

critic of jet aircraft noise, labeled the problem one of the most serious environmental problems facing the nation today. In referring to "noise pollution" from National Airport, he indicated that the Federal Government will soon launch a war on jet noise.

I urge the members of the subcommittee to provide the authority for launching the war on aircraft noise by approving the certification authority contained in H.R. 3400.

EXHIBIT A

[Extension of remarks of Hon. Herbert Tenzer, of New York, in the House of Representatives, Aug. 16, 1967]

END DELAY ON NOISE ABATEMENT LEGISLATION

Mr. TENZER. Mr. Speaker, since coming to the Congress in January 1965, I have advocated congressional action on aircraft noise abatement. In February 1966, the President recognized the national importance of this problem in his transportation message to Congress, and appointed a White House Task Force on Aircraft Noise Abatement.

During the second session of the 89th Congress the administration sent to the Congress a noise abatement bill, authorizing the Secretary of Transportation to establish maximum aircraft noise levels to be used in certifying aircraft under the Federal Aviation Act. I have sponsored a measure which incorporates this provision and also provides financial assistance for modifications to aircraft and airports to reduce jet noise—H.R. 1398.

On July 11, 1967, I called on the Secretary of Transportation, Alan S. Boyd, to issue administrative regulations implementing the essential provisions of the administration noise abatement bill—Congressional Record, July 11, 1967, A3467.

Under unanimous consent I place the text of my letter to Secretary Boyd in the Record at this point:

"JULY 11, 1967.
"HON. ALAN S. BOYD,
"Secretary of Transportation,
"Washington, D.C.

"DEAR MR. SECRETARY: Two weeks ago the U.S. District Court for the Eastern District of NY struck down a Hempstead Town noise abatement ordinance as unconstitutional. Federal Judge John F. Dooling held in effect that jet noise was not only a national problem but a federal responsibility. He held that aircraft noise limitations must come from a federal agency.

"On February, 1966 in his Transportation message to Congress, President Johnson recognized jet noise as a national problem. In response to my letter to the President of August 30, 1965, the President appointed a White House Task Force on Aircraft Noise headed by his Science Advisor Dr. Donald F. Hornig to frame an action program to attack this problem. In his letter to me of June 5th, Dr. Hornig stated that passage of the pending noise abatement bill was 'critically important.'

"The Administration noise abatement bill has been co-sponsored by more than 20 Members of the House and while my bill goes much further, I believe the basic provisions authorizing the setting of noise standards can be implemented by administrative regulation. Section 307 of the Federal Aviation Act of 1958 provides this authority to limit the use of navigable airspace for the protection of persons and property on the ground.'

"In short, the outlook for passage of the noise abatement bill is bleak and we cannot wait any longer to take the necessary action to alleviate the ever-increasing problem of jet noise. I urge you to take administrative steps now to establish noise standards.

"Sincerely,

"HERBERT TENZER, *Member of Congress.*"

Mr. Speaker, I have today received a response from the Secretary of Transportation which I want to call to the attention of my colleagues and which I include at this point in the RECORD: