

Thank you, Mr. Chairman.

Mr. FRIEDEL. We have with us today a member from the full Committee on Interstate and Foreign Commerce, the Honorable Richard Ottinger. We are pleased to have you with us, Mr. Ottinger, and you may proceed as you please.

**STATEMENT OF HON. RICHARD L. OTTINGER, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF NEW YORK**

Mr. OTTINGER. Mr. Chairman, members of the subcommittee, I am delighted to have this opportunity to appear in support of H.R. 3400 to authorize the Secretary of Transportation to prescribe aircraft noise abatement regulations.

For millions of our citizens living near airports or along landing approach routes, the bloom is off the jet age rose. The convenience and comfort that jets afford travelers is more than offset by the deafening assault upon the general environment from their thundering engines.

Aircraft noise is more than just an annoyance, I believe that any unbiased survey of property values in noise-congested areas would show that reasonable people will not invest substantial sums to subject themselves to the discomforts.

Even more serious, this noise may well be a serious threat to health. In a report in the most recent issue of the Journal of the American Medical Association, Dr. Lee E. Farr warned that just the simple mechanical noises generated in the modern household—by the vacuum cleaner, the air conditioner, and similar amenities—can represent a health hazard. If he is correct, how much greater must be the repeated, deafening din of giant jets taking off and landing.

Everybody expresses concern over this. I recently attended a public meeting where a representative of the FAA and the airlines both acknowledged that the problem existed and said that the industry was working on it.

Now, how is the industry trying to solve the problem?

Whatever they may say, the real story was in the New York Times of October 20 of this year.

The Port of New York Authority set noise standards and put up monitoring devices to see that they are observed. The airline companies hired a service to help them evade the devices. I would like to submit that story for the record.

(The article referred to follows:)

[From the New York Times, Oct. 20, 1967]

HUSH-HUSH AGENT HELPS AIRLINES BEAT NOISE BAN

(By William E. Burrows)

A four-engine jetliner rose from Kennedy International Airport's longest runway shortly after noon one day this week and went into a steep climb as it headed toward Inwood, about three-quarters of a mile away on the other side of Jamaica Bay's eastern-most finger.

Gerald C. Hall Jr., an affable man in his 50's, sat in a small, blue and white truck, at the intersection of Pine Road and Bayswater Boulevard in Inwood and watched the jet as it neared an altitude of 500 feet.

Then he took his pipe from his mouth and brought up a microphone. He spoke at one-second intervals.

"Five, four, three, two, one, mark," Mr. Hall said to the pilot of the plane.