

be the test for residential or commercial construction insured by a Government agency, then it is spread out now maybe to 5 miles.

I don't know what the distance is. In any event, it certainly is within the technology of our industries working with the appropriate Government agencies to develop and perfect noise suppressors.

As you well know in this area they complain about the noise not just around National Airport, but in Georgetown and all over. So that this is a bill that seeks, No. 1, to help the aircraft industry because if this continues we are going to have this kind of complaints increasing everywhere and those of us who have the responsibility of representing these groups are naturally going to be required to take some action on it.

As I see it, the bill before this committee is a constructive approach which gives the appropriate agencies the necessary authority to make the necessary technological improvements to effectively deal with this problem.

Mr. Chairman, I commend you and the other members of the committee and the other Members of Congress who are present here this morning who have taken the time to interest themselves in a very serious problem.

(Mr. Boggs' prepared statement follows:)

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

Mr. Chairman and members of this distinguished subcommittee, it is a pleasure to appear before you today. You are considering a very crucial problem; that is, the increasing noise from air traffic around our nation's large airports and the ways and means to alleviate this noise.

I have long been concerned about this problem, which most assuredly is growing in intensity. Located in my district, in the city of Kenner and only 15 miles from the center of New Orleans, is the New Orleans International Airport. The Federal Aviation Administration has rated it as one of the large hub airports of the United States. It is actually located in the city of Kenner, in Jefferson Parish, which is adjacent to New Orleans. This fine airport serves as the gateway for a large volume of freight and passenger traffic to Mexico and other Latin American nations, and also serves as a major center for traffic to cities in the heartland of America (the Midwest) and in the East.

When the site for this airport was chosen in 1943, it was in an area which was really almost rural—it was some 15 to 20 miles from the center of New Orleans and the city of Kenner and the surrounding area at that time was not developed by residential or business construction to any extent.

Needless to say, the noise of the aircraft of that day had little adverse effect on the sparsely populated surrounding community. But then coincidentally with the introduction of jet aircraft in 1960, a tremendous expansion of population growth took place in Kenner and the surrounding area of East Jefferson Parish. Today New Orleans International Airport is surrounded on three sides by a thickly populated, well-developed residential and business community.

Several years ago—in 1961, to be specific—officials of Jefferson Parish, the city of Kenner and of the New Orleans Aviation Board (which directs the operations of the New Orleans International Airport), and I could foresee the problems which were developing in the surrounding area, and all over the Nation, as a result of the increasing aircraft noise. In fact, we worked together to halt the enforcement of a directive by the Federal Housing Administration which would have ceased to provide new homeowners within a certain proximity of that airport, and those throughout the country, with the proper FHA financing. Had this directive been applied and sustained, the result would have been that many homeowners in Kenner and the east bank of Jefferson Parish—as well as homeowners around the Nation who lived near large airports—would have been forced to sell their homes at lower prices. Furthermore, such a directive would have halted new residential construction in my district, as well as through-