

Mr. FRIEDEL. I want to thank you, Mr. Matheson, and thank Mr. Hall for a very fine statement.

You say that you have "five reliever airports ringing the Twin Cities metropolitan area; namely, St. Paul Downtown Airport,"—

Mr. MATHESON. Yes, sir.

Mr. FRIEDEL. How far is that from downtown?

Mr. MATHESON. One and a half miles.

Mr. FRIEDEL. Do you allow all types of planes to land there or is that just for general aviation?

Mr. MATHESON. It is general aviation. There are no scheduled aircraft.

Mr. FRIEDEL. There is no problem there?

Mr. MATHESON. No, sir.

Mr. FRIEDEL. You mentioned about zoning around the airport.

Mr. MATHESON. Yes, sir.

Mr. FRIEDEL. Has anything been done toward zoning the property in that area?

Mr. MATHESON. The southeast is the only area that has not been built up and, through local government zoning, we have been successful in keeping that to compatible land use. The other areas to the northwest and northeast are residential area past the clear zones of 1 mile.

Mr. FRIEDEL. Were the homes built first around the airport or was the airport built first?

Mr. MATHESON. Well, the history of the airport goes back to 1926 and at that time it was well out of the city limits.

Mr. FRIEDEL. Mr. Devine.

Mr. DEVINE. I have no questions.

Mr. FRIEDEL. Mr. Kuykendall.

Mr. KUYKENDALL. It is good to have you with us. Again you get us into this quandary. I think that is a good descriptive word for what we have here. It is interesting that in your report and in the discussions that not only have come from your committee, but from other committees throughout the country, we always end up with a whole bunch of things that we cannot do. We cannot spend more local money. We can't cut down on the flights. We can't restrict general aviation. We can't restrict land use. We can't possibly hurt the local industry of the community.

It seems that maybe we have ended up picking on somebody we don't know. We have picked out somebody that is away from home and decided maybe we are going to land on him.

How do you propose that you actually regulate this? You want to give authority to regulate. What do you want him to do?

Mr. MATHESON. Sir, we feel that, in order to have any substantial reduction in the noise nuisance, it would have to come from the correction of the noise at its source, which is the design of the airframe and the engine.

Mr. KUYKENDALL. And you think that somebody can regulate that?

Mr. MATHESON. Well, sir, through operational procedures we have about exhausted the supply as to how we can correct noise or have any substantial reduction. The operational procedures are limited in present-day aircraft due to the design of the aircraft and, since this is our last resort of controlling noise in any great reduction, we feel and we