ROBERT C. WEAVER, *Secretary.*