

those of us who are unfortunate enough to live along various flight paths are not just inconvenienced, but actually menaced by destructive noise.

In my congressional district, in the neighborhoods adjacent to the Los Angeles International Airport, the problem of noise pollution has become so acute that people who have invested their savings in homes have seen their property values fall. Their daily lives are so harassed and disrupted by jet noise that even normal conversation often comes to a halt. The work of many of my constituents is interrupted, and worst of all, thousands of schoolchildren are subjected to educational handicaps due to interruptions and distractions caused by jet noise.

Here I approach the more specific topic of today's inquiry. The need for an intelligent and rational set of noise abatement standards for aircraft has been amply demonstrated.

The chairman of the House Committee on Interstate and Foreign Commerce, the Honorable Harley O. Staggers, a friend and good colleague, has seen fit to introduce a bill which is a first great stride toward the solution of this problem. Chairman Staggers' bill, H.R. 3400, eliminates the guesswork and uncertainty as to who shall set noise pollution standards. It authorizes the Secretary of Transportation to prescribe measures pertinent to the control of aircraft noise in a manner similar to that in which air safety is regulated.

The legislation thus facilitates the institution of reasonable standards. This is probably the single most important prerequisite to the construction of a complete policy for the protection of our cities and suburbs from jet aircraft noise. This approach is so vital that I felt it incumbent upon me to submit a companion measure, H.R. 13372, for the consideration of the House. I think everyone here will recognize the strong leadership of the chairman on this matter, and I know that all of you on the committee and the rest of us in the House all feel deeply indebted to him for his foresight and his grasp of the issue at hand.

But I think we can even go a step or two further in the alleviation of hardship due to jet aircraft noise. In this vein, I submitted not only a companion bill to the measure now being considered (H.R. 13372), but have felt so strongly about the need for effective noise abatement legislation as to have submitted two other noise control measures for the consideration of the House.

H.R. 11073 amends the Federal Airport Act to provide for Federal financial assistance for noise abatement with respect to certain schools located near public airports. The bill would allow local school districts to soundproof present classroom structures and allow for the installation of soundproofing in new school construction. H.R. 8309 is a bill that would, by virtue of its fundamental approach, provide a comprehensive framework within which we could meet the whole "noise pollution" problem. It would create a more complete program of noise control, including the creation of a Federal Office of Noise Control. As the legislation was written, this Office was to have come under the jurisdiction of the Department of Health, Education, and Welfare; but now that we have a new Department of Transportation, I see no reason why we cannot adopt the same measure within that Department. Certainly, this is the direction in which we are moving, and my bill—thus amended—would merely be a more specific extension of the