

In addition, research is now underway to provide a noise abatement approach profile. This procedure is presently in the experimental stage but we propose to continue until we have achieved success with the approach problem keeping in mind the overriding problem that there is, as yet, a safety hazard in increasing the rate of descent with today's aircraft instrumentation and performance. We are hopeful that this hazard can be overcome.

We also intend to continue our efforts to ensure that Federal funds will not be expended for airports which have not provided for adjacent land utilization compatible with future noise exposure. This approach perhaps offers more hope for noise abatement for future airports than any other, but at the moment we still face the major problem of proliferated zoning authority in the areas surrounding the airport.

Let me make it clear that I am not just talking about so-called clear zone techniques. There is no type of structure that I know of that cannot be placed near the end of a much-used jet runway provided that it is constructed with all of the available techniques to reduce aircraft noise. Buildings can be made virtually soundproof by the use of the right structural materials and proper insulation around windows and doors.

In the field of compatible land use, the Department is developing a computerized method of predicting aircraft noise exposure at airports. The methodology has been applied to three principal airports, JFK, O'Hare, and Los Angeles International, and plans are underway to apply it to 29 additional airports. This, in turn, will now enable HUD to inventory the land use at those airports. This noise exposure forecast land-use inventory will then be applied to or be applicable by the balance of the airports. As a result, we shall for the first time have a precise grasp of the actual magnitude of the problem of compatible land use projected through 1975. It will be on the basis of this understanding that any necessary legislation will be drafted and submitted enabling the Federal Government to assist, at long last, local communities in making the environment of the airport neighborhood one in which noise from aircraft does not generate noise from an outraged citizenry.

My point is, gentlemen, that this problem is complex, no single solution will fit all conditions as they apply at all airports. Therefore, we are conducting a comprehensive examination of the most critical conditions to ascertain the best plan.

To put what I have said into an organization focus, the Assistant Secretary of Transportation for Research and Technology, Mr. Frank W. Lehan, will be in charge of aircraft noise abatement. He will have reporting directly to him an Office of Noise Abatement which is headed by Mr. Foster as I mentioned earlier. It will be his responsibility to provide the leadership and direction for our noise abatement efforts.

The direction and coordination of all Federal efforts will be through an interagency aircraft noise abatement program which is being established by the Department of Transportation which will continue and expand the programs recommended by Dr. Hornig.

Let me conclude with a plea that you give speedy and effective consideration to the bill which is before you. As I have previously stated, it will not solve all the problems that face us in aircraft noise abatement, but it will be an essential instrument in finding solutions.