

Mr. MATHESON. Thank you, Mr. Chairman. I am here today to present the statement of Mr. Lawrence M. Hall, chairman of the Minneapolis-St. Paul Metropolitan Airports Commission for delivery before the House Transportation and Aeronautics Subcommittee on H.R. 3400.

This statement is made on behalf of the citizens of the Minneapolis-St. Paul metropolitan area to stress the urgency for solution at the Federal level of the problem of aircraft noise as it affects their well-being and the peace and tranquillity of their homes. The problem is real, the problem is acute; and, in the light of the phenomenal growth in air travel, the need for solution is immediate as the next several years will see the investment by commercial air carriers of billions of dollars in ever larger jet aircraft to serve this needed demand for air transportation.

The problem is not a local Minneapolis-St. Paul one, but instead is a major concern of all jet aircraft communities throughout this land. I would not presume to speak for any other communities, and my remarks are limited to our particular local situation, but it is safe to say that my remarks on noise discomfiture appear to a lesser or greater extent throughout the country.

I am intimately acquainted with this jet noise problem through my position as chairman of the Minneapolis-St. Paul metropolitan airports commission, a public corporation and agency of the State of Minnesota, created for the development of, and operation of the air transportation facilities for the Minneapolis-St. Paul metropolitan area.

Our local airports commission through the years has developed an airport system of which we are proud. It includes Minneapolis-St. Paul International Airport, Wold-Chamberlain Field and the five reliever airports ringing the Twin City metropolitan area, namely: St. Paul downtown airport (Holman Field); Flying Cloud Airport; Crystal Airport; Anoka County Airport; Janes Field, and Lake Elmo Airport.

I am before you at this time simply in regard to the particular noise problems at Wold-Chamberlain Field which is the major jet airport hub, furnishing commercial air carrier facilities for the Minneapolis-St. Paul metropolitan area.

We are particularly fortunate in the location of Wold-Chamberlain Field which is within a 15 minute drive of the downtown area of both the cities of Minneapolis and St. Paul. We are also very fortunate in the particular topography surrounding the airport with the river bottoms off the southerly end of the northwest-southeast runway and off the northerly end of the northeast-southwest runway.

In addition, our airports commission, with the aid, financial and otherwise, of the Federal and State Government, has acquired substantial lands off the ends of all runways to prevent residential or other development and to provide ample clearance off the end of all runways.

While the clearance requirements of the Federal Aviation Administration call for 2,500 feet of cleared land off the airport instrument runways, the clearance off the end of the instrument runways at Wold-Chamberlain Field is at least 1 mile and over the river bottom exceeds even this amount.