

AIRCRAFT NOISE ABATEMENT

WEDNESDAY, MARCH 20, 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 meeting will now come to order.

This will be a continuation of the hearings on H.R. 3400 and related bills to authorize the Secretary of Transportation to prescribe aircraft noise abatement regulations.

Our distinguished witness, the first witness, is our dean of the Congress, the chairman of the Judiciary Committee, a very, very close friend of all of us, Mr. Celler.

STATEMENT OF HON. EMANUEL CELLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. CELLER. Thank you, Mr. Chairman, and other members of the committee.

I am indeed grateful for this opportunity to appear before this House Commerce Committee in order to lend my hearty support to H.R. 3400, which would amend the Federal Aviation Act of 1958 to authorize aircraft noise abatement regulation. At the same time, I would be favorably disposed toward your serious consideration of H.R. 1398, which appears to represent a rather more ambitious approach to the same problem.

When Dr. Sigmund Freud, some two generations ago, wrote about the discontents of civilization, he neglected to include noise in his catalog. When the mythical Daedalus fashioned his crude wings for flight, he could not possibly foresee that the quiet flapping of his wings over an empty space would one day become an ugly roar in the ears of millions of Americans.

While no one here would deny the vast benefits which have accrued to American commerce and American life from modern aviation, no one could be impervious to the plain and well documented truth that the countless American families who dwell on the periphery of our great but over-crowded airports are daily indeed subjected to an enormous practical inconvenience and even to measurable psychological stress through captive exposure to deafening if not shattering airplane noise.