

Next, growth also means more jet aircraft and more jet flights. In 1960 there were 224 turbojet airline aircraft. In that year, there was a total of 26 million aircraft movements in United States at airports with FAA control towers; 7.3 million of these were air carrier movements.

By 1966, the number of airline jet aircraft had quadrupled and one in every three takeoffs at U.S. airports was a jet. Total aircraft movements had nearly doubled (to 47.8 million).

It is predicted by 1973 there will be two and a half times as many airline jets as there are today, and by 1977 the number of air carrier flight movements will have doubled over today's (total aircraft movements will double by 1974 over 1966.)

General aviation, in the meantime, will have grown even faster in numbers of aircraft and aircraft movements, so that the total aircraft movements will double in 1974 over those of 1966.

Thus, if nothing is done to significantly improve the noise characteristics of aircraft, increased volume of operations alone will expose more people to more noise.

Noise complaints from these people will be just as real as those we hear today.

Next, future aircraft. The jumbo jets, air buses and supersonic transports—all bigger and more powerful than any of today's aircraft—are expected to be introduced into service in the next 3 to 5 years. Are these aircraft to be built to strict safety standards—but not to noise standards?

Aviation history has shown that with each new technological advance in aircraft, the manufacturers and their customers wring every ounce of economic productivity out of them.

The principal forces which move private enterprise are profits and regulations.

There are no profits in reducing noise and there are no regulations to control it.

If the benefits of technology are to truly enhance the public interest, then reasonable restraints are necessary to assure that aviation development stays in balance with the development of communities. It is unrealistic to require that community development continually adjust to aviation development.

Many broad-based organizations representing the communities and the public share our concern and desire for prompt legislative action. These include the National League of Cities, the United States Conference of Mayors, the National Association of Counties, and the National Association of State Aviation Officials.

We were also pleased to hear the Air Transport Association this morning support the concept of Federal legislation to control noise.

In addition, the widespread interest in Congress is evidenced by the 29 bills pending in the House, all seeking to solve the aircraft noise problem.

Finally, congressional action is urgently needed to help solve the aircraft noise problem in the international field as well as domestically.

In just a few more months, the Anglo-French supersonic transport—the Concorde—will make its maiden prototype flight. It will need U.S. airworthiness certification for its U.S. airline purchasers who must decide on the exercise of their purchase options in mid-1968.