

I could go on and on and tell more of the effects of noise pollution, as have the many citizens groups which are organizing against the menace of the sonic boom. These groups are matched in feelings by the cities which have passed laws against any form of aircraft noise. But the main point which I would make today is that legislation is needed now to allow the Federal Government to have a measure of control over aircraft noise abatement.

The executive branch is now actively pursuing this matter and a multiagency program is underway. The agencies are examining jet aircraft noise from all sides—flight procedures, compatible land use, the insulation of houses, and quieter engines. The Congress could contribute to this program by empowering the Secretary of Transportation to prescribe standards for the measurement of noise, to prescribe rules and regulations, to provide for the control and abatement of aircraft noise and sonic boom. I include sonic boom because this form of noise may be more unacceptable when the supersonic transport begins to fly in the seventies than the jet engine noise of today. H.R. 11566 would provide for certificates to be issued to each aircraft with the noise standards to be applied at the time of manufacture, or by retrofit, or by any other way or method the Secretary of Transportation may deem practical. If the standards, rules, or regulations were violated the aircraft certificate would be revoked.

H.R. 11566 would provide for a broad base of control over aircraft noise and at the same time would not inhibit technological innovation and progress in the Nation's air transportation system. I appreciate the consideration shown the bill by the committee and welcome any questions you may have on the bill at this time.

Mr. FRIEDEL. Thank you for your statement, Mr. Pepper. We have no questions at this time.

We shall hear next from the distinguished Senator from Hawaii, the Honorable Daniel Inouye. Please proceed as you wish, Mr. Inouye.

STATEMENT OF HON. DANIEL K. INOUE, A U.S. SENATOR FROM THE STATE OF HAWAII

Senator INOUE. Mr. Chairman: We are all too familiar with the difficult noise generation problem posed by supersonic transport aircraft once they become operational. We know that such aircraft may be limited to overwater flights unless there are some major technological breakthroughs in the near future.

Hawaii will be among the first of the 50 States to cope with the SST noise problem as flights of the British-French Concorde jet are expected through Hawaii in 1969.

A master plan for Honolulu International Airport has just been completed. Recommendations include a new jet runway and the extension of an existing runway to reduce the noise level of landings and takeoffs.

The people of Honolulu became noise conscious some years ago when heavily laden jet tankers of the Strategic Air Command lumbered over heavily populated residential areas on takeoff. The noise and vibration was almost unbearable. Fortunately, the Strategic Air Command ordered takeoff flight patterns changed and the problem has been greatly alleviated.