

It is my great pleasure to call my good friend and colleague, Congressman Rosenthal of New York.

STATEMENT OF HON. BENJAMIN S. ROSENTHAL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. ROSENTHAL. Thank you, Mr. Chairman. I shall follow your admonition to be very brief. I know that you gentlemen have given this matter a good deal of concern.

La Guardia Airport is within my district. The people there have sleepless nights and unhappy children and unhappy inlaws because aircraft noise is an enormous social problem. Sometimes we think of it lightly and Members who come from districts that don't have airports within their districts simply can't appreciate the sensitivity of the people living in these areas.

Most of these people, the vast majority were there before jet aircraft came. During the summer those people, most of whom don't have air conditioning, have to keep their windows open. Planes come into La Guardia and Kennedy airports every minute or minute and a half, and people with heart conditions have very critical problems. Youngsters who are sick have critical problems. This is an enormous social problem and I know that you understand that.

I have been working on this project for 5½ years. I remember testifying in December 1962 before Oren Harris' special committee. My view in watching events in this field for the past 5 years has been that the FAA and the Federal Government, and now the Department of Transportation, simply don't have the level of commitment to solving this problem that they really ought to have.

I felt for a long time that they could and should do more. I think it is only under pressure of Congress that they are willing to go this far in supporting this bill.

I remember going to an aircraft engine factory in Hartford Conn., about the time Chairman Harris held those hearings. Those people told us that the state of the art had not gone far enough and that it would take an enormous amount of money and we would have to take seats out of the planes. I remember a fellow named Frank Kolk from American Airlines testifying before Chairman Harris' committee that a lot could be done if people were willing to apply pressure if, at the same time, the airplane and aircraft engine manufacturers worked together with an interest in noise abatement besides their interest in thrust, power, seats, design, and speed.

If industry took this matter to their bosom as it were, then much could be done. For example, something was done with the 727 which is a quieter plane because they coordinated the efforts of the engine manufacturer and the airframe manufacturer.

Much more can be done. Another example I remember is that American Airlines had converted most or all of their jets to fan jets which gave them much more thrust in getting up quickly which helped alleviate some of the noise problems.

The Federal Government has to help. It can help by giving the FAA and Department of Transportation mandatory responsibility to certify planes. If a plane that is manufactured does not meet this standard, then they certainly should not be allowed to fly into our congested