

each new aircraft type is bigger and noisier. No intelligent future planning for compatible land use can go forth until a limit on aircraft noise is established and enforced.

Considerable differences will, no doubt, develop on what the specific noise level maxima should be. We urge that enactment of H.R. 3400 not be delayed because of this. We feel confident that if the FAA is given the necessary authority, it subsequently, in concert with industry, can arrive at acceptable levels.

Thank you for the opportunity to express our views on this important bill
Very truly yours,

F. R. HOYT, *Executive Director.*

BURLINGTON AIRPORT COMMISSION,
South Burlington, Vt., April 12, 1967.

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

DEAR MR. STAGGERS: The Burlington Airport Commission, as a party to the resolution of the Airport Operators Council International relating to aircraft noise, wishes to advise that they are in complete agreement with the position taken by AOCI and hopes that you will see your way clear to support expeditious achievement of the objectives of the resolution.

Very truly yours,

JOHN A. MACKEY, *Clerk.*

RESOLUTION NO. 3, ADOPTED AT THE MEMBERSHIP MEETING OF THE AIRPORT
OPERATORS' COUNCIL INTERNATIONAL, OCTOBER 14, 1966

Whereas, the Airport Operators Council International is deeply concerned about, and recognizes that the Federal certification and resulting use of jet aircraft in interstate commerce has created a serious national aircraft noise problem, and

Whereas, a solution to this problem has become most *urgent* with the expansion of airline service with existing and new jet aircraft and the development of potentially noisier aircraft of the future, including supersonic transports, and

Whereas, the aircraft noise problem cannot be solved at the local governmental level and properly is a subject of national concern by virtue of the Federal statutes defining airspace to be within the public domain and subject to the jurisdiction of the Federal Government in behalf of all citizens of the United States, and

Whereas, a number of AOCI Members have adopted resolutions calling upon the Federal Government through Congress and the President of the United States to initiate steps towards the solution, and

Whereas, the President of the United States, in his message on Transportation delivered to the United States Congress on March 2, 1966, took cognizance of the aircraft noise problem and the urgent need for its solution in the public interest, and ordered the White House Office of Science and Technology to direct all interested Federal agencies in an action program to solve this problem—including the recommendation of all necessary legislative and administrative actions, and

Whereas, the problem of aircraft noise has been recognized by the Congress, and numerous bills proposing solutions have been introduced: Now, therefore, be it

RESOLVED by the Members of the Airport Operators Council International, in meeting assembled, That

1. Aircraft noise is a national problem affecting the national air transportation system and interstate commerce of the United States which must be resolved at the national level;

2. It is imperative that the Congress and the Federal Government of the United States accept responsibility for the control and consequences of aircraft noise because of the Congressional declaration that the airspace is in the public domain, and enact legislation to (a) establish criteria for levels of aircraft noise acceptable to persons on the ground, (b) assure that civil transport aircraft shall meet such standards as a condition to certification for airworthiness, (c) authorize establishment of such rules and regulations applicable to aircraft