

For these reasons we have given the committee a draft bill (see p. 103) which we respectfully commend as a substitute for H.R. 3400, and we will refer to some of the specific differences between H.R. 3400 and the substitute bill.

First, a word about the background of the present bill. In the last session there was a corresponding bill, H.R. 16171, essentially like H.R. 3400, except that H.R. 3400 has now added sonic boom and has also transferred the powers from the Administrator to the Secretary of Transportation. Both of these bills, however, would empower, first of all, the prescription of a standard for the measurement of noise and, secondly, the application of those standards in the certification now provided under title VI of the act.

The bill was described in forwarding letters from the Administrator as being a part of the Federal Aviation Agency's legislative program for noise. It was also stated that the President's interagency task group on aircraft noise likewise supports the bill as necessary to the alleviation of noise in this country.

Now, as for the objectives, three objectives were stated. First of all, the Federal Government has in mind reducing aircraft noise "at the source," viz., the airplane, the engine; secondly, developing noise abatement flight techniques—methods of takeoff, angles of attack, and so forth—and, lastly, fostering the compatible use of land adjacent to airports.

H.R. 3400 is essentially concerned with only the first of these three objectives of the Federal program, that is to say, noise at the source. I think it should be understood, particularly after some of the testimony from Congressmen who appeared before the committee, that the aviation community, including the airlines, fully support the Federal noise objectives as defined in the noise alleviation program of the Administration.

However, we would point out, first of all, that a great many of the accomplishments to date in connection with these objectives, particularly the first objective, reduction of noise at source, has been a direct result of initiative exercised by the aviation community itself.

Long before jets came in, the airlines had worked out special landing and takeoff procedures for piston aircraft. These procedures were costly because they were unnatural and they introduced delays into the air transport system.

Nevertheless, they were introduced in the interest of noise abatement and they worked. When jets came into service in 1959 the airlines, in cooperation with FAA, the manufacturers, pilots, and airport operators, developed special landing and takeoff procedures, noise abatement procedures, for jet aircraft.

Those procedures are still in use and they have produced significant limitations of noise levels and particularly of the extent of exposure areas.

Currently, the airlines and the pilots, working with FAA, are perfecting a so-called noise-abatement takeoff profile, which is essentially a three-stage takeoff procedure. It is hoped that this will significantly reduce even further the extent of noise-exposure area from present jet operations and that hopefully it will be adopted throughout the United States.