

While officials of the FAA have said that despite its hugeness the SST engines will be no louder than those engines in the jet transports today, I would hasten to point out that it is the jet engines of today which gave the impetus for this hearing.

The sonic boom is a totally different type of noise which may be more unwelcome than that of the jet engine. Studies have shown that up to 25 percent of the people subjected to the sonic boom found it unbearable and could not learn to accept it as a continuous part of their everyday life. The seriousness of this problem is apparent when we realize that an estimated 100 million people will hear the boom each day when the SST reaches its peak growth and flies sonically over land.

In my view, the most important part of H.R. 3400 is the provision for certification of aircraft for engine noise and for sonic boom. We are now at a point where noise abatement is second only to air safety, and certification is needed for noise and sonic boom as it is for air safety.

Certification of aircraft for noise, for instance, will give the Federal Aviation Administration the power to control noise at its source—the engine. Future aircraft engines would be designed with the lowest noise level consistent with the standards established. And, similarly, future supersonic transports would be designed for the lowest level of sonic boom.

The passage of this legislation would allow the FAA to treat the problem rather than its symptoms. While certification will not solve every aspect of the aircraft noise and sonic boom problem, it will enable the Federal Government to have more control over the problem and provide alternative solutions from which to choose.

Mr. Chairman, our residents on the ground rightly demand in their homes a semblance of the lounging comfort which the airlines so widely advertise to be available to airline passengers flying over their houses.

Thank you.

Mr. FRIEDEL. Thank you, Mr. Delaney.

We shall try to move along quickly and hear as many as possible this morning, but our time is growing short. Our next witness is our colleague from Hawaii, Congresswoman Patsy Mink. Please proceed as you wish, Mrs. Mink.

STATEMENT OF HON. PATSY T. MINK, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF HAWAII

Mrs. MINK. Mr. Chairman, I appreciate having the opportunity to appear before your subcommittee to testify on H.R. 3400, not only because of the interest of my State of Hawaii in its provisions but also because I am convinced that this legislation is necessary to give immediate direction to a coordinated Federal effort to develop solutions to the problems of excessive jet noise which will soon be of consequence to communities throughout America. The particular concern of Hawaii's State government has been focused on the imminent use of Concorde supersonic transports and similar American-produced aircraft, and I request permission to submit for the record the statement of Dr. Fujio Matsuda, director of the Hawaii Department of Transportation.

Mr. FRIEDEL. With no objection, it will be received for the record at this point.

(The document referred to follows:)