

Despite the existence of these extended cleared areas, as chairman of our airports commission, I have knowledge of many complaints by residents of the cities of Minneapolis and St. Paul and in the suburbs as to the noise of jet aircraft using the airport. As chairman of this airports commission I am understandingly sensitive to these complaints and to the responsibility of the public officials and of our airports commission to do all that can be done to ameliorate the noise nuisance to our neighbors.

In addition, I am sensitive to the possibility of movement by neighboring landowners for reduction in property taxes based on claimed depreciation of their properties. Should this occur, our local communities, which are so hard pressed for funds required to carry out necessary municipal activities, would suffer immeasurably, as any reduction of tax revenue puts in jeopardy needed municipal services.

Our airports commission has made a continual effort on the local level to meet this problem of jet aircraft noise. As previously stated, the airport as laid out and the cleared land as provided off the end of runways is far in excess of the Federal requirements. The dispersion of the majority of executive, business, and private aircraft to the reliever airports has reduced the volume of flying to and from our major scheduled airport, Wold-Chamberlain Field.

In addition, there is in existence a noise abatement committee consisting of all airport users of Wold-Chamberlain Field such as the air carriers, military, Federal Aviation Administration, and the Minneapolis-St. Paul Metropolitan Airports Commission.

Through the continuing action of this committee, various operational procedures have been put into effect, such as raising the glide slope for steeper descent of incoming aircraft, navigational facilities for positive pilot identification of their altitude and location when in the neighborhood of the airport, and departure procedures to route aircraft over nonpopulated areas where possible.

While in some places the use of land surrounding airports can perhaps be zoned, residential development does close in against the outer edges of the cleared areas off the end of some airport runways. In view of this situation, zoning to change development of these adjoining areas to compatible use would be ineffective as to existing development, and would require condemnation of numerous properties at a prohibitive cost. The nature of aircraft noise and its effect on people below is such that it would be impractical to arrive at absolute limits for control of land use.

Despite all of the efforts accomplished on a local level, the problem continues and requires solution. From technical reports, I am advised that much can be done in aircraft and engine design to decrease this noise problem. However, control of aircraft design and the development of operating criteria to this end can only be at the Federal level. Local units would not have the necessary authority over certification of aircraft to enforce such requirements, and even if they did, since commercial jet operators operate interstate and, in fact, internationally, any local effort to that end would not apply to interstate air carriers.

Our airports commission cannot simply restrict or prohibit use of the airport to aircraft which in their opinion cause an excess noise prob-