

Mr. WYDLER. I appreciate the gentleman's comments and I can only assure the gentleman that I have studied this fairly closely for the last 5 years and the basic problem is a problem of money. It is economics that is involved in this whole problem. The problem can be solved. The question is now much is the cost? Who is going to bear the cost? But we have within our present powers today, within our present state of the art, solutions to the problem. It is a costly solution and the key is, are we willing to bear it and if so who is going to pay it?

I assure the gentleman that there are many things that could be done, even now, in this problem if the parties involved were willing to bear the cost of doing it.

Mr. FRIEDEL. Thank you very much.

Mr. WYDLER. Thank you.

(The documents referred to by Congressman Wydler follow:)

[From the Congressional Record, Sept. 30, 1966]

REMARKS OF HON. JOHN W. WYDLER OF NEW YORK IN THE HOUSE OF REPRESENTATIVES

Mr. WYDLER. Mr. Speaker, the horrible damage of unabated and unrelenting jet aircraft noise cannot be fully understood by those citizens living outside the "jet alleys" of our Nation. To these people not oppressed by the harsh and shrill reality of aircraft noise, the problem seems purely academic or a mere annoyance. For this reason, it has been difficult to secure support for Federal programs specifically designed to alleviate the problem. Only recently has the administration acknowledged its responsibility. It has given lipservice at last, but so far has avoided action which is necessary.

Last fall, I held hearings on the aircraft noise problem at the Elmont Road School in Elmont, N.Y. At that time, I told the people in the western half of the Fabulous Fourth Congressional District that I would prepare and send to them a report on this hearing, and subsequent findings, and a summary of what I believe to be workable solutions. The situation in Washington relative to this problem has been fluid and constantly changing. The congressional session is about to end. Mr. Speaker, the body of my address today constitutes that report.

The hearings in Elmont brought forth many things we already knew, and exposed a few things we had only suspected. It was established that the chief source of aircraft noise was jet landings on runway 22L; that takeoff noise levels were measured and regulated by the New York Port Authority, but landing noise was not considered under the jurisdiction of the authority; and, that everybody is concerned about the problem, but—with few exceptions—looks to find a solution in the area of future technological advancement. Mr. Speaker, I emphatically disagree that relief must depend on more sophisticated technology and will explain in a few moments how it can be achieved under present conditions.

One of the new problems which is perhaps the most frightening was the revelation by Dr. Oscar Bakke, eastern regional director of the Federal Aviation Agency—FAA—that development of the C5A—our supersonic jet transport—is proceeding without any consideration of noise abatement and without any thought of satisfying the aircraft noise restrictions at Kennedy Airport.

It is inevitable that the monster aircraft of this prototype will use Kennedy Airport, yet planning continues in full knowledge that the first landing of this behemoth will greatly increased the aircraft noise generated. By refusing to act responsibly to correct this fearsome gap in the C5A program, the administration has been derelict in its duty. The lipservice it has paid to the cause of aircraft noise abatement in the past was merely covering up a cynical disregard for a problem which just could not command national publicity.

Mr. Speaker, if the administration is not challenged in its present policy, life will become a hell on earth beneath the roaring engines of these giant aircraft in my district's "jet alley." It is almost unbearable with conventional jet planes; too many people suffer already.

Education, health, and religious worship have been shattered in "jet alley." Those low-flying jets on landing approach to runway 22L at Kennedy Airport