

amended to apply clearly only to civil aircraft. If so amended, the Department of Defense would defer to the Department of Transportation concerning the relative desirability of H.R. 14146.

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,

ROBERT H. CHARLES,  
Assistant Secretary of the Air Force  
(Installations and Logistics).

CIVIL AERONAUTICS BOARD,  
Washington, D.C., March 1, 1968.

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 letter of November 27, 1967, requesting the views of the Board with respect to H.R. 14146, a bill "To amend the Federal Aviation Act of 1958 to authorize the establishment of aircraft noise standards and the use of such standards in aircraft type certification, and for other purposes."

H.R. 14146 would empower and direct the Administrator of the Federal Aviation Administration to prescribe reasonable standards for the measurement of aircraft noise and sonic boom if he finds such action necessary and appropriate to encourage progress in aircraft noise abatement. Before issuing an aircraft type certificate under the Act, the Administrator would be required to find that the aircraft involved met such standards. An aircraft type certificate could be amended, modified, suspended or revoked if the Administrator found that such action was necessary or appropriate to encourage progress in aircraft noise or sonic boom abatement, and was required by the public interest. Any person whose aircraft type certificate was affected by an order of the Administrator could appeal such order to the National Transportation Safety Board. Such Board would be authorized to amend, modify or reverse the Administrator's order if it found that the encouragement of progress in aircraft noise abatement or sonic boom abatement and the public interest did not require affirmation of such order. The judicial review provisions of the Act would be made applicable to noise and sonic boom certification procedures on appeal.

The purpose of the bill is similar to that of H.R. 3400, which is part of the legislative program of the Department of Transportation. However, H.R. 14146 differs principally from H.R. 3400 in that it vests the Administrator rather than the Secretary of Transportation with authority to prescribe noise abatement standards, and it would be limited to aircraft type certificates instead of being applicable to any certificate authorized under title VI of the Act.

The Board stated in a report to your Committee on November 15, 1967, with respect to H.R. 3400 that it was greatly interested in the abatement of aircraft noise and sonic boom, and that it preferred the enactment of such bill to several other bills then pending before your Committee. In these circumstances, the Board defers to the views of the Secretary of Transportation as to the desirability of H.R. 14146, which was subsequently introduced.

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,

ROBERT T. MURPHY,  
Acting Chairman.

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION,  
Washington, D.C., March 12, 1968.

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. 14146,