

dicating possible methods and devices for aircraft noise abatement. While I realize, Mr. Chairman, that the Secretary of Transportation and the FAA have already made some advances in this field, there are areas which need further exploration and understanding, and it is imperative that we commit as many resources as possible to these investigations.

Next, my bill would establish the jurisdiction of the Secretary of Transportation so that he may prescribe and amend rules and regulations necessary to the control and abatement of aircraft noise. In this area, Mr. Chairman, the Secretary of Transportation must have the authority to suspend, or revoke, any certificate involved in a breach of these rules and regulations.

Lastly, when any action to amend, modify, suspend, or revoke a certification might be taken by the Department of Transportation, there shall be a right of appeal to the National Transportation Safety Board.

I might add, Mr. Chairman, that my bill is very similar to that introduced by the able and distinguished chairman of the full committee, Mr. Staggers. His bill, H.R. 3400, is highly commendable. It provides the tools to reach the heart of the abatement problem and I enthusiastically support it. I would, however, recommend its broadening to cover the research aspects which are contained in my bill, but are not covered in H.R. 3400. I believe that this broadening would deepen and improve the bill and I urge the committee to give every consideration to this provision.

But what is most important, Mr. Chairman, is that we get a bill—strong, effective legislation which will provide the machinery for the meaningful control of these noise hazards to health and welfare. The Secretary of Transportation must be given the authority and the power to derive, set, and enforce viable standards relating to aircraft noise. The residents of my district in Queens, N.Y., the residents of other constituencies near large airports and, with the advent of the jumbo-jet era, the residents of broad sections of the country have a vital stake in this legislation.

I am confident, Mr. Chairman, that this distinguished and hard-working subcommittee will evaluate this legislation judiciously, and I trust that it will report the broadest, most workable, most effective bill which will get to the roots of this ever-mounting problem and provide the tools to allow us to come up with the right answers.

I thank the committee for the privilege of appearing before it today.

Mr. FRIEDEL. Thank you for your testimony, Mr. Halpern.

Our next witness is also from New York, the Honorable Ogden Reid. Please proceed, Mr. Reid.

STATEMENT OF HON. OGDEN R. REID, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. REID. Mr. Chairman, I am pleased that your committee is holding hearings on one of the most pressing problems of modern civilization. That the hazards and inconveniences caused by jet noise daily become more serious need not be belabored here in detail. Certainly the area surrounding the busy New York airports and the Metropolitan