

chairman's own. I repeat that I see no basic conflict here. We share the same concerns.

Gentlemen, it is my belief that all three of these measures—or the approaches drawn in them—ought to be favorably reported by the committee and passed upon in a similar way by the House. The problems created by the din from ever-larger and more powerful jets, and the prospect of evermore shattering rocketlike noise require it. Jet noise abatement is part of the general task of preserving the safety and health of the natural environment in a time of rapid technological change and repeated assaults upon the life-sustaining balance upon which we all depend. I recommend not only a favorable recommendation to H.R. 3400, but also to the approaches embodied in H.R. 11073 and H.R. 8039.

I want to thank the kind chairman of the subcommittee, my dear friend and colleague, the Honorable Sam Friedel, of Maryland, for indulging my concern and allowing me to come before the subcommittee.

Thank you.

Mr. FRIEDEL. Thank you for your consideration and views Mr. Wilson. We appreciate your concern, as this is a national problem and the concern of all.

Time is running short, so we would appreciate brevity inasmuch as possible.

Our next witness is the Honorable Lester Wolff, a colleague from New York.

STATEMENT OF HON. LESTER L. WOLFF, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. WOLFF. Mr. Chairman, I appreciate this opportunity to testify before this committee on the problem of aircraft noise and the pending legislation, H.R. 3400. My distinguished colleagues, Mr. Tenzer and Mr. Wydler, will discuss the local problems of aircraft noise in Nassau County. I shall not take the committee's time to repeat these points.

Since my district is located in close proximity to both La Guardia and Kennedy Airports in New York, the problem created by unreasonable noise, primarily that of jet aircraft, is something of direct concern to my constituency. I have devoted a good deal of time to studying this matter, especially in its necessary relationship to flight safety. Moreover, as a former pilot I believe I am aware of certain of the technical problems involved in aircraft safety and noise abatement.

In consideration of H.R. 3400 I respectfully suggest consideration of the problem that will be created by the purchase of the Concorde aircraft by American companies. This supersonic aircraft differs from the American SST in that the European plane is designed for relatively short-haul flights. Thus its use will create unreasonable, unacceptable sonic booms in an extensive series of flight patterns over the continental United States. I think such flights should be prohibited over land and urge this committee to act to prohibit use of the Concorde within the confines of the continental United States at supersonic speeds. Purchases of the Concorde should be suspended immediately and steps taken to protect the American household from the havoc that could be created by overflights in the United States.