

stage, such as Boeing's 747 and the supersonic transport, will be in regular service in the 1970's. The SST, as one example, will utilize three times as much thrust per passenger as subsonic aircraft and the noise nuisance increases in proportion to the increase in daily thrust at an airport location.

Mr. Chairman, experts testify that a very loud noise measuring 160 decibels will break a human being's ear drum. Already, jet engine and after-burners discharge up to 140 decibels of sound. A normal individual can experience temporary hearing damage when noise is at a level of 100 to 120 decibels, and frequent exposure to such noise will result in permanent damage to the sense of hearing. Moreover, anyone who has flown or even visited a large airport, ought to be aware of the obvious discomfort to people living in close proximity to such installations.

Effective initiative for eventually solving the problem of aircraft noise must come primarily from a source not compromised by economic interests which conflict with the welfare of our people. Under such criteria, both industry and local government are disqualified. There is only one source—the Federal Government.

Of course, the Federal Government already has assumed responsibility for many aspects of aircraft noise abatement including controls over air traffic and flight patterns. However, it is evident that these efforts, while commendable, have proved inadequate to solve the problem.

The pending legislation would authorize the Federal Aviation Administration, in addition to normal air worthiness tests, to certify aircraft on the basis of uniform noise control standards. I have no doubt that when aircraft manufacturers are compelled to cut noise levels, they will find a way to do so. Millions and millions of dollars are spent each year developing new, faster, and more luxurious planes. If only a portion of the industry's available pool of scientific talent and technical know how were devoted to noise abatement, the problem would undoubtedly be alleviated in short order.

Thank you Mr. Chairman and members of the subcommittee for the opportunity to present my views on this most serious issue. I respectfully urge your favorable consideration of legislation to control aircraft noise.

Mr. FRIEDEL. Thank you for a concise statement Mr. Minish.

If there are no questions, we shall hear next from Mr. W. K. Matheson, director of operations at the Minneapolis-St. Paul Metropolitan Airports Commission. Please proceed Mr. Matheson.

STATEMENT OF LAWRENCE M. HALL, CHAIRMAN, MINNEAPOLIS-ST. PAUL METROPOLITAN AIRPORTS COMMISSION, PRESENTED BY W. K. MATHESON, DIRECTOR OF OPERATIONS; ACCOMPANIED BY ALBERT F. BEITEL, AVIATION COUNSEL

Mr. MATHESON. Mr. Chairman, I am William Matheson, Minneapolis-St. Paul Metropolitan Airports Commission. On my left I would like to introduce my colleague, Mr. Albert Beitel, aviation counsel for the Minneapolis-St. Paul Airports Commission.

Mr. FRIEDEL. You may proceed.