

interested agencies vary somewhat depending on the statutes under which they operate, but every possible effort has been made to coordinate and carry forward the noise research and prevention work of those agencies.

NASA's responsibility flows from its statutory duty to "contribute materially to . . . the improvement of the usefulness, performance, speed, safety and efficiency of aeronautical . . . vehicles." Funds for noise research have been regularly included in NASA's annual budgets and program authorizations and appropriations.

In his March 2, 1966, message to the Congress, recommending the establishment of a Department of Transportation (House Document 399) the President recognized the noise problem and its urgency.

He said, in part:

"The jet age has brought progress and prosperity to our air transportation system. Modern jets can carry passengers and freight across a continent at speeds close to that of sound.

"Yet this progress has created special problems of its own. Aircraft noise is a growing source of annoyance and concern to the thousands of citizens who live near many of our large airports. As more of our airports begin to accommodate jets and as the volume of air travel expands, the problem will take on added dimension.

"There are no simple or swift solutions. But it is clear that we must embark now on a concerted effort to alleviate the problems of aircraft noise. To this end, I am today directing the President's science advisor to work with the Administrators of the Federal Aviation Agency and the National Aeronautics and Space Administration, and the Secretaries of Commerce and of Housing and Urban Development, to frame an action program to attack this problem.

"I am asking this group to—

"Study the development of noise standards and the compatible uses of land near airports;

"Consult with local communities and industry; and, recommend legislative or administrative actions needed to move ahead in this area."

The President's action was in part based on recommendations, also published in March 1966, in a report of the Jet Aircraft Noise Panel of the Office of Science and Technology entitled, "Alleviation of Jet Aircraft Noise Near Airports." That report, which resulted from extended study of the problem, contains information on many aspects of the problem.

Following through on the President's request and using the above-mentioned report as a starting point for an integrated study of the problem, first the Director of the Office of Science and Technology and more recently the Secretary of the Department of Transportation have taken leadership in the study of aircraft noise and its related problems. The National Aeronautics and Space Administration and other interested and affected Executive Agencies are participating in that work.

It is important that aircraft and airport noise disturbances—especially where they exist in closely populated areas—be minimized as soon as possible. However, identification of the causes and the development of workable solutions thereto are difficult undertakings.

The Department of Transportation has authority to put into effect, necessary measures to assure aircraft and airport safety. When noise conditions are such as to affect safety, DOT can deal with them. It cannot, under its statutes, deal effectively with noise problems which are not related to safety. It is generally agreed by NASA and other agencies cooperating in the President's Government-wide program for the alleviation of aircraft and airport noise, that DOT's regulatory authority should permit it to act on noise problems, as such. That is precisely what H.R. 3400 would do.

Accordingly, while the National Aeronautics and Space Administration would, not, in general, recommend the enactment of major new authorities in the noise field—there are other such bills now pending before the Committee—until the work now going on has progressed to the point at which complete and effective recommendations can be made, it does recommend the enactment of H.R. 3400 providing for the development of standard rules and regulations with respect to aircraft noise as is now done for safety.

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

Sincerely yours,

ROBERT F. ALLNUTT,
Assistant Administrator for Legislative Affairs.