

partially crazed, or physiologically incapable of coping with his environment owing to specific applications of varying exposures to noise.

Human beings are no less indifferent to the unusual and often cruel aspects of their environment.

The international conference in London in late 1966 called for compulsory limits to aircraft noise. An aircraft would be granted permission to fly only if the noise generated by that aircraft was within specified limitations.

I am, therefore, pleased to testify on behalf of Mr. Staggers' bill, H.R. 3400, and H.R. 10523, which I have introduced. These measures reflect the opinion of the most outstanding experts on aircraft noise in the world. When enacted, they will provide a vital step forward in our battle against noise pollution.

It is extremely regrettable, Mr. Chairman, that before we have even begun to solve the problem of jet noise, our Government has committed billions and billions of dollars on a supersonic aircraft which will make sonic booms a daily personal experience for millions and millions of Americans. I am not opposed to progress. Yet, must we blindly engage in our own mass destruction under the guise of progress?

When this generation of jets was designed, no consideration was given a noise control. The only factors were payload, thrust, and speed. And now the same mistake is being made in the development of the supersonic aircraft. But at what cost in the erosion and disruption of life?

We must enact legislation which will establish guidelines requiring the development of a design which will reduce sonic booms to an acceptable tolerance.

I am mindful that jet noise was not considered a particularly pressing problem by officials here in Washington until National Airport was opened to jets. The louder the noise at National, the greater has been the alarm over jet noise disturbances.

In light of this, I recently wrote the Secretary of the Air Force requesting that the supersonic test flights which have been flown over many U.S. cities, including Chicago, be flown over the Nation's Capital, as well, so that all of us could experience what life will be like in the 1970's.

However, it appears Washington won't be experiencing any of these booms which extend in a pattern of noise 50 miles on either side of the aircraft. As Secretary Brown responded, Washington "possesses neither the geographical nor physical characteristics which would allow the mission equipment aboard the SR-71 to be properly evaluated." I can understand the Secretary's reluctance to having all of official Washington complaining about the noise, even if I find it difficult to accept his premise that this Capital has not strategic importance.

Mr. Chairman, members of this committee, I am grateful for your time this morning. In all candor, I agree with you that the problem is acute and the time for action was yesterday.

Mr. ADAMS. Thank you for your statement, Mr. Pucinski.

If there are no questions, our next witness is also a colleague, the Honorable James Corman. Please proceed as you wish, Mr. Corman. man.