

near them or within the limit of their flight patterns should have to pay this grievous price.

I live in the area myself, Mr. Chairman, where we are constantly subjected to the noise of jet motors. I can personally testify to the discomfort that this noise creates. We have never computed how many thousands of Americans are affected by this problem. But I'm sure that it runs into the hundreds of thousands. And as we all know, there will not be fewer jets in the future but more, just as there will be more airports to service them.

My bill, which closely resembles the committee bill, authorizes the Secretary of Transportation to prescribe standards for aircraft noise. But this is a complex problem and does not lend itself to an easy solution. Aircraft manufacturers have not yet solved the problem of quieting the jets. So my bill directs the Secretary of Transportation to undertake research in noise suppression devices for aircraft engines and ground baffle systems, as well as to develop procedural techniques for bringing planes in and out of airports more quietly. It authorizes the Secretary to perfect noise measurement methods so that we know whether the rules are being observed. It provides penalties in the amendment, modification, suspension, or revocation of aircraft certificates.

Mr. Chairman, this is a problem with which our local communities cannot deal alone. It is a Federal responsibility. Congress must stand at the head of the attack against aircraft noise. The State and local governments, as well as private industry, will cooperate. But the leadership must come from us. I commend you for taking this leadership by these hearings and I look forward to enactment of jet noise abatement legislation in the very near future.

Mr. FRIEDEL. Thank you for your concise statement Mr. Gilbert. Your views shall certainly be given consideration, as shall all others submitted.

We shall hear next from another colleague, from Minnesota, the Honorable Joseph Karth. Mr. Karth.

#### **STATEMENT OF HON. JOSEPH E. KARTH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA**

Mr. KARTH. Mr. Chairman, members of the committee, I would like to thank the Subcommittee on Transportation and Aeronautics for their concern with the aircraft noise problem. We all recognize the obvious—with increasing air traffic, the present noise difficulty can only worsen. Therefore, it seems most appropriate that Congress act to lessen the burden of "noise pollution" that threatens the American public.

However, Mr. Chairman, I would specifically like to draw your attention to the research and development efforts of NASA's Office of Advanced Research and Technology in this area. Whereas many of the bills presently before the committee may provide short-term answers to a small portion of the noise problem, the significant long-range advances that must be made can only come from radical R. & D. effort.

Such effort must take into consideration aircraft configuration, engine design, operational techniques, and many other research parameters. I would hope to point out clearly for the record, that these are