

problem quickly and more efficiently and have general aircraft using another facility where they also use it in a more compatible fashion with the same type and speed pattern.

I want to know where we are going to go with this. In other words, you mentioned air traffic control and I think I agree with you that that is probably the only way other than advance the state of the art.

How are we going to attack the problem of the low-flying aircraft with power on at a low level over major portions of the city?

Mr. Woods. Sir, there are two very important questions here and if I can try to keep them clear in my mind, I do not think that the mix of traffic is directly contributing to the noise thing.

I don't think that the factor is created by the mix of traffic. For instance at Kennedy Airport, we have approximately 90 percent airline use and we have quite a noise problem. We also have a rather severe daisy chain problem.

We don't find the situation at Washington National Airport with about a 40-percent general aviation use roughly or La Guardia with, I believe, at peak hours a little over 40 percent general aviation.

Mr. ADAMS. My understanding was about 80 percent general aviation use at La Guardia. This was testified by one witness here.

Mr. Woods. Our director was given, figures by Mr. John Wiley at the Port of New York Authority a few days ago.

Mr. ADAMS. Would you submit to the committee whatever figures you have?

Mr. FRIEDEL. Yes, we would like to have that.

Mr. Woods. It is my memory that Mr. Wiley, the director of aviation for the Port of New York Authority, indicated at a meeting in New York the day before yesterday that, if I can remember his figures, the peak hour general aviation use of La Guardia Airport was, give or take a few points, just under 50 percent whereas the general aviation use of La Guardia at other hours was in the approximate area of 40 percent.

That is my memory of Mr. Wiley's statement to us. But anyway that is our source of the information and we have the records there and we could easily clear up errors.

Mr. FRIEDEL. Would you clear that up and submit it for our record?

Mr. Woods. Yes, I would be glad to.

(The information requested follows:)

NATIONAL BUSINESS AIRCRAFT ASSOCIATION, INC.,
Washington, D.C., December 8, 1967.

Hon. SAMUEL N. FRIEDEL,
Chairman, Subcommittee on Transportation and Aeronautics, Committee on Interstate and Foreign Commerce, Rayburn House Office Building, Washington, D.C.

DEAR CONGRESSMAN FRIEDEL: The tabulation breaking down use of Kennedy (KIA), LaGuardia (LGA), and Newark (NWK) airports by different civil aviation segments is attached. This tabulation was copied directly from a chart presented by Mr. John R. Wiley, Director of Aviation, Port of New York Authority. Mr. Wiley used the chart in a presentation to aviation industry representatives on November 22, 1967. I am relieved to note that my responses to Congressman Adams' questions were accurate with 1%. Total general aviation, including scheduled commercial third level airline, use of LaGuardia reaches to 51% of total use during peak hours, but average out at 41%.

We were alarmed to learn from Congressman Adams that previous witnesses had reported general aviation use of LaGuardia at 80%. We are aware