

Jan. 6, 1965: Introduced H.R. 2086 to control aircraft noise and aircraft pollution.	
May 6, 1965: Introduce H.R. 7981 to authorize jet noise research.	Congressional Record
May 6, 1965: Introduced H.R. 7982 to regulate aircraft noise.	Page No.
May 6, 1965: "Aircraft Noise Abatement"-----	9363
May 13, 1965: "Jet Noise—Opens the Floodgates of Litigation"-----	A2377
May 20, 1965: "More on Jet Noise: NASA Conference"-----	A2533
May 27, 1965: "More on Jet Noise—Part IV: NASA Research Program"---	A2718
June 10, 1965: "More on Jet Noise—Part V: FAA Aircraft Noise Symposium"-----	A3037
July 8, 1965: "Jet Noise—Part VI: Hazard to the Nation's Health"-----	A3630
Aug. 12, 1965: "More on Jet Noise—Part VII: Report on Noise Forum"---	A4520
Aug. 30, 1965: "More on Jet Noise—Part VIII: Novel Test Over Long Island and Correspondence With the President"-----	A4888
Sept. 15, 1965: "The Latest on Jet Noise—Part IX"-----	A5205
Mar. 3, 1966: "President Recognizes Jet Noise Problem"-----	A1141
Mar. 21, 1966: "President Johnson Acts on Congressman Tenzer's Jet Noise Plea"-----	A1614
May 3, 1966: "Debate on NASA Appropriation"-----	9223-9229
July 12, 1966: "Jet Noise: A Plea for Bipartisan Support"-----	A3632
Aug. 8, 1966: "Jet Noise" (delay the supersonic transport)-----	A4163
Aug. 24, 1966: "Debate on Department of Transportation"-----	19518
Aug. 30, 1966: "Debate on Office of Noise Control"-----	20349
Oct. 3, 1966: "Supersonic Transport"-----	23873
Jan. 10, 1967: Introduced H.R. 1398 to regulate aircraft noise.	
Apr. 13, 1967: "Jet Noise: The Fight Has Just Begun"-----	A1817
June 7, 1967: "President's Science Advisor Calls for Noise Abatement Legislation"-----	A2874
July 11, 1967: "Executive Branch Must Act on Aircraft Noise Abatement"---	A3467
July 18, 1967: "Debate on Jet Noise and the Supersonic Transport"-----	H8848
July 27, 1967: "Air Safety and Noise Abatement"-----	A3818
Aug. 18, 1967: "End Delay on Noise Abatement Legislation"-----	A4216

Mr. Chairman, I have from the outset of my efforts stated that jet noise is a national problem. True, I am vitally concerned with the problem as it affects my constituents who live near the flight routes to Kennedy Airport. I sounded the alarm in 1965 to my colleagues in the House, urging that jet noise affects the entire nation. I said then and I repeat today "that every city where there is an airport—whether or not the airport is equipped to service jets—they will service them tomorrow"—should be alerted to the menace of jet noise.

Today more than 300 airfields are servicing jet aircraft disrupting the daily lives of ten of millions of Americans. It was for this reason that I called for recognition of this problem at the highest level of government—as being national in scope—calling for Congressional action.

On August 19, 1965 I wrote to the President requesting the appointment of a Presidential Commission to deal with the problem of aircraft noise. On October 29, 1965 in response to my request, the first White House Conference on Noise Abatement was held. As a result of that Conference a detailed and important report was issued in March 1966, entitled "Alleviation of Jet Aircraft Noise Near Airports". The report was published by the Office of Science and Technology—Executive Office of the President.

In his Transportation Message to Congress, in March 1966, President Johnson gave recognition to the problem by announcing that he had appointed a special White House Task Force "to frame an action program to attack this problem". The Task Force, headed by Dr. Donald F. Horning, the President's Science Advisor, included the Secretaries of Commerce, Housing and Urban Development, and the Administrators of the Federal Aviation Agency and the National Aeronautics and Space Administration.

The Task Force subsequently endorsed legislation introduced by the distinguished Chairman of the House Interstate and Foreign Commerce Committee, The Honorable Harley O. Staggers (H.R. 3400), which is the subject of these hearings.

There are many aspects to the complex problem of aircraft noise. A comprehensive program to alleviate the suffering from this menace requires an all out effort on a number of fronts. Allow me to suggest only a few:

(1) We urgently need a massive research program to better understand the complexity of the aircraft noise problem and to coordinate research by Govern-