

I surely hope that H.R. 3400 will be enacted into legislation as soon as possible.

Mr. FRIEDEL. I want to thank you, Dr. Hopkins.

As I said earlier, every Member of Congress is fully aware of the noise around airports, and we are hoping to get the solution, without adversely affecting the industry. That is the purpose of these hearings. We have had very good hearings.

I want to thank you for coming all the way from California to get your point over.

I want to thank Congressman Wilson for his fine introduction of you.

Mr. Pickle, do you have any questions?

Mr. PICKLE. Mr. Chairman, I have no questions. I want to point out to Dr. Hopkins that we have had other tapes and demonstrations of noise before the committee, and, of course, we recognize that it is a problem, as so vividly pointed out here this morning.

I assume your testimony is that you are glad we are considering this, and that Federal standards need to be established.

Dr. HOPKINS. Yes, sir.

Mr. PICKLE. I also want to say that you come well recommended this morning, with our colleague, Charlie Wilson, to present you. He is one of our able and outstanding Congressmen here serving in Washington.

Mr. FRIEDEL. I want to thank you all.

The meeting now stands adjourned.

The hearings are concluded, and the record will remain open for 5 days.

(The following material was submitted for the record:)

STATEMENT BY MAYOR ARTHUR NAFTALIN, MINNEAPOLIS, MINN.

My name is Arthur Naftalin. I am the mayor of Minneapolis and I am presenting this statement on behalf of the city of Minneapolis and the United States Conference of Mayors.

The need for legislation to provide for aircraft noise abatement has become one of our most critical urban priorities.

My office in Minneapolis and city halls throughout our Nation are being besieged with phone calls and letters, ranging from pitiful to irate, clamoring for relief from the harassment of jet noise.

Householders who live along flight approach paths tell us of sleepless nights and din-filled days, of rattling windows and of cement, stucco, and plaster cracked from endless vibration. As noise levels have risen, property values have fallen. The steadily burgeoning traffic of the air age has been exacting a needlessly heavy price from a large segment of our citizens.

The deplorable fact is that, even if the volume of jet noise were maintained at its present level, we would be confronted with a national problem of imposing dimensions.

But new technology is rapidly producing aircraft which dwarfs the present day jet. One can only imagine the escalation of noise levels which will result unless stringent federal regulations are firmly imposed to control and abate aircraft noise.

The U.S. Conference of Mayors believes that the following four guidelines should be employed in developing legislation to deal effectively with this urgent matter:

1. The criteria set for regulating levels of aircraft noise should be acceptable to persons on the ground.
2. All aircraft used in civil transportation should be required to meet the noise control standards as a condition for receiving federal airworthiness certification.