

As I indicated above the Concorde is quite different than the SST being built in the United States. The American plane is designed for long-range transoceanic flights and thus will dissipate the sonic boom over water.

H.R. 3400 may well be the appropriate vehicle to halt purchases of the Concorde and thereby protect millions of Americans from the unhealthy intrusion of sonic boom.

In a more general vein, I might note that I supported increases in our Space Committee budget to add research dollars for finding methods of alleviating jet noise. However, without the cooperation of the aircraft industry and the airlines it will be impossible to significantly reduce what is appropriately called noise pollution. The private sector must be drawn into partnership with the Federal Government in a concerted attack upon the noise pollution of jet aircraft. Specifically, the manufacturers and airlines must be called upon to aid in test flights, under normal conditions, of engines and devices designed by advanced technology to decrease offensive jet noise.

There are three additional points I would like to briefly call to your attention:

(1) Recently there was an instance on my congressional district of a plane flying dangerously low over certain residential areas. The noise from this Braniff jet which came down below 500 feet was deafening and there were literally hundreds of calls made to local police and my office by people concerned about the effect of this noise on children and elderly people with heart conditions. I immediately contacted the FAA to request an inquiry. It took 2 weeks for the FAA to identify the plane that made this flight. Had the plane been marked with serial numbers, as used to be the case, immediate identification would have been possible. In fact, an automobile license plate would have been legible at the absurdly low level at which this plane was flying. The point here is that all aircraft should be clearly marked for identification since public exposure might deter such illegal low flights as the one I have reference to here.

(2) Existing noise abatement procedures established by the FAA are in certain cases quite dangerous. I refer specifically to requirements about power reductions on takeoff and landing. Such power reductions are designed to decrease jet noise. Yet, according to airline pilots, existing power limitations create potentially hazardous situations. It would be infinitely wiser to use modern scientific know-how to develop the means of controlling noise, rather than the present system of attacking the problem after the fact. Let us go to the root of the problem.

(3) New attention must be given to airport planning and isolating areas around major airports. Unscrupulous real estate developers have sold undesirable land near major airports and did not advise potential land and home purchasers of the impact of air traffic patterns and the ensuing noise pollution. The magnitude of this problem demands Federal action and guidance in zoning to isolate the areas most exposed to offensive noise.

Finally, I would like to add my voice to those who support the principles contained in H.R. 3400. Aircraft noise can and should be controlled.