

AIRCRAFT NOISE ABATEMENT

WEDNESDAY, DECEMBER 6, 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 2322, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FRIEDEL. The Subcommittee on Transportation and Aeronautics meeting will come to order.

We are continuing hearings on H.R. 3400 introduced by our Honorable Chairman, Mr. Staggers, to authorize the Secretary of Transportation to prescribe aircraft noise abatement regulations, and other related bills.

We have the privilege this morning to hear first from our colleague from Hawaii, the Honorable Spark Matsunaga. Please proceed as you see fit, Mr. Matsunaga.

STATEMENT OF HON. SPARK M. MATSUNAGA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF HAWAII

Mr. MATSUNAGA. Mr. Chairman and members of the subcommittee, I thank you for this opportunity to testify in support of the bill, H.R. 3400, introduced by the distinguished chairman of the House Committee on Interstate and Foreign Commerce, Mr. Staggers, which would authorize the Secretary of Transportation to prescribe aircraft noise abatement regulations.

I introduced an aircraft noise abatement bill in the 89th Congress, and continue to support legislation which would afford our cities some measure of relief from the noise which the jet age has brought. Hawaii is the hub of Pacific international air travel. Along with the benefits which accompany such status, its citizens presently bear the extreme discomfort resulting from the noise of arriving and departing jets. This concern over aircraft noise was eloquently expressed in a recent radiogram that I received from Dr. Fujio Matsuda, director of transportation, State of Hawaii. He stated emphatically that aircraft noise can be effectively controlled by rules and regulations promulgated by the Secretary of Transportation. He projects our State government's concern into 1969, when British-French SST flights through Hawaii are expected, and points out that we have no present assurance that supersonic aircraft will have noise levels less than existing subsonic jets.