

The other point I would make, Mr. Chairman, is that I have co-sponsored a bill originally introduced by Mr. Kupferman of New York which calls for a broader attack on the noise problem, calls for Federal assistance to airports, to the operators of aircraft in modifying their aircraft, in purchasing land, and modifying the airport operation itself.

I think that this further Federal involvement is warranted, and I hope that at some point the committee may get to consideration of this Federal assistance, but for the moment, it would seem to me that the first order of priorities would be to confer on the Secretary of Transportation the authority contained in H.R. 3400.

Thank you very much, Mr. Chairman.

(Mr. Fraser's prepared statement follows:)

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

CONGRESS MUST ACT TO CONTROL JET AIRCRAFT NOISE AND SONIC BOOMS

Mr. Chairman, it has become increasingly clear that federal regulation and control of jet noise and sonic booms are needed. I have been inundated by mail from my constituents in Minneapolis complaining bitterly about the growing noise problem from jet aircraft.

These people are homeowners. Significantly, many of them live a substantial distance from the airport, but apparently in the flight paths.

The depth of their feeling is hard to overstate. This is more than a minor annoyance. It is something that upsets patterns of living in whole areas of the city. The people are demanding that something be done.

And only the federal government has the power and competence to act. With airplane traffic increasing rapidly, this committee must act to avert a potentially unmanageable situation. The administration bill, H.R. 3400, which I've introduced as H.R. 13847, is an important addition to the set of tools that federal agencies can use in tackling this problem.

Of course, many things are already being done but they just aren't enough. The airlines and the FAA and the airport owners at the Minneapolis-St. Paul International Airport serving my district, for example, are very concerned about this problem. The airlines have put into effect takeoff and approach procedures designed to reduce noise nuisance. Eastern Airlines has sent me diagrams of the takeoff procedure used for their B-727's and DC-9's. These conform with the FAA noise abatement criteria.

The Federal Aviation Admin. and the Metropolitan Airports Commission in my area have just announced that the noise control procedures in effect for airlines will now apply to jet planes operated by General Aviation.

But, of course, the frequency of flight of aircraft has increased at a rapid rate and is projected to increase even more rapidly. Just two years ago the National Airport Plan published by the Federal Aviation Administration was predicting about 8 million air carrier operations at tower airports in 1975. This year's National Airport Plan has up-dated those projections in the face of the phenomenal growth of air travel and the purchase of billions of dollars of new equipment by the airlines. It is now expected that airports all over the country will be receiving 16 million landings and takeoffs in 1975. The projection has been doubled. This is very significant, of course, because all the studies show that an occasional noisy airplane flying by will be tolerated by people on the ground, but when the frequency of flights increases substantially the noise becomes a real disruption to normal life.

H.R. 3400 gives to the federal officials the same type of regulatory power over noise that they now have in the field of safety. With their present authority in the case of safety, the federal government has played a vital role in making airline travel safe and reliable. The Federal Aviation Act of 1968 gives the Federal Aviation Administrator power to establish minimum safety standards and to issue air worthiness certificates for aircraft and aircraft engines, air carrier operating certificates, and airmen certificates. The effect of H.R. 3400 would be to include noise control as well as safety as a consideration in issuing or suspending these certificates.