

3. The establishment of such rules and regulations as may be required to impose such criteria should be authorized.

4. Adequate financial assistance should be provided to municipalities and other public bodies which operate airports for whatever expansion of these facilities might be needed to help resolve the noise problem.

As an important first step forward, we support passage of H.R. 3400 which will permit the Secretary of Transportation to establish minimum aircraft noise standards for use in certifying aircraft.

But we believe that the ultimate solution to noise control lies in reducing the noise at its source, which is the engine itself. We therefore endorse the program now under development by the National Aeronautics and Space Administration for research and testing of quieter jet engines and urge that fullest funding be given to its continuation.

We further support an immediate program of retrofitting existing jet engines if necessary to regulate noise in the operation of present day aircraft.

We contend that jet noise is a national problem and only national action can effectuate its solution. Personally, I regret that the aviation industry has been unwilling to take the lead in solving this problem and I would hope in the future that joint government-private industry efforts would be cooperatively undertaken so that we may achieve the solutions we seek.

But the public is now entitled to some long-overdue relief. It is important to the public interest for Congress to make clear as quickly as possible through passage of necessary legislation that it intends to establish and enforce minimum jet noise standards. Such legislation is essential toward the establishment of an economically healthy national air transportation system which will not disrupt the lives and health of millions of our citizens.

RESOLUTION ADOPTED BY THE U.S. CONFERENCE OF MAYORS AT ITS 1967 ANNUAL CONFERENCE, HONOLULU, HAWAII

Whereas, use of jet aircraft has created a serious national aircraft noise problem which will be worsened by expansion of jet service and development of supersonic service; and

Whereas, the aircraft noise problem cannot be solved at the local governmental level and properly is a national concern by virtue of federal statutes defining airspace as within the public domain and subject to jurisdiction of the federal government; and

Whereas, the President of the United States in his message on transportation on March 2, 1966, noted the aircraft noise problem and the urgent need for solution, and ordered the White House Office of Science and Technology to direct all involved federal agencies in an action program to solve the problem; and

Whereas, numerous bills dealing with the problem have been introduced in Congress; now therefore be it

*Resolved*, That the U.S. Conference of Mayors urges enactment of federal legislation to: (1) Establish criteria for levels of aircraft noise acceptable to persons on the ground. (2) Make it necessary for civil transport aircraft to meet such standards as a condition of federal certification of airworthiness. (3) Authorize establishment of such rules and regulations as may be required to impose such criteria. (4) Provide financial assistance to municipalities and other public bodies which operate airports for necessary expansion of them to help resolve the noise problem.

STATEMENT OF MAYOR STANLEY W. OLSON, RICHFIELD, MINN.

Thank you Mr. Chairman for granting me permission, as I requested of you through our Congressman Clark MacGregor, to have this statement made a part of the official record of your subcommittee hearings.

The entire House Committee on Interstate and Foreign Commerce is to be commended for recognizing a problem that is no respecter of persons. Regardless of whether the victims of aircraft noise fallout are central citizens or suburbanities; Democrat or Republican; rich or poor; educated or uneducated, they deserve ear-drum relief. Since airplanes cross state lines and airports are located in every