

or \$10 million, which does not mean a great deal when you consider the user charges that are involved at the present time, and could be involved, we could keep Logan Airport and the community compatible for a good many years.

Mr. PICKLE. There might be a few select places in the country where homes would be located, as you say, within prescribed proximity to airport runways.

I admit that might be small, but you multiply that by hundreds of places, and you have a very severe problem.

Would not a better approach be to say that, with the establishment of airports in the future, homes could not be built within a prescribed proximity to the runway?

Mr. CALLAGHAN. I think we have to do both things. We have to have an answer to the airport which exists today, which either has been encroached upon, or which itself has encroached upon the community and the airport which may be established in an outer harbor or established in some undeveloped territory.

But I personally would like to emphasize that I don't believe that the amount of \$10 million in an industry, and specifically at an airport which has such a tremendous economic value, and which is generating such great sums of money in its own economic mechanism, is a great deal of money to take care of this particular problem.

Mr. PICKLE. Mr. Chairman, that is all I have.

Mr. FRIEDEL. Mr. Adams.

Mr. ADAMS. I have no questions.

Mr. FRIEDEL. Thank you very much.

Our next witness is Mr. Frank C. Waldrop, chairman, the Committee Against National.

I imagine that is National Airport. Is that correct?

Mr. WALDROP. That is correct, Mr. Chairman.

Mr. FRIEDEL. You may proceed.

STATEMENT OF FRANK C. WALDROP, CHAIRMAN, THE COMMITTEE AGAINST NATIONAL

Mr. WALDROP. Thank you, Mr. Chairman.

Mr. Chairman, members of the committee, my name is Frank C. Waldrop. My address is 4900 Loughboro Road NW., Washington, D.C. 20016.

I appear here today as chairman of the Committee Against National, an unincorporated association of persons in the District of Columbia, Maryland, and Virginia, having broad and substantial interests in the nature, composition, and operating characteristics of aviation in the Washington-Baltimore area.

On behalf of our group, I thank you for this opportunity to comment on the need for such legislation as that proposed in H.R. 3400.

I shall be brief and try not to deal with details already in your record from other witnesses, but must beg your indulgence, before going to the substance of our position, to touch on one aspect of prior testimony, that which purports to characterize and define the motives which bring me before you today.

I refer to the remarks of Vernon C. Brunelle, chairman of the