

and should insure that noise control standards, rules, or regulations prescribed by the Secretary of Transportation will be safe, reasonable, and equitable, both to the commercial carrier and to the general public.

In summary, Mr. Chairman, I hope that if H.R. 3400 or similar legislation is enacted into law, the Department of Transportation, working with representatives of private and commercial aviation, will develop aircraft noise control and abatement standards and procedures which will keep pace with an expanding industry and provide relief to the segment of our general public which is inconvenienced by present conditions.

Mr. FRIEDEL. Thank you, Mr. Flynt.

If there are no questions we shall hear next from our colleague from New York, Congressman Delaney.

STATEMENT OF HON. JAMES J. DELANEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. DELANEY. Mr. Chairman, members of the committee, I greatly appreciate this opportunity to come before you and express my views in support of H.R. 3400, to authorize aircraft noise abatement regulations and certification. Judging from the remarks on the floor of the House over the past few years and during previous hearings on this problem from 1959 through 1966, this legislation is long overdue.

The fight against jet noise has been in evidence in this country since the introduction of the jet airplane by the military. The number of complaints was small at first, but the opposition by the public to aircraft noise has kept an almost even pace with the use of jet engine transport by the airline industry. In 1962 the airlines were flying 350 jet transports. Today they are flying over 1,000 aircraft of this type. An outstanding example of the reaction of the public toward jet noise was demonstrated when jets began to fly into and out of Washington National Airport in April of last year. Before introduction of jets the airport had received an average of five complaints a month concerning aircraft noise, but within the first month of jet operation complaints soared to 1,100.

It seems that only those who have spent some time near major airports, such as Washington National or La Guardia, in my own district, can really understand the physical discomfort that accompanies the repeated ear-shattering whine of jets. The residents near these major airports are greatly disturbed by this noise invasion which shatters the peace in their homes.

To make the noise problem worse, the demand for aviation is increasing at a faster rate than in past years. During the 15-year period 1950-65, the number of aircraft operations at the large hub airports more than double. The Federal Aviation Administration forecast in August 1967, that the aircraft operations at the large hub airports are expected to increase from 20 million in 1965 to 75 million in 1980. In other words, within the next 13 years we can expect aircraft operations to almost quadruple.

Further, the noise problem will be aggravated even more by the supersonic transport when it begins to fly in this country in the early 1970's. Along with engine noise, the SST will bring the sonic boom.