

Resolved by the Mayor and Council of the Borough of Wood-Ridge, That a copy of this Resolution be forwarded to the Office of the Secretary of Transportation and request that the jet aircraft noise panel formed therein place the problem of Newark Airport, its approaches, over South Bergen Communities upon its priority list for investigation and action to alleviate the problem of low-flying aircraft over these Communities and the attendant danger and noise created by them; and it is further

Resolved by the Mayor and Council of the Borough of Wood-Ridge, That a copy of this Resolution be forwarded to Congressman Henry Helstoski, Senators Clifford P. Case and Harrison Williams and Representative Harley Staggers, Chairman of the House Interstate and Foreign Commerce Committee, and urging the passage of House of Representatives Bill No. 3400 giving the Federal Aviation Administration power to include in aircraft certification procedures jet-engine noise limitations and specifications.

Approved:

FRANCIS X. RIEGER, Mayor.

Attest:

ROBERT I. STOESSER, Borough Clerk.

AIRPORT OPERATORS COUNCIL INTERNATIONAL, INC.
Washington, D.C., March 20, 1968.

HON. SAMUEL N. FRIEDEL,
Chairman, Subcommittee on Transportation and Aeronautics, Interstate and Foreign Commerce Committee, House of Representatives, Washington, D.C.

DEAR MR. FRIEDEL: We are submitting the enclosed comments on the draft of noise abatement legislation proposed by the Air Transport Association and later introduced by you as H.R. 14146, to supplement our testimony of November 21. As was stated at the hearing, we had no prior knowledge of the ATA draft bill and were unable to comment on its merits at that time. We appreciate the opportunity to submit our comments for the record.

The ATA's proposal is completely unacceptable to the Members of the Airport Operators Council International. In essence, it would destroy the possibility of effective government control over aircraft noise.

The premise of the ATA proposal is that it would empower the Administrator of the FAA to set standards only for the measurement of aircraft noise and sonic booms. It completely circumvents the intention of the Administration and eliminates the possibility of federal control over aircraft noise during the manufacture and operation of aircraft. Additional details are attached.

In our opinion, to achieve effective federal control over noise at its source, it is necessary for the Department of Transportation/Federal Aviation Administration to have authority to:

- a. Establish aircraft noise measurement standards
- b. Establish criteria for determining acceptable levels of aircraft noise
- c. Develop, apply and enforce standards of acceptable noise levels to present and future aircraft through type certificates, airworthiness certificates and operating certificates.

The ATA bill will not do these things. The Administration bill will. We therefore again urge prompt passage of H.R. 3400.

Sincerely,

E. THOS. BURNARD,
Executive Vice President.

AOCI COMMENTS ON H.R. 14146

Section a of the ATA bill limits the Administrator's authority as follows:

1. Provides standards only "for the measurement of aircraft noise and sonic boom"
2. These measurement standards would be provided only if the Administrator finds such action "necessary and appropriate to encourage progress in aircraft noise abatement"
3. Aircraft type certificates would be required to meet only noise "measurement" standards.

The noise measurement standards proposed by ATA are comparable to posing that a yardstick be developed to measure feet and inches. There is nothing