

August 24, page 19521; October 19, pages 26767 through 26787; October 21, pages A5494 and A5495. In the 90th Congress, in addition to my statement of January 18, 1967, further material may be found commencing at page H669 of the *Congressional Record* of January 26; pages H1004 through H1011, February 6; pages H2976 and 2977, March 20; page H3571, April 5; pages H4603 through H4605, April 25; pages H11528 through H11549, August 31; and pages H14550 through H14563, November 3, 1967.

The idea that noise is a necessary price of industrial and economic progress is as antiquated as the belief that contaminated waters and a polluted atmosphere must accompany civilization's advances. Noise pollution, however, unlike water and air pollution, is only now beginning to receive a proper share of public attention. I applaud the Subcommittee on Transportation and Aeronautics' foresight in considering Mr. Staggers' bill on aircraft noise abatement regulations. I believe the passage of H.R. 3400 will indicate a sensitivity on the part of Congress to the serious problem of noise that confronts us today. However, I strongly urge that H.R. 3400 be treated as only the first step to consideration of the overall problem of "noise pollution." This country, and the entire world for that matter, can no longer afford to turn a "deaf ear" to the 20th century problems of noise.

Mr. KUPFERMAN. I would like to take one moment, aside from telling you that I think there is a typographical error in Mr. Staggers' bill and I think roman numeral V in section 2 ought to be roman VI. I would like to say that I am really here in support of H.R. 2819, my own comprehensive noise bill, because I do not believe that the committee bill, which I support, is the last answer on the question of noise. I think that the question is much more comprehensive than that and my own bill is to set up an Office of Noise Control in the Office of the Surgeon General of the United States.

There are many other aspects that can be taken care of in terms of the problem. In other words, it just isn't jet engine noise itself, but if you had better acoustical materials and proper zoning you could do a great deal toward keeping down the noise problem.

For example, throughout many areas of this country we are building the noise slums of the future because so many of the materials being used are not properly treated from an acoustical point of view. These are the things in the short time I have that I want to bring to your attention so that in the event you do enact H.R. 3400 you will go beyond that and consider something like my bill, H.R. 2820.

Mr. FRIEDEL. I can assure you that your bill will be gone over along with similar bills, and Mr. Staggers' bill.

Mr. Pickle.

Mr. PICKLE. Mr. Chairman, I have no questions but I want to welcome my colleague before the committee. He has appeared before us on other occasions. I have talked with him individually about the subject and I know of his keen interest and overall knowledge about the subject. I know that his bill is one to be considered and will be helpful to us.

Mr. KUPFERMAN. I appreciate that, Mr. Pickle, and as I have always said, Mr. Pickle always adds spice to any occasion.

Mr. FRIEDEL. Our next witness will be Mr. Alan S. Boyd, Secretary of Transportation.