

"THE SECRETARY OF TRANSPORTATION,
"Washington, D.C., August 16, 1967."

"HON. HERBERT TENZER,
"Member of Congress,
"House of Representatives,
"Washington, D.C."

"DEAR MR. TENZER: Thank you for your letter of July 10, 1967, reviewing the current status of the aircraft noise problem and urging the Department to act to control aircraft noise under Section 307 of the Federal Aviation Act of 1958.

"We would, of course, prefer to attack the problem of aircraft noise through rules for the certification of aircraft and aircraft equipment. We have been actively engaged in seeking meaningful international noise standards for aircraft equipment in close cooperation with the British and French Governments.

"In the event, however, that Congress does not grant certification authority for noise abatement purposes, the Department of Transportation can establish operating rules under Section 307 of the Federal Aviation Act of 1958. Although I feel that such action is a poor substitute for certification authority because it does not include many of the incentives for quiet operation which can be built into certification rules, the Department of Transportation will take whatever action is possible and practicable within existing authority and technology.

"Sincerely,

"ALAN S. BOYD."

Mr. Speaker, because of the delay in holding hearings on the pending noise abatement legislation, we are losing valuable time in the battle against the menace of jet noise.

I will continue to urge the Secretary of Transportation to take immediate administrative action to curb aircraft noise by issuing proposed operating rules under section 307(c) of the Federal Aviation Act. But that is not enough. The Secretary is handicapped by the delay in scheduling congressional hearings. Without legislation, the Secretary can only issue operating rules. He cannot enforce those rules with the strong measures proposed by the pending legislation.

I urge my colleagues in the House to review the exchange of correspondence relating to noise abatement regulations and to express their views, to the end that steps may be taken to assure appropriate congressional consideration of the pending legislation.

The era of sonic boom has arrived—but we have not yet been able to find the answer to reducing jet noise. We must accelerate our efforts at both the administrative and legislative levels of government if we are to be successful in ridding the atmosphere of the annoying pollutant of jet noise.

Yesterday in Washington, culture became the latest victim of the jet noise menace. Secretary of the Interior Stuart Udall announced that his Department may be obliged to terminate summer concerts because of interference by jet noise.

Mr. TENZER. I will simply say, Mr. Chairman, that the efforts to bring about some order in the matter of research for noise abatement procedures resulting from jet planes is a problem which is very close to me and I have made it one of my major tasks since I came to Congress in January 1965.

I live right in the flight path of the Kennedy Airport. I happen to have the personal experience of having planes coming in every 35 seconds over my home on particular nights when the wind pattern is compatible to the use of that flight path.

I have said in my statement, Mr. Chairman, and I am not going to repeat it at length, that the problem of being deprived of the quiet and peaceful enjoyment of our homes is now no longer a problem confined to the area around Kennedy Airport.

It is a problem that is now existent at every one of the airports in the United States that receive and are able to handle jet planes.

Mr. FRIEDEL. Except Friendship Airport. You can send all the flights you want to send to Friendship and we don't have the problem there.