

"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."

The proposed legislation would authorize the Administrator of the Federal Aviation Administration to prescribe and amend reasonable standards for the measurement of aircraft noise and sonic boom and to use such standards in aircraft type certification.

The National Aeronautics and Space Administration endorses the objective of the bill; however, with respect to the specific merits of H.R. 14146, relative to other pending legislation on this subject, we defer to the views of the Department of Transportation."

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.

Mr. FRIEDEL. Our first witness will be our honorable colleague, Dante Fascell of Florida.

STATEMENT OF HON. DANTE B. FASCELL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. FASCELL. Thank you, Mr. Chairman and members of the committee.

I have a prepared statement, Mr. Chairman, which I request consent to insert in the record and then make a few contemporaneous remarks.

Mr. FRIEDEL. With no objection, the statement will be included.

(Congressman Fascell's prepared statement follows:)

STATEMENT OF HON. DANTE B. FASCELL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. Chairman, I appreciate having been extended the opportunity to appear here this morning to testify in behalf of H.R. 13976—which I have introduced—and similar bills which would authorize the Secretary of Transportation to prescribe aircraft noise abatement regulations.

The greater noise generating potential of second, third, and fourth generation jet aircraft—coupled with the ever-increasing number of flights recorded daily at our Nation's airports—make it essential that we now provide the framework within which noise abatement regulations may be implemented.

It is essential that this legislation be enacted at the earliest possible date. We no longer have a "lead-time" of two or three years in which to face up to this problem. Rather, it has arrived and is very much with us today.

The growth of the air industry within the past few years has been nothing short of phenomenal. As jets which require shorter runways have arrived almost overnight, the "jet age" has come to many of our older airports which, coincidentally, are often located in heavily populated areas.

Yet, the problem is not limited to airports serving just the small jets; communities surrounding giant airports such as Miami International, Kennedy, and Los Angeles have been faced with this problem for many years now.

People living near these airports are subjected to the severest emotional and psychological strains to say nothing of the grave economic consequences which result from the loss of property values in such areas. As difficult as the situation now appears to be, the immediate prospects are for things to become a lot worse with jumbo jets on the horizon.

This country has long taken the lead in the rigid safety regulations it imposes on the aircraft industry in the interest of passenger safety. Here, Mr. Chairman, is an opportunity for the United States to take the lead in another area—namely protection of the non-flying public on the ground.

I am certain that after studies by the Secretary of Transportation and his staff, suitable recommendations and regulations can be set forth dealing with the design of aircraft, flight operations, and the use of land around airports so that the problem of "noise pollution" may be drastically reduced.