

I respectfully urge the members of this subcommittee to support H.R. 3400, because I believe that United States and foreign aircraft noise can be effectively controlled by rules and regulations proscribed by the Secretary of Transportation.

Mr. FRIEDEL. Thank you for your concise statement, Senator. It is our pleasure to have had you before our committee.

Our next witness will be our majority whip, our distinguished colleague from Louisiana, Congressman Hale Boggs.

**STATEMENT OF HON. HALE BOGGS, A REPRESENTATIVE IN  
CONGRESS FROM THE STATE OF LOUISIANA**

Mr. Boggs. Thank you very much, Mr. Chairman and members of the committee.

I shall only take a minute of your time. I appreciate the opportunity of testifying. I would like to make my full statement a part of the record if I may. I am certain that someone may incorporate in the record the story which appeared in the New York Times this morning which mentioned our distinguished colleagues, including yourself, Mr. Chairman, interested in the bill.

Let me say that some years ago I became very much interested in this problem. The international airport in my area is located about 15 miles outside of New Orleans in the city of Kenner. At the time the airport was built just about the beginning of World War II, this area around the airport was largely uninhabited. This, of course, was not unique. This was true of airports constructed all over the United States.

I need not catalog the tremendous development of air transportation in this country, both passenger and freight and, of course, we have had just as much of an impact as you have had in Baltimore and elsewhere in the country.

Since the construction of the airport, we have had a tremendous residential development all over the country. Back 4 or 5 years ago, and I have forgotten exactly when it was but have it in my prepared statement, the FHA was about to issue a directive prohibiting the construction of houses in the vicinity of any of these airports.

Well, of course, that was the solution to the noise problem but it was also for practical purposes the expropriation of the property because it said that without compensation to the people who own the property that this property shall not be used for residential or, for that matter, commercial purposes. and the effect, had the order been issued, would have been to take the property certainly without due process.

At the time I communicated with the large aircraft manufacturers, Boeing and Douglas and the others—it was at the inception of the jet air age—and also the FHA did as much and the Federal Aviation Agency and even at that time they produced much evidence about the ability to suppress some of these noises.

Now, the FHA didn't issue that directive. Had the FHA issued the directive, promptly, all over the United States, every city in the United States and every metropolitan area would have been adversely affected. Whereas at that time they were talking about a limit of 1 or 2 miles, today the noise factor has grown to such a point that, if that