

The airlines can afford cooperative private development programs if the Government will take the lead and encourage—if need be, require—noise suppression. A crash development program by NASA is needed to coordinate and give a definite direction to the efforts of private industry.

The problem is nationwide and growing worse. Since the hearings at Elmont last fall, the situation has deteriorated through the increase in air traffic and the impending introduction of larger aircraft. I shall pursue the avenues of relief I have already described, Mr. Speaker, until either I convince the administration that they are wrong, or they persuade me that I am wrong. And, Mr. Speaker, it may be a flaw in my character, but I know that I am not wrong.

My district has suffered enough, and the people are tired. They are even tired of crying out for relief, concerned that no one is listening. I hope and pray, Mr. Speaker, that they will not have to wait much longer for the relief to which they are entitled.

[Press release, Nov. 15, 1967]

Congressman John W. Wylder (R-Garden City, N.Y.) charged today that the federal government has failed in its responsibility to protect the public from inhuman intrusion on their lives and privacy by jet aircraft noise. "The people are made to suffer so the airlines may profit," Wylder said, "and although the federal government is extending itself into areas that have traditionally been State and local problems, it is reluctant to act in an area in which it has exclusive jurisdiction—the control of the nation's airspace."

In his statement to the Subcommittee on Transportation Wylder said the problem was not the mere annoyance of noise but noise of an intensity that destroys normal living and interferes with educational instruction, religious worship and mental and physical health. "To allow it to continue would be inhuman", Wylder said, "and a gross failure by Congress to meet its responsibilities."

The Subcommittee is considering legislation to allow the Secretary of Transportation to set jet noise levels for aircraft. Wylder introduced the first such legislation on June 22, 1966. A one-day hearing in October of 1966 resulted in no action.

Wylder offered to provide a jet noise demonstration for the committee of the actual sound of jet noise as heard in his District. "If such a recording were played in this room, this hearing would have to stop," Wylder went on, "That is what happens to the normal life of the people in my District."

Wylder warned the Committee that the failure of the Committee to act would be a failure to take action in an area that is exclusively within federal control. "If these hearings do not result in the passage of the legislation they will have served merely to add to the noise that is disturbing the public."

"If the Congress does not wish to act, then the least it can do is to empower the local governments to take the necessary action to protect the people. Supervisor Ralph G. Caso has had a good noise ordinance passed by the Town of Hempstead only to have the Federal courts rule that this is an exclusively federal area of control. Supervisor Caso should be commended for fighting for the people and the least we can do would be to empower him to continue that fight."

"If the purpose of the hearings is to fool the people into thinking action is about to be taken and none is taken, I will remind the people of that failure," Wylder concluded, "the people will not be fooled. In the war against jet noise there is no substitute for action."

Mr. FRIEDEL. Our next witness is our colleague from Georgia, the Honorable John Flynt. Please proceed Mr. Flynt.

STATEMENT OF HON. JOHN J. FLYNT, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF GEORGIA

Mr. FLYNT. Mr. Chairman and members of the subcommittee, this statement is submitted in support of H.R. 3400, a bill to amend the Federal Aviation Act of 1958 to authorize aircraft noise abatement regulation.