

of H.R. 3400, or similar legislation, by the House Interstate and Foreign Commerce Committee, and enactment by the Congress.

We would appreciate the enclosed resolution being incorporated in the record of the hearings.

Respectfully,

A. B. McMULLEN,
Executive Vice President.

AIRCRAFT NOISE ABATEMENT, RESOLUTION ADOPTED BY THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS, SEPTEMBER 28, 1967

Whereas, The National Association of State Aviation Officials and its member State Aeronautics Departments and Commissions have a vital interest in the prompt resolution of the aircraft noise problem;

Whereas, The Association's members have determined that the noise created by the operation of some types of aircraft is becoming an ever more serious problem, and of proportions beyond the total solution of local and state governmental units, which causes it to be properly one of national concern;

Whereas, In recognition of the need for aircraft noise abatement, the President of the United States, during March 1966, directed responsible Federal Departments and agencies to—

“study the development of noise standards and the compatible uses of land near airports;

consult with local communities and industry; and

recommend legislative or administrative actions needed to move ahead in this area”; and

Whereas, An orderly approach to the problem now requires a prompt and thorough evaluation of the effect of aircraft noise on persons and property, an analysis of the means by which aircraft noise annoyance can be reduced to acceptable levels, and the formulation and adoption of a comprehensive integrated program to expeditiously solve the problem in the interest of everyone concerned;

Now, therefore, the National Association of State Aviation Officials,

(1) Urges prompt enactment of S. 707 and H.R. 3400, as legislative vehicles needed to designate responsibility for, and to provide the Department of Transportation specific authority to regulate the certification and operation of aircraft on the basis of noise as well as safety standards;

(2) Recommends to all Federal governmental agencies concerned the immediate establishment, and official adoption of a realistic measurement standard for aircraft noise in perceived noise decibels or other accepted and practical unit of measure;

(3) For the protection of property, and the health and comfort of persons on the earth's surface, urges the Secretary of Transportation to establish noise and sonic boom levels beyond which no aircraft shall operate; and

(4) Further urges the Secretary of Transportation, after soliciting, receiving, and evaluating the views and recommendations of other Federal agencies, State, county, and municipal officials, and industry organizations, to adopt such standards, rules and regulations as will assure compliance with the maximum prescribed and authorized noise and sonic boom levels; and

(5) Directs the Association's Executive Vice President to furnish copies of this resolution to Members of Congress, the President's Science and Technology Advisor, the Administrators of the Federal Aviation Administration and National Aeronautics and Space Administration, the Secretary of Commerce, the Secretary of Housing and Urban Development, and the Secretary of Transportation, and to inquire periodically as to any affirmative action or lack thereof on this matter so as to keep the members of this Association informed concerning the reactions of the recipients of this resolution.

COLE DYNAMICS CORPS,
Elgin, Ill., January 8, 1968.

HON. CHARLOTTE T. REID,
House of Representatives,
Washington, D.C.

DEAR MRS. REID: We feel the Interstate and Foreign Commerce Committee should consider establishing the responsibility for aircraft noise monitoring in some agency other than FAA. Our delay in writing you has been in part due to