

metropolitan areas where people suffer from the noise pollution problem.

I earnestly urge you, Mr. Chairman, to report out quickly H.R. 3400 which I support and my own bill, a companion measure. For if the Executive hasn't met its sense of responsibility and commitment, I think the least we can do, and it is a delight for me occasionally to say it, is that Congress must take a lead in many of these fields.

I think this is one of those grand opportunities that doesn't come as frequently as I would like.

I thank you, Mr. Chairman, for the opportunity to appear here this morning.

(Congressman Rosenthal's prepared statement follows:)

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

Mr. Chairman, I strongly support H.R. 3400, which I have also introduced, and which would give the Department of Transportation new responsibilities for the abatement of aircraft noise and which specifically would make noise abatement standards part of the certification requirements which the Federal Aviation Agency administers.

My district include LaGuardia airport—one of the nation's busiest. My constituents suffer the consequences of decades of neglect of the noise pollution problem. Most of them have lived in New York City for many years. They live in established communities and not in hurriedly-assembled subdivision tracts. *They were there before the jet arrived.* They used to live in comfortable, convenient neighborhoods which, while noisier perhaps than rural areas, nonetheless struck a reasonable balance between city hustle and bustle and suburban quietness. But today, that balance is gone. Now these people come home from their city jobs and find themselves beneath an intolerable roar as jetliner after jetliner screeches over their roofs.

These city-dwellers have lost, Mr. Chairman, that balance of toleration which once existed in their neighborhoods. They find that their homes offer not less, but more, noise, more distraction and more simple human discomfort than their offices in the heart of the city.

For too many years, I believe, we have passed the aircraft noise problem from one pair of reluctant hands to another.

Ailine pilots say they cannot compromise safety with noise considerations, quickly ignoring the fact that there need be no such compromise but only a willingness to consider noise abatement as an additional responsibility *within accepted safety requirements*.

Local communities fail to respond adequately by using their zoning powers to insure compatible land use near airports. The airlines draw the line when noise abatement starts to cost money.

Aircraft manufacturers look to community solutions and pilot procedures almost exclusively without considering the part that engine and aircraft design must play. And airport operators tend to seek solutions which pacify immediate airport neighbors without showing the leadership which their community roles demand.

Amid this bickering in the aviation community, there has been a lack of responsibility in the federal government. The Federal Aviation Agency, as in its other attempts to lead the industry, has been forced to respond too often to the loudest, or most recent, voice. It has been a poor arbitrator and an even worse leader in noise abatement. But it alone is not responsible for it has not been given clear instructions by either the Congress or the Executive Branch.

The importance of H.R. 3400 cannot, therefore, be exaggerated. This measure will put responsibility on the FAA's parent, the Department of Transportation, in insuring that noise abatement becomes part of the certifications procedures for activity within American aviation. No longer will noise abatement be a tardy afterthought.

I believe that vigorous administration of this legislation can mark the first important, coordinated step which the federal government must take to insure that airports, and their activities, become truly compatible with the rights of and legitimate values of our citizens.