

An interesting possibility is the creation of buffer zones around airports which would necessitate the acquisition of adjacent lands in the planning of new airports or modification of existing facilities. Such modifications would, of course, entail considerable expense, and here again the participation of the Federal Government is indicated because of the financial burdens that would be placed on local governments.

It also appears clear that the task of prescribing standards must be delegated to a source which does not have economic interests in the final promulgation of rules and regulations, and since the Federal Government has the overall responsibility for development of the Nation's air transportation system through the Federal Airport Act of 1946 and the Federal Aviation Act of 1958, it seems only appropriate that the anticipated research and development programs involving jet noise be also centered in Washington. The Federal Government already regulates most aspects of air carrier operations such as certification of aircraft, air traffic rules, operational flight procedures near airports, and also through FAA development of standards for airport construction and financing of same. The very initiation of development of American supersonic transports has been undertaken by Federal action, underscoring the responsibilities we must assume for such human factors as air safety and jet noise.

I am convinced that action should be taken immediately and full recommendations presented to the Congress before the supersonic planes become operational, lest we find ourselves with a massive problem on our hands that could necessitate costly modifications of aircraft and airports after the fact. The concern has been expressed by those agencies already researching in this field and has been given recognition by the creation of the National Aircraft Noise Abatement Council in 1960. The Port Authority of New York has set a precedent by establishing regulations limiting the level of noise of any plane using airports during takeoffs, but rather than waiting for a proliferation of local and State legislation on this subject, we may well take the initiative now by Federal action, the more so since foreign aircraft will be focal in the potential problems for people caused by excessive jet noise. I sincerely hope that this subcommittee will see its way clear to act favorably on H.R. 3400 in the public interest and that with congressional backing, the Secretary of Transportation will move expeditiously to insure the physiological well-being of all of our citizens who will be exposed to the supersonic booms and to the high levels of noise near airport facilities.

Mr. FRIEDEL. Thank you for your views, Mrs. Mink. It is always a pleasure to have you before this committee.

Our next witness is our colleague from New York City, the Honorable Theodore R. Kupferman. I would like to just say briefly that the House goes into session at 11 and we have the Secretary of the Department of Transportation and the general counsel for the Airport Association and others. We want to get as much as we can so that we can ask questions of the experts.

Can you put your statement in the record and briefly summarize it?