I am sure that you are completely familiar with the history of noise abatement problems at Honolulu International Airport. Information available to us now indicates that the Concorde Supersonic Transport, which is expected to be operational through Hawaii in 1969, will be somewhat noisier in the vicinity of airports than any aircraft with which we are now familiar. A conceptual master plan for Honolulu International Airport has just been completed and is in the final stages of refinement within our department. The recommendations include a new jet runway and the extension of the existing runway to reduce community noise levels during take-offs and landings. This effort will be negated, however, if the noise level created by aircraft is permitted to increase appreciably.

We feel that aircraft noise can be effectively controlled by the Secretary of Transportation through rules and regulations and that this must be accomplished at the Federal level to assure acceptable noise levels by not only U.S. manufactured airplanes but also by foreign manufactured aircraft such as the Concorde SST. If prompt Federal control is not exercised over aircraft noise, we must then look forward to increased pressure by local groups for banning flight operations during specified hours of the day or at specified noise levels with the attendant problems to the tourist industry which this pressure will create as well as increased litigation by property owners over alleged damage to their property values by aircraft noise and increased capital requirements for expansion of airports to cope with aircraft noise.

I am sure that you can see the importance of this legislation to the people of the State of Hawaii and I thank you again for your willingness to testify in its behalf.

Kindest personal regards.

Sincerely,

E. ALVEY WRIGHT, *Acting Director.*

THE PORT OF NEW YORK AUTHORITY,
New York, N.Y., March 18, 1968.

Hon. HARLEY O. STAGGERS,
Chairman, Interstate and Foreign Commerce Committee,
House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: The Port of New York Authority as operator of Kennedy International, LaGuardia and Newark Airports followed with interest the hearings held to date on H.R. 3400 by the House Interstate and Foreign Commerce Subcommittee on Transportation and Aeronautics. We are hopeful that prompt action on the bill can be taken.

The problem of aircraft noise has reached critical proportions which our society probably will not be prepared to tolerate much longer. Yet, we face in the near future an intensification of aircraft noise through the introduction of new families of aircraft such as the 747 and the SST and through the rapid growth of air traffic. The manufacturer apparently is already planning "strecthed" versions of the 747 and SST which, based on past experience, will be noisier than the original models. In addition, the success of the smaller jets such as the Boeing 727 and the DC–9 in introducing jet service to our smaller cities is causing a proliferation of aircraft noise problems throughout the nation.

The Port Authority has been deeply concerned and involved in aircraft noise problems since 1951. Our efforts throughout the years to abate the nuisance of aircraft noise is well documented, but despite our best efforts the problem of aircraft noise in communities near our airports has become increasingly severe, resulting in rapidly deteriorating relations between the aviation industry and the community it serves. If we have learned nothing else, we have learned that the aircraft noise problem can never be solved by local government because the creation of the noise is uncontrolled. And as long as there is no control over the source of the noise—namely the engine and the aircraft, then there can be no resolution of the problem of the amount of noise an aircraft creates over populated areas adjacent to airports.

All efforts to deal with the problem have been limited to the amelioration of neighborhood noise. The fact is, however, that noise can only be controlled at the source, i.e., the airplane. It is our understanding that competent aeronautical research scientists assert that the development of an enconomical aircraft engine some 15 to 20 PNdbs quieter is well within the state of the art and could be avail-