

STATEMENT OF HON. ALAN S. BOYD, SECRETARY, DEPARTMENT OF TRANSPORTATION; ACCOMPANIED BY JOHN E. ROBSON, GENERAL COUNSEL; AND CHARLES R. FOSTER, CHIEF, OFFICE OF NOISE ABATEMENT

Secretary Boyd. Good morning, Mr. Chairman and members of the committee.

I am accompanied today by Mr. John Robson, who is General Counsel of the Department of Transportation and Charles Foster, who is head of the Office of Noise Abatement in the Department of Transportation.

Before I make my prepared statement, Mr. Chairman, I would like to say that it seems to me it would be well to keep this whole business in some perspective. We have air pollution, which is generated largely in this country by the motor vehicle. The air pollution is a liability and needs to be dealt with. It does not, however, represent a feeling that the motor vehicle is not a major benefit to the people of the United States.

The fact that we have air pollution doesn't mean that we should eliminate automobiles. We also have aircraft noise pollution which is related in this set of hearings largely to the airplane. I think that that is an undesirable side effect, but it does not mean that we should eliminate aircraft in the United States.

I would like to express the hope that the committee retains this sense of perspective about what we are trying to do here.

Mr. FRIEDEL. I can assure you that we are keeping this in focus.

Secretary Boyd. Thank you.

Mr. Chairman and members of the committee, I am Alan S. Boyd, Secretary of Transportation. It is a pleasure to appear before your subcommittee to describe the function of the Department of Transportation in alleviating the problem of aircraft noise.

A description of the aircraft noise abatement function that the Department of Transportation is undertaking begins with some recent and relevant history. Twenty months ago, the President, in his message to Congress proposing the establishment of the Department of Transportation, recognized that "aircraft noise is a growing source of annoyance and concern to the thousands of citizens who live near many of our large airports." The President directed us to "embark now on a concerted effort to alleviate the problems of aircraft noise." In order to alleviate the problems of aircraft noise, the President directed his science adviser, Dr. Hornig, to work with other Federal agencies and departments to frame an action program to attack this problem.

Dr. Hornig undertook this task and during the past months Federal and local government representatives, as well as representatives from industry, studied the development of noise standards and the compatible uses of land near airports and recommended legislative and administrative actions needed to move ahead in this area. The administration sponsored noise abatement bill—H.R. 3400 and S. 707—which I strongly support and which I will comment on in detail later on, represents one of the recommendations which Dr. Hornig's group has made.

As of September 1 the responsibilities previously held by Dr. Hornig and his advisers and colleagues were transferred to the Depart-