

We have about exhausted our capability to minimize the noise nuisance problem through air traffic procedural changes. We must now look to research, development, proper land uses and new operating techniques . . .

Did they propose to undertake this program? They did not. They proposed to rely upon ". . . the program under study by President Johnson's Jet Noise Panel for further relief from this very vexing problem."

Mr. Chairman, this is not good enough.

We are spending billions on new and bigger airports and new and bigger jets. We have embarked on a program to build the biggest aircraft bang in history, the \$5 billion supersonic SST. But we don't know how to live with the engines we have today and jet noise remains the poor cousin of the aeronautics industry.

I don't believe that we will accomplish anything until jet noise is elevated out of its current low ranking at FAA and given consideration at the highest level in the Department of Transportation. We won't get anywhere until we put enough teeth in the program to make solving the problem economically desirable for the industry.

Mr. Chairman, I urge favorable action on H.R. 3400 as a good way to reach these goals.

Mr. FRIEDEL. Thank you for your views, Mr. Ottinger.

If there are no questions, we shall proceed to hear from another distinguished colleague from New York, the Honorable Jacob Gilbert. Mr. Gilbert.

STATEMENT OF HON. JACOB H. GILBERT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. GILBERT. Mr. Chairman and members of the subcommittee, I commend you on the thoughtful consideration you are giving to this bill to abate the terrible noises of jet aircraft in the areas of our Nation's major airports. This is farseeing legislation. It falls well within the tradition that has been recently established of giving attention to the environment in which Americans live. We are fighting air pollution to cleanse the air we breathe and water pollution to cleanse the water we drink and in which we swim. Such programs are aimed at restoring the integrity of American life. They are aimed at permitting us to enjoy the benefits of our technological society without paying an intolerable price in human values. I think the aircraft noise abatement bill has the same objective. I believe it stands with water and air pollution legislation as essential correctives for the excesses of modern civilization.

I have been pressing for this legislation for several years, because my own constituents suffer severely from the noise generated by New York's jet air traffic. Last year I received a petition signed by 2,000 residents of the Castle Hill area of my district. I quote from the petition: "The noise caused by low-flying planes makes it impossible for us to sleep, to hear normal conversation, or to enjoy radio and television." Many of my constituents, some ill and elderly, tell me of the strain on their nerves, of the impairment to recovery from illness, of the reduction of their efficiency at work. I would by no means claim that Kennedy and La Guardia Airports are not necessary to New York, Mr. Chairman, but I do not believe that the people who happen to live