

CIVIL AERONAUTICS BOARD,
Washington, D.C., November 15, 1967.

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

DEAR MR. CHAIRMAN: This is in reply to your requests for the views of the Board with respect to H.R. 91, H.R. 92, H.R. 618, H.R. 1110, H.R. 1398, and H.R. 3400, all relating to the abatement of aircraft noise.

H.R. 3400 is identical in substance to draft legislation submitted to the Congress by the Federal Aviation Agency [Administration] pursuant to recommendations of an interagency task force charged with the responsibility for studying the noise problem and recommending what legislative or administrative actions are needed to alleviate it. Under the bill, the Secretary of Transportation would be empowered to prescribe aircraft noise and sonic boom standards, rules, and regulations in a manner similar to that now authorized under the Federal Aviation Act with respect to standards, rules, and regulations required in the interest of safety. Noise and sonic boom standards would be enforced in the same manner as safety standards are enforced. Certificate holders whose certificates were the subject of adverse actions for violations of such standards would have the same appeal rights as are provided by section 609 of the Act. However, appeals would be made to the National Transportation Safety Board in view of the fact that the safety and accident investigation functions of the Civil Aeronautics Board under titles VI and VII of the Act were transferred to the National Transportation Safety Board upon establishment of the Department of Transportation.

The Board is greatly interested in the abatement of aircraft noise and sonic boom, and favors the enactment of H.R. 3400.

In view of the Board's preference for H.R. 3400, it does not believe that detailed comments are required with respect to the other bills. However, in the event that consideration should be given to certain of the bills, the Board has the following comments to offer with respect to them. The Board defers to the views of the Secretary of Transportation as to (1) the desirability of reimbursing air carriers, airports, and States and municipalities for part of the costs involved in modifying equipment or acquiring land in order to comply with regulations of the Secretary (H.R. 91 and H.R. 1398), (2) the need for additional authority to carry out research and development programs concerning methods and devices for noise abatement (H.R. 618), and (3) whether prohibiting the operation of civil supersonic aircraft generating sonic boom overpressures in excess of a specified level is the most appropriate method for the abatement of noise resulting from the operation of such aircraft (H.R. 1110).

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

Sincerely yours,

CHARLES S. MURPHY, *Chairman.*

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION,
Washington, D.C., November 21, 1967.

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

DEAR MR. CHAIRMAN: This replies further to your request for the comments of the National Aeronautics and Space Administration on the bill H.R. 3400, "To amend the Federal Aviation Act of 1958 to authorize aircraft noise abatement regulation, and for other purposes."

The proposed legislation would authorize the Secretary of Transportation to establish standards for the measurement of aircraft noise and sonic booms and to promulgate and enforce regulations for the control and abatement thereof.

In recent years noise generated at airports and by aircraft and the impact thereof on people, communities and structures has been a matter of concern, not only to the Congress and the Executive Branch of the Government, but to the communities throughout the country which are exposed to heavy aircraft and airport traffic. The Federal agencies concerned include not only NASA, but the Departments of Defense, Commerce, Housing and Urban Development, and Transportation. As might be expected, the interests and responsibilities of the