

Cities metropolitan area of Minneapolis and St. Paul one of the 15 largest and busiest airports in the Nation. Its location is convenient to the business districts of both core cities and therefore its flight patterns bring aircraft directly over some heavily populated residential areas.

It is clear to me, after reading the great volume of correspondence on this problem (and through firsthand observation) that the Congress can no longer ignore the critical problems which noise pollution causes in these metropolitan areas.

The legislative device which I have introduced is simple. It empowers the Secretary of Transportation—

*** to prescribe and amend standards for the measurement of aircraft noise and sonic boom and to prescribe and amend such rules and regulations as he may find necessary to provide for the control and abatement of aircraft noise and sonic boom, including the application of such standards, rules and regulations in the issuance amendment, modification, suspension, or revocation of any certificate authorized by this title.

I am convinced that such legislation would effectively authorize suitable procedures for the Department of Transportation to develop such rules and regulations and provide the proper enforcement thereof.

Why the increasing concern over aircraft noise? Throughout history advanced technology has also brought with it new problems. The aircraft industry is no exception. The piston planes we used up to about 5 years ago would approach to land at an angle of up to 6 percent. The jets now in use must approach at $23\frac{1}{4}$ percent. Further, the jet engine itself is or sounds to be noisier than the piston craft and has a most aggravating whine. Further, air travel is becoming increasingly popular and we have today many more takeoffs and landings per airport than ever before in our history.

In the Twin Cities alone nearly 4 million passengers go to and from our International airport in a 12-month period. With ever fewer piston type craft now in operation and with jets getting larger and larger, the problem is obviously going to get worse—not better.

The problem of aircraft noise is not one which can be readily resolved by Federal legislation alone. It is a problem which must be met head-on by all units of Government and by the private sector. The Metropolitan Airports Commission of Minnesota is an outstanding example of what can be done at the local level. The commission is now considering these four antinoise measures:

Rearrangement of airport guidelights used by pilots;

A new section in the pilot procedure manual spelling out the required altitudes at various distances from the airport;

A review by the FAA of departure routes; and

The possibility of installing an instrument landing system allowing a pilot in his cockpit to determine how high his plane should be at various intervals during landing preparations.

In addition, other sections of the country are considering still further measures to alleviate this problem. Among these are: wiser control of land around airports so that residential areas are not developed so close to the airport itself. This of course is not practical in many areas where the airport is already located within a heavy density residential area. But planners are investigating the possibility of building entirely new airports far from residential congestion. We have such a situation here in Washington where National is a heavy contributor