important committee and to my colleagues who have devoted such long hours in studying the serious ramifications of this national problem, permit me to add my personal, though emphatic, judgment that the Nation has been awakened to the problem itself.

I beseech you now to turn your attention to solving it at the source—with those companies that are entrusted with the responsibility of developing and building safe, reliable aircraft engines.

Mr. Chairman, I wish to emphasize that I am not advocating inattention to air safety. As a veteran of 48 bombing missions in World War II, and as a weekly commuter to Chicago by air, I am first to praise the skill and engineering craftmanship that have made American aviation superior to, and safer than, any in the world.

I believe it is equally important, however, that we give—at this critical juncture in aviation development—equal time to those Americans who have never flown in an airplane. It is estimated they constitute 70 percent of our population. To them, planes are merely instruments of perpetual noise preying upon their nerves.

Many of my constituents of Illinois' 11th District could have told the Congress years ago what the President told us in his transportation message last March:

> Aircraft noise is a growing source of annoyance and concern to the thousands of citizens who live near many of our large airports. As more of our airports begin to accommodate jets and as the volume of all air travel expands the problem will take on added dimensions * * *. It is clear that we must embark now on a concerted effort to alleviate the problem of aircraft noise.

Mr. Chairman, last fall in London I attended an International Conference on the Reduction of Noise and Disturbance Caused by Civil Aircraft. The conference was convened by the United Kingdom and representatives of 26 nations and 11 international organizations were present. The papers and research prepared for the conference indicated that the world could have quieter aircraft and that operating characteristics could be improved so as to achieve landings and takeoffs with reduced noise disturbance for the long-suffering people on the ground.

Mr. Chairman, as an invited observer to this conference, I was impressed with the manifold skill, intelligence, and expertise devoted to this critical problem by scientists, engineers, physicians, aviators, and technical craftsmen from around the world. I am sure this distinguished committee has had ample access to the material published by this conference, as well.

While it is encouraging to note the concern being expressed by experts in the field, I believe we now most urgently must turn our attention to establishing specified standards of aircraft noise limitation and alerting the aircraft companies to a deadline in hardware design.

This is surely not an unreasonable expectation or request.

With a burgeoning world population and a need for greater access to world markets, we must devise methods whereby our technology will not prohibit our existence on the surface of this planet.

Yet, we are doing precisely that, as witness our recent alarm over air and water pollution.

The pollution of noise, too much noise, on human and animal life is an inescapable fact which cannot be ignored. Scientists in laboratories, under controlled experiments, are able to pinpoint the precise moment when an animal becomes permanently deafened,