

and sleep quite difficult for substantial periods of the day and evening.

What do we believe we can do about noise abatement?

We are looking at the total aircraft noise problem from engine start to shutdown. We include both subsonic and supersonic aircraft and consider the sonic boom to be another noise generated by aircraft.

Federal and local government representatives as well as representatives from the aviation and scientific communities have been and will continue to be solicited for their recommendations and support of this program.

We are establishing study panels in eight major areas in which investigations will be conducted to identify the noise reduction potential within each of these areas. They are aircraft noise research, aircraft operations, sonic boom research, airport and land use, natural environment, legal, structures, and human response. NASA, HUD, DOD, DOI, FAA, and DOT will provide chairmanships for the panels and support for studies in these areas.

Although we have made improvements in some of these areas and research has been underway for some time, we must push far more vigorously for action programs to provide more positive results. We have a substantial base today upon which to initiate action and this we are going to within the limits of the statutory authority we now have. As mentioned earlier, we have requested passage of an aircraft noise abatement bill which will give us the authority to certify aircraft for noise as we now do for safety. This bill will provide the mechanism by which we can assure future aircraft are substantially quieter than our present generation.

But let me make it very clear that the present technology we have to produce a quieter engine, and that which we believe will be available within the short-range future, will not solve the complete aircraft noise problem. We believe that the eventual range of noise reduction may be between 10 to 20 perceived noise decibels (PNdB's).

Even a reduction of 10 PNdB provides a far greater relief from noise annoyance than the numbers themselves might indicate. While a reduction, for example, from 110 to 100 is slightly less than 10 percent by number, the annoyance reduction will be significantly larger.

Several other steps have been taken in the field of aircraft operation and air traffic control. It has been possible to significantly reduce the impact of jet aircraft noise by better takeoff and landing patterns and procedures. With respect to these operating procedures for existing aircraft, as Administrator McKee told the Congress when he transmitted the administration's pending noise legislation, the FAA has used its authority to regulate the flight procedures of aircraft to protect persons and property on the ground from aircraft noise wherever possible. Prior to the formal creation of the Department, the FAA, with assistance from NASA, had also tested and developed climb-out profiles which not only significantly reduced aircraft noise but also were acceptable to industry as consistent with the safe and reasonable operation of the aircraft. This so-called two segment noise abatement climb profile consists of a maximum takeoff climb to a specific altitude followed by a reduction in power and lower rate of climb to an altitude where the generation of noise is not annoying and thereafter a resumption in the normal climb procedure.