

Further, while this is not specifically a matter before this hearing, there is an urgent need in many parts of the country—particularly the New York area—for additional jetports and improved methods of air traffic control. Whatever progress we make in abating jet noise and dirt will be of diminished effectiveness if the airways are dangerously crowded and the ground facilities inadequate and obsolete.

The Congress can no longer ignore the major inconveniences, discomfort, and hazards to health that result from excessive aircraft noise. It is incumbent upon the 90th Congress to take initial action to combat this problem before technological advances, such as the supersonic transport, compound its effects. I am hopeful that your committee will report this legislation as soon as possible.

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

If there are no questions, our next witness is from the State of California, the Honorable Charles H. Wilson.

STATEMENT OF HON. CHARLES H. WILSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. WILSON. Mr. Chairman, as the Representative of the 31st District of California, an area which encompasses the Los Angeles International Airport, I am particularly interested in the matter before you today, and delighted to have the opportunity to appear before this subcommittee in order to express my constituents' deep concern.

Los Angeles International is one of the busiest airports in the Nation, and along with the benefits which accrue from the facility come a number of serious problems with which we have to deal. The difficulties created by jet noise are paramount for communities in the vicinities of major air terminals. As air traffic increases, the problem is made more acute, and its solution more difficult. For this reason I feel that the time to set uniform noise abatement standards is now, and I find it quite encouraging to see the Committee on Interstate and Foreign Commerce considering such an enlightened piece of legislation.

We are all familiar with the tremendous strides made in the science of aviation. In recent years we have seen the transition from piston engines to turboprops, and on to jets. Just over the horizon, we see the supersonic transport and a myriad of new and complicated problems.

As the size and power of aircraft have increased, travel has quickened. Distances seem to be sharply reduced. In fact, technological progress in aviation has been so rapid, that it has become a truism to say that "planes become obsolete by the time they get into service." But these advances are not without cost. The more obvious costs include new equipment, research, and the purchase of new aircraft. There is, however, another cost which the entire public is asked to bear—that is, the price measured in the threat to our environment.

Today we find our airports increasingly overcrowded and constantly searching for additional land on which to expand. Faster and larger aircraft mean longer runways, and the greater size, speed, and convenience of the modern jets mean a heavier traffic load on existing facilities.

Our airports are faced with the intricacies of high-speed, complex air traffic patterns. Our air has become increasingly polluted, and