

# STATEMENT OF HON. THEODORE R. KUPFERMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. KUPFERMAN. I am here, of course, in support of Mr. Staggers' bill H.R. 3400 and my similar bill H.R. 2820. I ask unanimous consent to receive my statement in the record. I would also like to call attention to a telegram from Neil Anderson, chairman of Mayor Lindsay's task force on noise in New York, also in support of this legislation. (See p. 191.)

Mr. FRIEDEL. With no objections, it may be included in the record. (Mr. Kupferman's statement follows:)

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Mr. Chairman, members of the Subcommittee on Transportation and Aeronautics of the House Committee on Interstate and Foreign Commerce, I am pleased to have the opportunity to appear before my distinguished colleagues on this Committee today to speak in support of Mr. Staggers' bill, H.R. 3400, and my similar bill, H.R. 2820, to amend the Federal Aviation Act of 1958 to authorize aircraft noise abatement regulation.

If there is one lesson that we should have learned from the current crisis of air pollution it is that if proper educational and remedial steps in that area had been taken 10 years ago, the problem of air pollution might not have reached the critical proportions it has today. We are now at the same relative point with respect to the environmental problem of noise pollution. We must act sensibly and take precautionary steps now so that in the future we will not be faced with a costly dilemma that will cause us an undeterminable amount of bodily harm. This is why I myself introduced H.R. 2820, legislation which is similar to Mr. Staggers' bill, H.R. 3400.

While I fully support legislation that would authorize aircraft noise abatement regulations, it is my firm belief that the work now being carried on by various Federal agencies in the overall area of noise regulation and abatement should be centralized to ensure greater efficiency and better results for noise abatement.

My concern for the very serious problem of "noise pollution" led me to introduce in the second session of the 89th Congress, H.R. 14602, to establish an Office of Noise Control within the Office of the Surgeon General. On January 18, 1967, I reintroduced this legislation as H.R. 2819 in this first session of the 90th Congress.

The Office of Noise Control, under my bill, would cooperate fully with existing Federal agencies and others presently working in the specific field of aircraft noise abatement, as well as conduct research and prepare, publish and disseminate educational material dealing with the control, prevention, and abatement of noise from other sources.

The Office, headed by a Director and assisted by a noise control Advisory Council, would provide grants to States and local governments to research ways and means of control, prevention and abatement of noise. My bill, H.R. 2819, does not provide the Office of Noise Control within the Office of the Surgeon General with any regulatory powers, nor does it suggest a national regulatory code. Thus, my bill would in no way conflict with Mr. Staggers' bill, H.R. 3400, to authorize aircraft noise abatement regulation.

The primary function of the Office of Noise Control would be to act as a national clearing house for general and specific noise information, and could, upon request, disseminate the wealth of its accumulated knowledge to the States and local governments to help them control noise at its point of origin.

My statement made upon the introduction of my bill (H.R. 2819) in this session of the 90th Congress, along with related studies and articles appear in the *Congressional Record* of January 18, 1967, at pages H. 340-362. Other relevant articles and studies of the overall problem of "noise pollution" appear in the *Congressional Record* of April 21, 1966, pages 8339 through 8363, and thereafter in the 89th Congress in the *Congressional Record* of May 2, pages 9024 to 9030; May 3, page 9223; May 16, pages A2629 and A2630; June 2, pages 11603 through 11618; August 1, pages A4048 and A4049; August 4, pages 17430 through 17454;