

prop and jet airliners. In 1962 the U.S. air carrier fleet consisted of 350 jetliners, 250 turboprop airliners, and 1,300 piston-engine airliners. In 1967 we have 1,000 jet airliners, 370 turboprops, and only 870 piston-engine airliners. The jet engine aircraft in many cases have either a greater noise level or a more intolerable sound than the piston-engine transports. The problem is complicated more by the introduction of new types of aircraft in the system such as the STOL or short-takeoff-and-landing airplane. Even if we are technologically successful in reducing the noise of a particular airplane engine, the growth in types of aircraft, density of air traffic and frequency of flights will continue to bring more noise.

Many people, including the Secretary of Transportation, the Honorable Alan S. Boyd, who is with you today, agree that legislation for aircraft noise control and abatement is needed. Some 25 bills on the subject have been introduced in the 90th Congress. Unless something is done about the problem, very soon the air transportation system in our country will suffer.

FAA Administrator McKee said recently :

Jet aircraft noise is serving as a barrier to progress. Fear of noise, for example, is helping to delay the construction of a fourth jet airport in the New York metropolitan area.

And throughout the country this fear is repeated.

Aircraft noise may be more than just a nuisance. Dr. Timothy W. Costello, a psychologist, has said :

Noise is just as much a health hazard as would be a plane accident. It is impossible to assess the effect of continued unpleasant noise on the security that children feel or the ability of a man to do a day's work.

Even if noise was found to be physiologically acceptable, the annoyance factor would be more than a frustrating deafening roar. The economics of aircraft noise is an unwelcome expense to urban communities. For instance, the Fairfax County School Board in nearby Virginia reported last February that the anticipated increase in jet noise at Washington's Dulles Airport would cost the county \$87,000 to soundproof a school to be constructed near the airport.

We have this same problem with the schools which surround our Miami International Airport in Florida, one of the busiest airports in the world.

As this honorable committee knows, Miami International is the "Gateway to the Americas"—with passengers and cargo from some 100 different airlines feeding through it to Latin America. Our total aircraft operations at Miami International, which is in my congressional district, rose from 345,292 in 1965 to 424,407 in 1966—an increase of almost 23 percent. And in the first 9 months of 1967—the last period for which we have complete figures—the number of operations was almost equal to the entire year's total 2 years earlier (1965).

Many tens of thousands of families and homes are subjected to the disturbance created by planes at our airport, as they are injured in varying degrees at great airports throughout the country. They have a strong call upon our attention and our Interior Secretary Stewart L. Udall has used a phrase which is very indicative of our times. He calls the noise from jet engines a form of "noise pollution," and has suggested many times that the Federal Government should take a more important role in the abatement of aircraft noise.