

I believe Congress should also be alert in passing noise abatement legislation which, while possibly offering some advantage to local communities, may also be paid for at the price of safety. I would urge my colleagues, in weighing all the legislative possibilities, to capitalize upon NASA's research and development program already well underway. In so doing, I believe we can expect to achieve a balanced program—one which will relieve a vexing public grievance, while at the same time not penalizing the overall safety or efficiency of aviation.

Mr. FRIEDEL. Thank you, Mr. Karth. If there are no questions, we shall move along as quickly as possible. Our next witness is the Honorable Seymour Halpern, our colleague from New York. Please proceed, Mr. Seymour.

STATEMENT OF HON. SEYMOUR HALPERN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. HALPERN. Mr. Chairman, I am deeply appreciative of the opportunity to appear this morning before this distinguished subcommittee to lend my fervent support to effective noise control legislation as provided for in Chairman Staggers' bill, H.R. 3400, and similar bills now being considered by this committee. My interest in noise control and abatement is evidenced not only by my own bill, H.R. 13284, one of those before you, but also by the fact that the district which I represent rests adjacent to two of the busiest airports in the country—New York's La Guardia and Kennedy airports.

Our technological society has produced creature comforts which even our parents would have considered inconceivable. The potentialities in the area of the comfort and well-being of our citizens inherent in this technology are limitless. However, the convenience provided by at least one technological innovation—the jet engine—is in danger of being overshadowed by the hazards it creates to the health and welfare of the public.

I am not suggesting, Mr. Chairman, that these dangers to health and welfare are immutably fixed in any conceivable jet engine, but I am suggesting that as jet-powered aircraft are now operated the impact of aircraft-generated noise upon millions of persons beneath or near the flight path of these aircraft is such that, as I have stated in my bill, it seriously disturbs the peace and quiet of homelife, interferes with public assemblies, and, in general, seriously disrupts community life, all of which the citizens have a right to enjoy.

These citizens should not be forced to subject themselves, as many in my district must, to totally intolerable levels of noise. The noise levels in this area, and in many areas of the country, are far above what both sociological and technical studies indicate to be the limits which a person can be expected to endure for any length of time. The result is impairment of both physical and mental health.

With the advent of the SST age, the time for academic discussion has passed—the time for concrete and meaningful action is upon us.

Specifically, Mr. Chairman, I have introduced H.R. 13284, a bill which, I think, will go a long way to alleviate the problems which now exist. First, my bill provides that the Secretary of Transportation, and the Administrator (of FAA) shall conduct basic research in order to further our knowledge of how aircraft noise affects people, and to in-