

Thank you, Mr. Chairman.

Mr. FRIEDEL. Thank you, Mr. Wolff.

Our next witness is the Honorable Frank Brasco. Please proceed, Mr. Brasco.

STATEMENT OF HON. FRANK J. BRASCO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. BRASCO. I appreciate the opportunity to appear before your committee to support the administration's noise abatement bill—H.R. 3400. The aircraft noise problem involves so many Federal- and State-operated airports, so many aircraft operators, so many political jurisdictions, so many agencies and parts of the air transportation industry, and such a wide variety of aircraft types that the Federal Government is the only common denominator to apply for the solution of such a universal problem. Aircraft noise abatement is probably a unique undertaking in which few people will question and most will welcome the lead role of the Government.

The need for a lead role was pointed out very vividly this past summer in New York. A Federal court in Brooklyn decided that, in effect, the town of Hempstead, Long Island, could not enforce a local ordinance setting noise levels for airplanes landing and taking off at nearby Kennedy International Airport. Attorneys for the aviation industry group that challenged Hempstead's 1963 law said the ruling signifies that jurisdiction over the aircraft noise problem rests with the Federal Government instead of with local governments.¹

The executive branch is conducting dozens of studies, compiling miles of data and undertaking research in almost every area of aircraft noise abatement including improved flight procedures, quiet engine programs, and compatible land use. But the residents around our Nation's jet airports have all the data they need. They know the noise issue all too well, and they want something done now. The passage of H.R. 3400 would place the Congress on record as doing everything they could to aid in solving the aircraft noise problem.

Passage of H.R. 3400 would alert the manufacturers that they will have to intensify their efforts in reducing jet engine noise. If the industry knows that their engines will be certified for noise they will make every effort to meet the standards long before the certification process is in effect. Like airplanes, the engines are not designed, developed and tested overnight. Many years will go into the development of a quieter jet engine; so it is imperative that the aircraft noise certification will be passed now so that the manufacturers will have an impetus for their noise abatement work.

Passage of H.R. 3400 in summary just makes good sense. It will aid the Secretary of Transportation in combating a major problem in our air transportation system. It will show the hundreds of constituents who have written their Congressmen concerning noise abatement that the Congress is firmly behind them. It will further the progress of noise abatement technology. I sincerely recommend that the committee report H.R. 3400 at the earliest possible date.

Mr. FRIEDEL. We have one other witness who will have to be brief because the House goes into session at 11 o'clock today.

¹ Air/Water Pollution Report, p. 227, July 17, 1967.