

cate stretched-out DC-8s and Boeing 707s which may *well* require longer and stronger runways, and from all preliminary indications, produce more noise on take-off as well as landing.

Airport operators are acquiring land interests every day for predictable normal airport development. However, until the FAA places certification and operating limits on both the runway requirements and noise characteristics of aircraft, airport operators will not have suitable information on which to base an economic evaluation of the steps necessary to accommodate future aircraft such as the stretch-outs, the SST and the C5As.

Mr. BURNARD. Thank you. Finally, finding all of these tools inadequate to decrease the noise from an ever-increasing number of aircraft, they turned to the executive branch and to the Congress for a national solution to a national problem.

WHY AIRCRAFT NOISE IS A NATIONAL PROBLEM

It is clear that the greatest potential ability to control noise rests with the Federal Government. Airlines, manufacturers, pilots, and airport operators have all tried. Notwithstanding the time, money, and effort these groups have spent, the problem grows steadily worse. The solution does not lie in local communities bankrupting themselves trying to buy out—by court order or otherwise—all airport neighbors who allege annoyance or damage by the ever-increasing aircraft noise.

What happens when the next family of noisier jets comes along? Must millions of property owners sell their property or be restricted in its use, or should restrictions be placed on the amount of noise aircraft can make? We believe it is in the public interest that reasonable restrictions be placed on the aircraft—both today's and tomorrow's.

Today's aircraft are causing today's problems. They must be improved and so must all future aircraft.

Aircraft noise is a national, and an international problem because it is produced by the aircraft which operate in the air transportation system. Only national governments can effectively control aircraft for noise purposes both at the time of certification for construction and in operational rules and certificates.

The executive branch has recognized that aircraft noise is a national problem and that it requires a national solution.

In President Johnson's 1966 transportation message to Congress, he noted that aircraft noise is a "growing source of annoyance and concern" which will continue to grow. He said:

It is clear that we must embark now on a concerted effort to alleviate the problems of aircraft noise.

He then appointed his Science Advisor, Dr. Donald F. Hornig, to head up a Federal interagency group to develop an action program including "legislative or administration actions needed to move ahead in this area."

Dr. Hornig's White House group recommended that the first legislative step necessary to solve this problem is to give the Department of Transportation and the Federal Aviation Administration the necessary authority to control noise at its source. H.R. 3400 is the embodiment of the administrator's views on this subject.