

Mr. KUYKENDALL. Thank you, Mr. Chairman. I thought it important that you not be misunderstood in this testimony. Thank you for clearing that up.

Thank you, Mr. Chairman.

Mr. FRIEDEL. We also have with us this morning, Congressman Byron Rogers, of Colorado. Proceed Mr. Rogers as you wish.

STATEMENT OF HON. BYRON G. ROGERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF COLORADO

Mr. ROGERS. The President of the United States, in a message to Congress in March of 1966 wherein he proposed the establishment of the Department of Transportation, recognized that "Aircraft noise is a growing source of annoyance and concern to the thousands of citizens who live near many of our large airports." The President also directed several agencies of the Government to pursue an action program aimed at solving the problem of aircraft noise; and there was introduced into the House H.R. 3400 which is, in effect, a noise abatement bill providing that the Federal Aviation Administration shall have the power to certify aircraft for noise as well as for safety.

I come before this committee to urge favorable action on H.R. 3400 because it is my firm conviction that initiative for solving problems of jet aircraft noise can come only from one source—the Federal Government. The reason is obvious because noise abatement comes into conflict with a number of economic interests: engine and aircraft manufacturers, airline operators, and local governments and authorities.

In the congressional district which I represent, the city and county of Denver, Colo., we are fortunate in having an excellent airport close to the heart of the city. There is no problem of reaching Stapleton International Airport from any section of the metropolitan area. We are served by a number of excellent airlines—both trunk and regional—and we continue to grow as one of the major airports in the United States. According to the latest Federal Aviation Administration figures, we are 11th among the 22 large airport hubs in this country in the percentage of enplaned passengers. I am informed that during this year, 1967, we will enplane approximately 21½ million passengers from our Denver airport.

As a result of the tremendous growth in aviation as exemplified by the figures I have just recited, airline flights increase in number—and again to use figures with which I am most familiar, those of our Denver airport—we now have an average of 205 landings and 205 takeoffs every 24 hours of large commercial aircraft. All this adds up to more noise affecting more people. One of the loveliest sections of Denver is known as Park Hill. This is an area of single-unit homes and was well established long before the jet age which came to us in 1959. Many times it is necessary for large aircraft to take off over Park Hill, or to land by overflying this area. The resultant noise is most disturbing and numerous calls are received by airport personnel, as well as the mayor's office, concerning these overflights. I might add that these are not once-in-a-while calls from a few cranks, but literally hundreds of complaints. The same is true about an area immediately south of the airport from residents of a suburban city, Aurora, Colo. As a matter of fact, 27 homeowners in Aurora are suing the city and county of