

Dr. Hornig said in a letter in June of this year to a Member of Congress:

Concerning noise standards, I regard the passage of legislation authorizing the Secretary of Transportation to set aircraft noise standards to be critically important. In the long run it is the only way I can see to protect the public interest in this respect (Congressional Record, June 7, 1967, p. A2874.)

In addition to the support Department of Transportation Secretary Alan S. Boyd gave this legislation last week, he advised the Senate Aviation Subcommittee on August 28, 1967, that the Congress should "enact legislation which will permit us to set maximum noise standards and to enforce those standards through regulation. We also need," he said, "the legal authority to include noise consideration in the Government certification of aircraft."

He pointed out also that, although this legislation is not the complete solution it will, however "permit us to provide assurance to communities suffering from the noise impact that noise emissions will at least not get worse, and will assure that as technology can accomplish it, noise levels will be lowered."

Last week Secretary Boyd, in urging passage of legislation before this committee, referred to the matter of compatible land use near airports. In order to round out the record I would like to quote further from the Secretary's statements before the Senate subcommittee on August 28 in regard to this point.

He said then that:

The legislation will permit us to set maximum noise levels at various distances out from the airport so that the communities can develop land use plans and zoning standards around known noise levels. Without enforceable noise limits local communities have no assurance that plans that they develop and implement looking to compatibility of land use with the airport will in fact be compatible with the new generation of aircraft.

In testimony before the House Interstate and Foreign Commerce Committee earlier this year (Mar. 8, 1967), FAA Administrator McKee emphasized the importance of this legislation. He said:

We regard enactment of the bill (H.R. 3400) as a most important step in our efforts to alleviate the noise problem. Perhaps of greatest significance is the authority it provides for the application of noise standards in the certification of aircraft. We believe this authority is essential to the achievement of any real progress in the reduction of aircraft noise at its source.

THE URGENT NEED FOR LEGISLATIVE ACTION

As these Federal officials have explained, enactment of legislation like H.R. 3400 is essential to controlling noise at the source. The urgency of the need for such control increases with each day—and for a variety of reasons.

First, aviation is America's fastest growing industry. This means that jet service is moving into more and more airports. There were only 16 airports served by jets in 1960. This year more than 150 airports have jet service. At 35 or more of these 150 airports aircraft noise litigation is currently pending. Nearly 350 airports are predicted to have jet service by 1970, and more than 500 by 1975. This is no longer just a "big city" problem. It is rapidly becoming a common problem throughout the world.