

AIRCRAFT NOISE ABATEMENT

TUESDAY, MARCH 19, 1968

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 hearing will please be in order.

Today the Subcommittee on Transportation and Aeronautics resumes hearings on H.R. 3400 and related bills.

As I stated at the opening of these hearings on November 14, 1967, this legislation would authorize the Secretary of Transportation to prescribe standards for the measurement of aircraft noise and sonic boom, and establish regulations for their control and abatement.

We have heard from a number of Members of Congress, the Secretary of Transportation, and several of the various segments of the aviation world.

I believe that we can conclude our hearings this week. To that end, I would ask that witnesses summarize their statements and submit any lengthy prepared statements on the subject, which, of course, will be included in the record.

Our first witness this morning is our distinguished colleague from New Jersey, the Honorable Joseph Minish. Please proceed as you wish, Mr. Minish.

STATEMENT OF HON. JOSEPH G. MINISH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY

Mr. MINISH. Mr. Chairman and members of the subcommittee, I am gratified that your subcommittee has decided to continue hearings on the important subject of aircraft noise abatement.

Aircraft noise abatement is the neglected child among environmental problems in the United States. Perhaps the neglect is due to the relatively small number of individuals adversely affected by the problem at the present time. However, when consideration is given future prospects, one realizes we cannot repeat the disastrous course of action we undertook in allowing air and water pollution to continue unchecked for years and years. At Newark Airport the number of commercial flights arriving and leaving each day has increased by 64 percent over the last 10 years. Larger and more powerful planes are already on the drawing board. Huge jetliners, now in the planning