

they cross the country should also allow the citizens in their homes to have an uninterrupted night of sleep.

Today, and for many years, my constituents and thousands of others who live near large airports cannot enjoy the peace and quiet to which they are entitled in their own homes. This seems incredible, but it is true.

Mr. Chairman, I cannot stress too strongly the urgency for early action on this legislation. I urge this subcommittee to speedily report a bill so that we may get it enacted into law this session. Time is of the essence!

Mr. FRIEDEL. I want to thank you. I know it is a serious problem, not only in Kennedy, but practically all over, as I said earlier, except for Friendship and Dulles.

I remember flying over Kennedy Airport, then Idlewild, when I was a member of the city council in Baltimore. There was a lot of filled-in land and I saw very, very few homes at the beginning. Very few homes were there when they originally started building Idlewild.

Mr. ADDABBO. Well, many of the runways have been extended since these homes were built. Many of these runways have been extended almost to the backyards of many of these developments and, percentage-wise, in the area affected by the noise problem at Kennedy Airport again I say close to 80 or 90 percent was there because, as Congressman Tenzer testified, we have out of Kennedy Airport every 30 or 35 seconds either planes landing or taking off.

They are going over every congested area.

Mr. FRIEDEL. I think there is a serious problem and the flight pattern has to be so large with the jets that it has caused a problem. We are hoping to solve it if we can but, as far as I know and have observed the industry, the manufacturers are trying to achieve a quieter engine.

Mr. ADDABBO. I agree with you, Mr. Chairman.

Mr. FRIEDEL. Mr. Ronan, do you have any questions?

Mr. RONAN. No questions.

Mr. FRIEDEL. Mr. Devine?

Mr. DEVINE. In your opening remarks, you say that you represent the congressional district in which John F. Kennedy International Airport is presently situated. Do you intimate that perhaps we might move it away sometime?

Mr. ADDABBO. I hope not, but I have been threatened by some of the officials over at FAA that they might take it away sometime.

Mr. DEVINE. But you are not recommending it at this time?

Mr. ADDABBO. Definitely not. We are recommending the fourth jetport.

Mr. FRIEDEL. Mr. Kuykendall.

Mr. KUYKENDALL. It was mentioned by at least two of our other witnesses that this is a problem for all of us and that a great many of us are involved in trying to settle it. I think it would be remiss on my part if I did not point out that in the informal part of your statement you used the phrase that I hope you didn't intend to use where you said that the aircraft companies were not spending any money. I think you know that they are spending a great deal of money, but in pointing out what a combined problem this is, I think you know as well as I that the problems of safety and noise sometimes conflict with each other because for instance, the reason for the long, low approach of jet airplanes which as you know is one of our main problems is primarily a safety approach, the long, low, heavy power-on approach.