

you contacted any of the engine manufacturers as to what state of the art we are in, so far as maintaining proper power in these engines to cut noise?

Have you had any contacts with the engine manufacturers?

Mr. FINO. No, I have not. My contact and my complaints have been with the FAA locally and in Washington to complain. What they have done over the period of years has been to divert the incoming and outgoing flights from one side of New York City to the other.

In other words, one week we would get the tremendous noise of jet landings and the following week, Congressman Addabbo and Congressman Tenzer would get it, trying to satisfy every complainant.

Mr. KUYKENDALL. Thank you, Mr. Chairman.

Mr. FRIEDEL. I want to thank you very much.

Mr. FINO. Thank you, sir.

Mr. FRIEDEL. Our next witness will be Congressman Fraser. Do you have a prepared statement, Mr. Fraser?

STATEMENT OF HON. DONALD M. FRASER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MINNESOTA

Mr. FRASER. Yes; but I will submit it for the record if I may and summarize my remarks.

Mr. FRIEDEL. So ordered. Your statement will follow your remarks.

Mr. FRASER. I appreciate this chance to appear in support of legislation aimed at reducing the noise problem.

I represent the city of Minneapolis, adjacent to which is the major airport for the Twin Cities.

There are three points that I would like to emphasize to the committee in summarizing my testimony. First, in the last year the growth of complaints from my constituents has been overwhelming. I have served in the Congress now for 5 years, but over this past year, the number of complaints and the degree of concern expressed by my constituents has been far greater than in any prior year.

I am particularly struck by the fact that many of the complaints come from homeowners who live a substantial distance from the airport, but who appear to be in the flight path of the aircraft.

I would only emphasize to the committee what has been already emphasized, that this is not a minor annoyance. It is a major disruptive factor in the lives of people who live in the area over which the aircraft fly.

I hope that this committee will find it possible to act on the bill which has been recommended by the administration and is before the committee. I would only add two things, Mr. Chairman.

In the bill that is recommended by the administration the wording which is found on page 2 is very curious. It says that any order by the Secretary of Transportation may be amended, modified, or reversed if the National Transportation Safety Board finds that safety in air commerce or air transportation and the public interest do not require the affirmation of such order.

That is stated in a very peculiar negative fashion and when the committee comes to a markup session, if hopefully they arrive at that point, I hope that that language will be examined carefully because it leaves a very weak standard and one that I think might downgrade the noise concern unreasonably.