

Noise Abatement Committee of the Air Line Pilots Association, as these appear in the transcript of your proceeding for December 5, 1967.

In that transcript, Mr. Brunelle is recorded as identifying a group, the Committee To Close National, which can only mean our committee, as politically motivated, and having real estate interests he does not further specify, concerned with its purposes.

So that you may have a foundation from which to pursue any curiosity you may have as to these matters, I annex to this text copies of certain documents bearing on our activities, and invite the fullest examination pursuant to these, or on any other basis pleasing to you.

Mr. Chairman, I would like to interpolate that those annexes were handed into the committee staff some days ago, and are not attached to this brief statement I am making here.

Mr. FRIEDEL. We will have those for our files.

(The material referred to has been placed in committee files.)

Mr. WALDROP. Of course, I am unaware of all the motives which may now or may hereafter exist among all the people associated with our activities, but I certainly can speak for myself, and feel sure that what I say in my own behalf reflects the views of others.

You may be quite certain that I am politically motivated in this matter of dealing with aircraft noise, and that I am present today in what I believe to be a due and lawful pursuit of remedy against a major detriment to the public welfare.

I cannot imagine that you, as Members of the Congress, would have it otherwise.

As to real estate interests, I most specifically have these too, in that I am a joint tenant by the entirety of a certain parcel of real estate in the District of Columbia, to wit: lot 6, square 1426, which I have held since 9:40 a.m., February 23, 1945, as may be seen at the office of the Recorder of Deeds by looking in liber 8073, folio 239.

Since April 24, 1966, on which occasion jet carrier traffic was introduced at National Airport, approximately 6 miles distant from that property, my peaceful enjoyment and beneficial use of it has been substantially damaged by the passages of these aircraft both near to and directly above it.

Indeed, I confess to you without reservation or evasion that it was because of my interest in that said parcel of real estate I concerned myself in the forming of the Committee Against National, and agreed at the outset to serve as its acting chairman.

Developments following, however, have considerably broadened the scope of my information on the whole issue of environmental pollution, in which aircraft operations are a most significant element, and my present concern is enlarged to that of a citizen determined to participate in the forming of public policy on that whole issue.

Now, as to H.R. 3400 and related bills, the Committee Against National, in a meeting on January 12, 1968, at the Hardy Recreation Center, 45th and Q Streets NW., in the District of Columbia, adopted, without dissent, the following resolution:

Whereas, pollution caused by aircraft noise and engine waste is a growing menace both nationally and in the Potomac Valley, and

Whereas, the Federal Aviation Administration, the Civil Aeronautics Board, and other responsible agencies in the Executive Branch of the Federal Gov-