

AIRCRAFT NOISE ABATEMENT

WEDNESDAY, NOVEMBER 15, 1967

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The subcommittee met at 10 a.m., pursuant to notice, in room 2123, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FRIEDEL. The meeting will now come to order.

This is a continuation of the hearings on H.R. 3400 and other related bills.

Our first witness will be the Honorable Claude Pepper, Congressman from Florida and one of our dearly beloved friends.

STATEMENT OF HON. CLAUDE PEPPER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. PEPPER. Thank you, Mr. Chairman and members of the committee. I am here today to appear before your distinguished committee in support of the chairman's bill, H.R. 3400, and my companion bill, H.R. 11566, in behalf of the right of the Federal Aviation Agency to authorize aircraft noise abatement regulations.

Aircraft noise is one of the major problems facing the Government and the aerospace industry today. The industry, the Federal Government, and local airport authorities have already expended a great amount of time, energy, and funds in alleviating aircraft noise. The Federal Aviation Administration has at work at our larger airports systems of preferential runways and noise abatement procedures. But the number of noise complaints has been steadily multiplying. In the next few minutes I will discuss why the problem should be considered here and now; some of the grave effects of the problem; and why the Congress should pass H.R. 11566 to help solve the problem.

Airplanes have always produced noise, and by definition noise is sound which is noticeably loud, harsh, or discordant. The noise problem has been with us since the beginning of powered aviation but not at the magnitude or rate of growth that exists today.

There is a strong upward trend in the number of airplanes, the number of operations at our major airports, and the size and power of the transport aircraft. More than 110,000 aircraft are in active service in the United States today. They range from giant eight-jet B-52 bombers weighing 150 tons to one-place sport planes with four-cylinder engines. These airplanes flew 88 billion passenger-miles last year and 3 billion ton-miles of cargo. The air carrier-fleet has changed markedly in the past few years because of the introduction of turbo-