

I urge the Committee to act favorably on the legislation before it today, and provide the Nation with a congressional mandate for action to curb the growing menace of aircraft noise.

In conclusion, Mr. Chairman, at this point I would like to submit for the record a copy of a letter I have received from Mr. Alan C. Stewart, Director of the Dade County Port Authority. Mr. Stewart has long been interested in and concerned with the problem of noise abatement and control.

(The letter referred to follows:)

DADE COUNTY PORT AUTHORITY,
Miami, Fla., November 8, 1967.

Subject: U.S. aircraft noise legislation (S. 707 and H.R. 3400).

HON. DANTE B. FASCELL,
House Office Building,
Washington, D.C.

DEAR REPRESENTATIVE FASCELL: November 14 and 15 are the dates that the House Transportation Subcommittee is holding limited hearings on H.R. 3400.

This legislation is aimed primarily at providing the Federal Aviation Administration with the authority to establish noise certification standards for new aircraft.

As we read the legislation, we think it also includes the ability on the part of the Federal Aviation Administration to establish noise criteria so that existing aircraft would have to comply.

We urge you to testify in support of this legislation.

Very truly yours,

ALAN C. STEWART, *Director.*

Mr. FASCELL. Mr. Chairman, the committee will take judicial notice of the fact, and has already, that noise caused by aircraft is a major problem. With the advance of the industry and the increase in air travel, the problem will grow increasingly worse unless more emphasis is placed on construction, regulation, standards, and certification procedure for aircraft.

Without this emphasis, we are going to compound a serious problem that already exists. I think that it would be unfair to the manufacturing industry not to give FAA congressional direction. I feel that specific congressional direction is needed for the Secretary in order to promulgate studies on the rules and regulations necessary to deal with this problem.

The industry has spent a tremendous amount of money. They have done a good job considering the needed engine power for safety and the cost involved. Aircraft is being developed at such a rapid rate, however, that in heavily-populated, heavily-transient urban areas, such as Miami, the problem of aircraft noise worsens.

Therefore, governmental direction and emphasis is needed to accelerate noise abatement science and technology.

This problem is not only confined to the cities. It affects the entire Nation. It is a continuing problem, psychologically, legally, and otherwise, and it is time that action be taken toward its elimination.

I am sure that with the help of the industry, of the pilots, and of all those who will testify here, the Congress will be able to come up with a sensible solution.

I realize that the technical people testifying today will be more competent to discuss any shortcomings in the legislation being considered. I am addressing myself only to the major principle. I want to thank you and the members of the committee for giving us who are affected by the ill effects of aircraft noise an opportunity to testify.