

we must supply it because this evergrowing problem has taken away the rights of those living in or near the airport.

There are many critics who say, "Well, the airport was there before the people."

I represent, as I say, Kennedy Airport. Over 90 percent of those people were there before Kennedy Airport and their rights have been taken away, their air rights, their rights of peaceful sleep have been taken away and I congratulate this committee for bringing forth, finally, hearings on legislation which may finally give to the people the right to enjoy their homes as everyone else has that right.

Thank you, Mr. Chairman.

(Mr. Addabbo's prepared statement follows:)

STATEMENT OF HON. JOSEPH P. ADDABBO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. Chairman and members of the Subcommittee, I thank you for this opportunity to testify in support of H.R. 3400 and my bill, H.R. 7266, to authorize the Secretary of Transportation to prescribe aircraft noise abatement regulations.

The metropolitan New York area now has three jet airports, so we are quite aware of the noise problem. The largest of these airports, John F. Kennedy International Airport, is located in my Congressional District. I am confident that I have more "noise harassed" constituents than any other Member of Congress. The old saying "so and so and then it gets worse" certainly applies in the 7th Congressional District of New York.

The Port of New York Authority operates the three airports in the New York City area. They have been trying to find a suitable site for a fourth jetport. Regretfully, they have not found such a site at the present time. Now there is being conducted a "feasibility study" to determine the possibility for construction of two new runways in Jamaica Bay to accommodate the ever-increasing air traffic at Kennedy Airport. Of course, it is envisioned that these runways would serve jetliners as the airlines increase their jet fleets. This must not happen, and I shall do everything within my power to prevent it—we have more than we can tolerate at the present time.

Mr. Chairman, much larger planes than we have today are on order—they will soon be ready for delivery and will be put into service. We must set standards of noise maximums and let the aircraft manufacturers know that a plane will not be certified if it exceeds the set noise level. Only then will there be a real effort to develop a quieter engine.

The huge jetliners, such as Boeing's 747, are scheduled to be operating in the international fleet by 1969 or 1970; and we expect the Supersonic Transport to be in service in the 1970s. We must empower the proper official, the Secretary of Transportation, to set up rules and regulations for the control and abatement of aircraft noise and sonic boom.

Those of us who live in and represent areas where aircraft noise has long been a problem, for years have been calling for legislation to bring relief to our constituents. We have been like "voices in the wilderness," because those who did not have the problem just did not rally to our side. I believe that more and more people are becoming aware and are realizing that the day is not far off when the problem will not be confined to a few large metropolitan areas. As the airlines convert to jets, the problem will spread to every area having airline service.

Mr. Chairman, hearings and surveys date back to the 1950s. The first Presidential recognition of the grave problem was given by President Johnson in his message to Congress in March 1966.

Mr. Chairman, I believe that an age which makes it possible for airline passengers to quietly view motion pictures while in transit should also give to the people on the ground the same right to view television in the home without the sound being blotted out by jet noise. I believe that an age which makes it possible for airline passengers to comfortably recline and listen to great music from a quiet speaker should also allow the citizen in his home the same privilege of listening to his radio or "stereo" or even hear on his telephone. I believe that an age which makes it possible for airline passengers to sleep, if they wish, as