

Health, safety, and welfare have been traditional functions of democratic government and I feel it is necessary to implement this legislation which would preserve the continued enjoyment of the natural environment and contribute toward an improvement in the quality of life for all mankind.

Mr. Chairman, I regard the proposed bill as a proper and necessary step the Federal Government ought to take. I therefore urge that this distinguished subcommittee consider favorably this worthwhile and much-needed legislation.

Thank you.

Mr. FRIEDEL. Thank you, Mr. Matsunaga. It is always a pleasure to have you appear before this committee and to hear your views.

Our next witness this morning will be Mr. John P. Woods, the executive assistant to the National Business Aircraft Association.

You may proceed, Mr. Woods.

STATEMENT OF JOHN P. WOODS, EXECUTIVE ASSISTANT, NATIONAL BUSINESS AIRCRAFT ASSOCIATION

Mr. Woods. Mr. Chairman and distinguished members of the committee, my name is John Woods and I am a staff specialist on aircraft noise abatement for the National Business Aircraft Association (NBAA). NBAA is composed of nearly 800 U.S. corporations which own and operate aircraft for their private transportation purposes.

We, therefore, represent a segment of the aviation industry that is commonly described as business aviation. Business aviation presently operates approximately 500 turbojet aircraft. This number is growing quite rapidly.

We have long been concerned about aircraft noise. We have long accepted our responsibility to do all we can to act as good neighbors at the airports we use. For these reasons we developed and published the comprehensive NBAA noise abatement program, which we distributed to the members of this committee on the first day of these hearings, November 14, 1967.

We are the first governmental, or nongovernmental organization to publish such a program. We list in it four essential component parts of an effective noise abatement program.

They are (1) flight procedures, (2) air traffic control procedures, (3) jet engine design, and (4) land use.

H.R. 3400 addresses itself to one and only one of the four components of the whole problem. As such, it would give needed authority to appropriate Federal agencies so that effective action may be taken to reduce jet engine noise within the limits of the state of the art. H.R. 3400, therefore, has our wholehearted support, and we urge its adoption.

Two of the other four components, flight procedures and air traffic control procedures, seem to be receiving appropriate attention and slow progress is being made. We do not believe that legislative action is required in these areas at this time.

Concerning the fourth area, land use planning in the vicinity of airports, almost no progress is being made, of which we are aware.

We commend this subject to your careful and detailed attention.