

The bill would authorize the Secretary of Transportation to prescribe and amend standards for the measurement of aircraft noise and sonic boom and to prescribe and amend such rules and regulations as he may find necessary to provide for the control and abatement of aircraft noise and sonic boom.

While the provisions of this bill are applicable to private aircraft and to small charter services, the class of aviation most effected will be the large commercial carrier.

The growth and expansion of commercial aviation since the early 1950's has been remarkable. Today, the major commercial airlines operate large jet fleets which make long-distance travel more economical more convenient, and much faster. Very soon, commercial carriers will be operating supersonic aircraft on transoceanic and coast-to-coast flights.

The development of technology in the field of noise control and abatement, however, has not kept pace with this expanding industry. There is a definite need to develop comprehensive information and reasonable standards on this subject in the public interest just as there is a need for existing standards in other fields of aviation such as pilot licensing and aircraft maintenance.

Let me urge that a practical approach be taken to this problem. Any legislation enacted should spell out with certainty that it is meant to be prospective rather than retroactive in its application. Noise abatement equipment which will be effective is the type incorporated at the time the engines are built and installed on the airframe.

This same equipment can be both ineffective and dangerous if added as modifications to jet engines in aircraft already in operation. While I recognize the problem of noise, I do not want to abate that noise if aircraft loaded with passengers become nonairworthy in the process.

In setting standards for commercial airline equipment, air safety must be accorded first priority and all other considerations should be secondary to the maximum safety of passenger-carrying aircraft.

It should be made eminently clear that the Federal statute imposing legislative or administrative requirements on jet engines used by commercial airlines be preemptive in that no State or subdivision thereof can add to or take from the basic Federal requirements. My strong feelings on this subject are also based on the premise that the safety factor on passenger-carrying aircraft should override all other considerations.

The principle involved in H.R. 3400 is commendable and I support it conditioned upon a full recognition that safety is accorded first priority.

Remedial action must be based upon sound research and reasonable standards rather than upon emotional factors. It would be most unfortunate for the Federal Government to rush in and prescribe unreasonable and ill-considered standards which could not only endanger the safety of airline passengers but could also have a detrimental effect on the future development of commercial aviation.

If this were to happen, I suggest that there would be many more people endangered than are now inconvenienced by present jet aircraft noise.

Subsection (b) of the bill provides a carrier with the right to appeal standards which it feels are unreasonable, to an independent board