

Mr. TENZER. Mr. Chairman, I want to share your sentiments and tell you that I am very, very pleased to hear about the possibility of developing Friendship Airport and Dulles International Airport which ought to be the Washington International Airport.

There is no reason for people from Washington having to go to New York or people from Virginia or from this entire segment of the United States being required to go to New York City to take a flight overseas when you have airports like Dulles and Friendship available in this area.

We could share some of that noise with you and when we get to the point of sharing the noise with you, maybe many more Members of Congress will become acquainted with the fact that this is not a local problem.

This is a problem for the entire United States. Our educational system is disturbed. I have said right here in my statement that since jets have come to Kennedy, and this is about 9 years—

We have not been able to enjoy the quiet and peaceful enjoyment of our homes. Our lawns, terraces and front porches no longer serve the purposes for restful recreation on evenings and weekends, and indoors our telephone conversations are disturbed and our television programs are interfered with.

Your children's education is disturbed at school. Our church and synagogue worship services and our outdoor community activities are marred by the frequency of low flying aircraft with their accompanying shrieks of jet noise. Who is not aware of the problems of the teacher—the minister—the priest—the rabbi—waiting with bated breath for the jet—with noise in its wake to pass overhead.

Many times we think that these men are looking up and waiting for the plane to pass overhead.

My good colleague, Congressman Fascell, said that there is a great deal done by other facets of the industry. I am not convinced of that. I do not share the view that either the manufacturers of engines, or the manufacturers of planes, or the airline operators, or the airport operators, or any one has done enough about this situation.

It took a long time to get the President of the United States to recognize this as a national problem. We just had an announcement and pronouncement by the Federal courts that jet noise abatement is a Federal responsibility. Now it is time for Congress to act. We cannot delay any longer.

I think that the bill before this House, H.R. 3400, while it is only an initial step, is an important one. If all of the research is completed and a quieter engine is developed, you will handicap the operations of implementing this if you do not give the Secretary of Transportation the authority in issuing certification certificates to regulate how planes should be equipped and with what kind of an engine they should be equipped.

I am not willing to accept that the United States with all of its technological development and with the prototype already available for a larger transport plane with a quieter engine cannot in this age of miniaturization create a smaller engine that is quieter so that we can avoid this noise problem.

All of this can be done without sacrificing safety and it is up to this committee to act and report out H.R. 3400. At the same time, when you go into executive session, I urge you to take a long, hard look at my bill, H.R. 1398, which goes a little further and I spell this out in my statement. I agree with our colleague, Mr. Kuykendall, that it is important to put all of our heads together.