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FOR RELEASE:
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NOON

NOTE TO EDITORS: The following release, treating with important aspects of airport safety, was prepared from the joint "Resolution for the Doolittle Committee" passed by the Airports Advisory Committee, the Airport Operators Council and the American Association of Airport Executives. A copy of the resolution is attached. It is for release at Noon Wednesday, April 9, 1952.

A program for greater air transport safety and reduction of aircraft noise around airports was proposed today to the Doolittle Commission, appointed by President Truman to study air transport safety and airport problems following the crash of three transport aircraft at Elizabeth, N. J. In all, some ten recommendations were contained in the joint resolution submitted by the Airports Advisory Committee, a civilian group appointed to advise the Civil Aeronautics Administration on airport problems, the Airport Operators Council and American Association of Airport Executives, whose memberships include several hundred airport managers in the United States.

"Airport operators recognize that airport location and use presents certain problems of noise annoyance and exposure to possible hazards for those citizens living in close proximity to airports" the resolution said in part. "These problems do exist as social ones and the airport owners and operators believe the only feasible and realistic solution lies in the adoption by the entire aviation community of practical steps which will improve the relationship between airports and their adjacent communities, by reducing to a minimum the annoyance and exposure factors, and providing conditions under wh' ch both airport and community can exist side by side in harmony, each serving the other."

The resolution stated flatly that "it is impractical to relocate civil airports or to make any major change in existing air-

port configurations" to increase safety or reduce noise around airports. Instead, it proposed, where possible, "the adoption of proper zoning regulations to provide for the protection of airport approach and departure channels." Toward this end it asked the Federal Government to participate up to 75 per cent in the cost of additional land extending from the ends of existing airport runways, to remove buildings and other hazards.

At the same time the resolution called for the use of "preferential runways" to handle airplane traffic so that landings and take-offs are over the least built-up areas. Such a program it was stated, should be put into effect only where it will do good, and it was recognized that at some airports situated in highly built-up areas it will be of no value. Additional construction was proposed for some airports so as to make it possible to divert more air traffic away from built-up areas.

The installation of additional radio, radar and lighting aids at airports should be made to increase safety, the resolution said, and Congress was called upon to provide funds to operate the equipment, rather than reduce its appropriations for such purposes, as it has indicated it would.

The three aviation groups asked for the establishment of a maximum noise level for aircraft "to be adhered to by all manufacturers of new civil and new military types...which will be operated from civil airports." They said the operation of military aircraft which exceed either or both of these noise maxima should be confined to military airports except during wartime and a continuing national program of noise reduction for all types of aircraft should be undertaken by the National Advisory Committee for Aeronautics.

Pointing up the many trying experiences civil airport operators have had with military operations from their fields, the three groups recommended tothe Doolittle Commission that the military services should use civil airports only as they are needed. They should "coordinate their use at each such civil airport so as not to cause interference with civil use or unnecessarily increase the traffic exposure of the surrounding area," the resolution declared.

The three groups have requested the opportunity to sit down jointly with the Doolittle Commission to discuss each of the recommendations.

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