

We have our Secretary of Transportation here today. He might have some solution. This is something that we have been living with and we are hoping to find the solution in the very immediate future.

Mr. WYDLER. Of course, I appreciate that, Mr. Chairman. I understand your point. As you, yourself, have stated, 5 years ago you went to Idlewild Airport, now Kennedy Airport, and heard the complaints. We are now here 5 years later still trying to get some action.

It is true that your committee held a 1-day hearing last year. You are holding at least 2 days of hearings this year. I hope that this all results in some action because the people want the legislation. The hearings are good and I thank you for them and the people thank you for them, but they would like to see these hearings result in the passage of a bill and the reporting out of a bill that the Congress could vote on in the near future.

I certainly urge you and hope that this hearing will result in that type of action.

Mr. FRIEDEL. Thank you very much.

Are there any questions?

Mr. DEVINE. I just want to comment that our colleague from New York did have, I believe, a number of months ago, a demonstration which I attended where you did make these recordings of jet noises available to us. It comes as no great surprise to those of us who do a great deal of flying.

I might say that as a member of the subcommittee for many years I have often gone out to the FAA park at the end of the runway at National. If you want a demonstration of any two- or three-engine jet takeoffs or landings, you can go there any evening between 7 and 9 o'clock and get plenty of noise.

We recognize the problem and I don't think we need further demonstrations of that nature, but we need a solution.

Mr. FRIEDEL. Mr. Kuykendall?

Mr. KUYKENDALL. Welcome to the committee. We are glad to see you. I live just off the edge of the National traffic pattern up close to Georgetown. I just purchased property out in Maryland and we were sitting under the beautiful trees there the other day and discovered we are in the Dulles pattern. I said, "Here we go again." I think there has been progress made when you compare the 727 noise with the old 707 noise, but it looks as if we are having to run pretty fast to break even right now.

I just wonder if, with your new mayor in New York advertising Fun City, he is not encouraging more and more jet noise coming into your own airports in New York and we have a fight between progress with our people's health and progress with our economics.

I think of all the pieces of legislation that I, in my first year in Congress, have faced that this is the most confusing, because you go in one direction and start talking about safety and then you have these long low approaches of the jet airplane with a lot of power and then you start talking about noise and want them coming straight down so that you won't have the long low approaches.

We need the help of everybody in this Congress to tell us what the answers are instead of telling us to tell the Secretary of Transportation to get answers which we will do, too; but we need help from you to tell us what the answers are.