

This sounds almost like magic. This as I see it, sir; would be what you would be enabling by means of this bill that you are considering. Therefore, we feel it is immensely important and the benefit would be significant from what the manufacturers tell us.

Mr. FRIEDEL. You are speaking of H.R. 3400, Mr. Staggers' bill?

Mr. WOODS. Yes, sir.

Mr. FRIEDEL. Now, as to land use, what about the airport where we have congestion of homes around the airports? What could we do about what is already here? Are you speaking of the future on land use?

Mr. WOODS. Well, sir, this is a very deep and difficult thing. I would suggest that we should start with the pragmatic approach and our initial steps should stay within the art of what is possible, that at many airports and many of the most acute airports, there are presently housing developments being constructed now even closer to the airport than existing housing.

Stopping it from getting worse would be one step. I don't think that it would be possible to plan the ideal situation and then legislate it into existence at all airports; but, if we can establish standards and establish criteria, we can at least make some steps forward and we can achieve one benefit which I think is an important part of the public complaint—and that is, if we can tell them the truth and tell them what they can expect, what we in aviation can do to reduce noise, what the residual noise will be, we think that the public reaction and reception will be ever so much better than it has been.

I think some of the public reaction has been because we haven't been able to tell them what the truth is. All they can see is that the situation is going to get worse and worse and worse almost ad infinitum.

We haven't been able to give them finite information. Through land-use planning and through engine certification, these two things together, we believe for the first time this will become possible.

Mr. FRIEDEL. Thank you.

Mr. Pickle, do you have any questions?

Mr. PICKLE. Mr. Woods, this may have been asked, but I would like for you to tell me a little bit more about how your particular association is involved in the noise abatement problem. I know it to be a subject that you are strongly interested in but with reference to your own association, the type of planes that your groups fly, why is this a particular problem to your group?

Mr. WOODS. Well, sir, I don't want to say it too loud but our little jets really are quite noisy. We operate into many, many airports that the larger jets do not use. We have been subjected to many "ban the jet" movements at smaller airports, I think particularly in the State of California where there is a very heavy business aviation activity, so that we have a problem in common with the larger jets at the larger airports and we also have our own exclusive problem at many of the smaller airports that we alone go into.

We have, as I have indicated here, something in the approximate order of 500 of these aircraft now flying and it is these factors that made us feel that we really should stand up and be counted before we were actually forced to be, and that we should try and make what effort we could to show a little bit of leadership and responsibility.