

If a person or a neighborhood is suffering from aircraft noise, that neighborhood or individual is going to complain for quite a while, but then after awhile, the person just discontinues complaints and starts seeking relief from State legislatures or from Congressmen or from somebody else that he feels can influence the situation.

So that we don't minimize the fact that we don't receive a tremendous number of complaints, but what we have done is to have each complaint analyzed by a technical subcommittee which is composed of a representative of the port authority, the chief pilots at the airport, a member of the Massachusetts Aeronautics Commission, and one or two other people who have particular expertness as technicians.

We have established one of the first preferential runway systems in the United States. There is a prohibition of flights over Boston proper at less than 3,000 feet, unless the air controllers direct otherwise.

We have displaced threshold on one runway at the present time. We will have a displaced threshold on another runway. It is an expensive way of requiring the pilot to pass over houses at a higher approach angle.

We also have a restriction against aircraft proceeding to a noise sensitive takeoff area until actual clearance to take off on that particular runway.

We have reduced the training flights at night by 75 percent. We have limited the maintenance runups to propeller planes alone, and these must be stationed in a corner of the airport close to the open harbor. We require a left turn toward the sea to avoid a thickly settled neighborhood of South Boston. We require the pilots to direct their jet exhaust away from East Boston and Winthrop when they are awaiting takeoff; and the FAA, which has been very cooperative, has required a doubling of the height at the Whitman checkpoint, so that pilots can virtually coast onto the runway.

I would just finish by saying that it is my personal belief, and I believe it is the understanding of the staff of the Massachusetts Port Authority and the members of the authority, that we are faced with an increasing problem.

We believe that the homeowner and the tenant should have some freedom of choice, so that we have suggested this three-part program.

We believe that perhaps soundproofing within a certain prescribed area close to runways may be helpful for those who want to stay; but perhaps the ultimate, the final answer, is that a person be given a fair price for his home, and allowed to leave, if he cares to.

The final comment that I would like to make is that we now have 300,000 operations at Logan Airport. By 1972, these will double.

The duration of noise, the declining interval of silence between the landing and the takeoff of planes during rush hours, is one of the most important aspects of this worsening problem. People can stand a certain amount of noise, so long as it does not have the quick repetition that exists at the present time during rush hours.

There are no criteria presently that establish a zone where we can tell people that, "If you are within this PNdB curve, we will be willing to purchase your home"—and of course that willingness would be based on a federally sponsored program, inasmuch as this urban renewal type of program I believe must be sponsored by the Federal Government.