

out the country. The basis of the FHA directive was to be that new homes within a certain proximity of the airport were considered as poor risks for FHA financing. New construction near large airports was to be considered a poor risk because of the potential damage to these properties from low-flying aircraft; that is, damage which could be caused, in time, to the foundations, or immediately to windows, and other features of homes from the jet noise vibrations.

Working with the officials of Kenner, Jefferson Parish and the New Orleans Aviation Board, I was able to get the FHA to reverse this decision so that residential and business development could continue in Kenner and its immediate environs on the east bank of Jefferson Parish. The fact is that this suburban land west of New Orleans was vitally needed for home and business construction in order to meet the population growth in the metropolitan New Orleans area.

But the point is, I and these other officials were aware of the problems of aircraft noise for the people who would settle in the vicinity of the airport. We anticipated that this problem would grow, and that sooner or later, something specific in the way of regulations would have to be required in order to alleviate the noise for citizens living near large airports throughout the Nation.

With the larger jet aircraft being built and employed to handle the ever-growing passenger traffic, there are no hours in the day when the citizens of nearby communities such as Kenner in my district may find relief from the noise.

And now that these jetplanes are being constructed in larger sizes, with more powerful engines, there is no doubt that the noise will increase to intolerable levels unless the allowable volume produced by the aircraft is regulated and controlled.

I believe that this bill, which will give to the Federal Aviation Administration the authority to regulate noise at its source—that is, noise emanating from the aircraft itself—will, if properly administered, provide a measure of the relief necessary for my area, as well as for all the other communities of the Nation located near large airports. It will compel manufacturers of aircraft and aircraft engines to employ inventiveness and expertise, which I am sure they possess, to produce engines more tolerable in the noise levels they emit. This legislation, at the least, will compel aircraft engine manufacturers to make every effort to build engines which will generate less noise.

Mr. Chairman, if this situation were only a matter of local concern, it might be dealt with in a less comprehensive manner. But as you and members of this subcommittee know, this matter is a national one, and the concern of people living near large airports throughout the Nation is great indeed.

Local measures will not suffice for national problems, such as this one, only the imposition of adequate regulations and safeguards to provide relief to all of our citizens will suffice. This legislation provides the first concrete step toward accomplishing this relief from aircraft noise. I hope that this subcommittee and the full committee will act favorably on this important bill.

Mr. FRIEDEL. I want to thank you for your contribution. It is a serious problem and we all are aware of it.

Briefly, I would like to say that when they built Friendship Airport they provided the zoning laws, and the FHA did not make any loans for private homes.

Mr. BOGGS. You have a great big manufacturing plant right next to it.

Mr. FRIEDEL. As far as my home is concerned, we are not too much worried about noise at Friendship.

Mr. BOGGS. I might say that one reason is that that land is utilized. What is the name of the plant next to it? You make me go out there to catch a plane to go to New Orleans.

Mr. FRIEDEL. Dulles Airport is zoned well right now. If they start building homes near it, in 2 or 3 or 5 years from now, we are going to have the same complaints unless the industry can find a way of combating the noise of the airplanes. I want to thank you very much.

Mr. BOGGS. Thank you very much, Mr. Chairman.

Mr. FRIEDEL. Are there any questions?

Thank you very much.

Our next witness is Congressman Wydler, of New York, and he has also shown much interest in this problem.