

with the noise abatement program, but mainly for the safety and the orderly flow of traffic.

Mr. ADAMS. Right at that point, didn't you indicate and I think it is true, and it is the first time I have heard it really defined, that what is causing the noise over a city like Washington, D.C., and is creating the problem with most of the people is not the noise at the end of the runways and the immediate taking off and landing. Most of the people in those areas have moved into the airport area and, as far as many of us are concerned, take a lot of their own chances.

If they move in next to the airport the fact that the noise rises is a problem that they should have anticipated. What causes the problem in most cases is that jet either circling or taking off and he is coming in with his gear down, under almost full power at under 2,500 feet and is either flying the river or is being required to circle the city and this is caused by a congestion problem, air flow into the particular airport.

That air congestion is caused by the fact, isn't it, that you have too many planes in the pattern and you are putting the big noise producer up there and holding him in the air rather than getting him in and out quickly.

Mr. WOODS. Sir, I would think that this need not be.

They have delay-absorbing fixes also called holding patterns and they can hold aircraft when there is a delay situation at an airport at altitude.

The problem is that they are now sequencing on the final approach a large number of aircraft and have to string them out rather than sequencing just a few. I don't think that a situation where the airport was operating below its maximum acceptance rate versus an airport that had a traffic requirement that exceeded its acceptance rate would in my opinion have a great effect on noise.

Mr. KUYKENDALL. Will the gentleman yield at this point?

Mr. ADAMS. Yes, I do.

Mr. KUYKENDALL. I like your line of questioning and I would like to get some language in the record for the sake of the nonflying members who may want to read this record.

When you have slow general aircraft in the pattern, of course, the total pattern has to seek the lowest common denominator, obviously. In other words, you can't have your 600-mile-an-hour jets overtaking your twin Bonanza in a traffic pattern so he has to come down to a very low speed.

The high-speed aircraft only stays in the air at low speed with power, and flaps. In other words, lift and power are what keeps a high-speed aircraft in the air at very low speeds. We know this and this makes a heck of a lot of noise, does it not?

Mr. WOODS. They do not make the jet follow the smaller aircraft because they really can't slow down that much. They operate now, subject to being corrected, at about three speeds.

Mr. KUYKENDALL. They do follow the smaller aircraft because I have been in many of them that do.

Mr. WOODS. Only in the final approach, sir.

Mr. KUYKENDALL. In the general area, have we not just recently had a ruling to slow all aircraft down to 200 knots?

Mr. WOODS. 250; yes.