

As I mentioned earlier, Mr. Speaker, there is an opportunity for a swift end to this blight in the Fabulous Fourth. It is a solution which has the cautious endorsement of many leaders in the aircraft industry, and one which holds out the most encouraging promise of immediate relief. It is simply this: increase the angle of approach used in landing procedures. By making a steeper approach, the engine noise is kept farther from the ground for a longer period of time, in addition to less noise from the engines on account of power cutbacks to reduce speed.

This procedure requires a pilot of consummate skill, in addition to several new navigational devices not presently found in all commercial aircraft. Landing is the most critical phase of flight, and the time when the pilot is under the most pressure. However, automated control systems integrating the operation of the steering and navigational equipment would provide the assistance needed by the pilot. This precision is necessary for continued aircraft safety.

Marcus Aurelius, last of the great Roman Emperors, once said of world peace "It is always almost within our grasp." Mr. Speaker, the same is true of the aircraft noise crisis: a solution is always almost within our grasp. With this idea of a steeper approach angle, we come closer to being free from the roar of the jets than we have ever been. It is a temporary cure, eliminating only the symptoms and not the cause of our affliction. But it is positive relief, and we must try to achieve it until technology catches up with our needs.

An emphatic endorsement of the steep approach concept was offered by Mr. Franklin W. Kolk, assistant vice president of American Airlines for engineering and development, in a paper submitted to the Jet Aircraft Noise Panel, sponsored by the President's Office of Science and Technology. Mr. Kolk noted that the steeper approach could "considerably reduce" noise problems, and that a switch-over would require "vastly more investment in navigational facilities, but this idea or some similar concept is potentially of great value." Mr. Kolk concluded by saying:

"A coordinated program for the development and implementation of steep fair-weather approaches is certainly a fruitful idea."

Advanced training for pilots and speedy development of the additional navigational equipment required for the steep approach seem indicated at this time. Private industry would seem in the best position to undertake this developmental program, with the assistance of the National Aeronautics and Space Administration—NASA.

For the purpose of spurring this concept on to realization, I am proposing to the President that he arrange an Aircraft Noise Technology Conference, to which can be invited representatives of the aircraft industry, the airline carriers, the Aviation Development Council, the Air Line Pilots Association, the Aerospace Industries Association, the Federal Aviation Agency and NASA. Out of this conference, I hope to get a practical plan of action for industry and Government to work toward immediate use of the steep approach concept.

Mr. Speaker, this will clear up some of the symptoms, but the core of the disease has yet to be attacked. A crash program of noise suppression should be undertaken at once by NASA in order to provide permanent relief to the residents of our Nation's "jet alleys." I attempted to start such a crash program in the spring by offering an amendment to the NASA authorization bill, which would have set aside the necessary funds. My efforts were unsuccessful because the administration opposed it and had the votes. We would have had a good development program underway if I had succeeded. I will try again next year when I am sure I can obtain more votes from a new Congress.

Such a crash program has a chance of success not even suspected by most of those who voted against the Wydler amendment. The recent announcement by NASA of a study looking toward the development of a significantly quieter engine proves what I proposed was practical. The imminent appearance of giant jet aircraft, of which the commercial version of the C5A will be the forerunner, makes this program imperative and absolutely necessary. And yet, the administration takes no notice of this monster on the threshold, content with sophistical statements and half measures.

One solution to the problem which was contained in a report on the subject from the President's Office of Science and Technology was to condemn all private property surrounding land-bound air terminals to create "buffer zones" so that there would be a minimal number of complaints. I will resist the impulse to brand this a "cruel and unusual punishment," as is prohibited by the eighth amendment, but am compelled to mark it as a brutal negation of property rights and an ineffective "solution" to a problem which begins when the aircraft is flying at an altitude of 500 feet, 2 miles from touchdown.