

noise. I am hopeful that you will be able to take fast and favorable action in this regard. As the Metropolitan Airports Commission of the Twin Cities said in a resolution adopted in July:

* * * The problem defies solution at the local governmental level and is properly a problem of national concern by virtue of Federal Statutes defining the airspace to be within the public domain and subject only to the jurisdiction of the Federal Government, and reserving to the Federal Government the establishment of standards for the certification of jet aircraft using such airspace.

And, Mr. Chairman, when your committee completes action on this problem, I would hope you would take up legislation involving the proposal of Congressman Frank Bow and me to provide a method for the private financing of the development of the supersonic transport airplane. This aircraft promises to be the most flagrant violator of peace and quiet in aviation history through the apparently insoluble sonic boom. The Federal Government to be consistent—and assuming the legislation you consider today is approved—must review its position with regard to the SST. For if the Congress passes noise abatement legislation, can it also be the advocate and principal developer of the worst sonic boom craft in history?

Thank you for your consideration.

Mr. FRIEDEL. We have another colleague here with us this morning, Congressman Addabbo.

You may proceed.

STATEMENT OF HON. JOSEPH P. ADDABBO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. ADDABBO. Thank you very much. I appreciate the support of a growing number of my colleagues in this evergrowing problem.

When I first came here in 1961, there were only about a half dozen of us who testified in favor of legislation relative to this continuing problem. It has been asked this morning how will we possibly finance the cure.

Well, one of the ways could be a head tax. The airlines themselves through the years as I have previously stated developed within the cabin the ability to give the passengers quiet motion pictures, a quiet cabin to sleep in, a quiet cabin to listen to stereo, but they have not been able to spend any money toward giving to the people on the ground in their homes the right and the privilege to watch television without the sound being cut out by jet noises or being able to listen on the telephone to a conversation or to listen to their own radios.

It was my privilege to sit as an observer with this committee under its former chairman Oren Harris when the select committee was chosen to look into this problem in 1962.

In December of 1962, we sat here and listened to industry, management and the authorities operating these airports and the major problem at that time in 1962 was what happens if the manufacturer develops the quiet engine; the airlines may not buy it because they haven't depreciated the investment they have put into the existing airplanes.

Then I say to the committee, if this is the problem, if there is available a quiet engine or when the quiet engine is available which I believe can be done with a crash program, then if the airlines feel they need special tax provisions, if they need further subsidization, then