

ernment have failed to exercise their obligation, or have claimed lack of authority to protect the public from such pollution.

Now be it resolved that:

The Committee Against National petition the Congress to enact mandatory legislation

(1) to require one or more agencies of the Executive Branch to take prompt and effective action to abate pollution caused by aircraft noise and engine waste in this Potomac Valley region and throughout the nation,

(2) to require responsible agencies to permit and encourage full citizen participation in the establishment of permissible aircraft noise and engine waste tolerances.

(3) and to entrust the final authority to establish these permissible standards, binding on all Federal agencies, to an impartial council of environmental conservation experts entirely independent of the aviation industry or the promotion of aviation.

Mr. Chairman, and members of the committee, I have only one further point to make.

The noise pollution alone, not to mention other consequences of operating a major airport in the heart of a city, have passed the point of reason in at least one instance, and if my files are any evidence, in many more than one.

From almost every part of the country I have letters of inquiry from citizens asking how to organize against this hazard, and certainly the record is voluminous as to the attitude of citizens in the Potomac River Valley adjacent to National Airport.

I invite you to examine these files and test the validity of their tenor to the fullest. They support your purposes, without doubt.

I thank you.

Mr. FRIEDEL. Mr. Waldrop, I speak for myself, but I think we have the assurances of every member of this committee that we are trying to find a solution for the noise.

I might be a little prejudiced, in a way, but I would like to see more jets taken out of Washington National and diverted both to Dulles and Friendship. I have been in the forefront for that.

In your resolution, here, where it says:

(1) to require one or more agencies of the Executive Branch to take prompt and effective action to abate pollution caused by aircraft noise and engine waste in this Potomac Valley region and throughout the Nation.

I think Congress has already taken that step. I don't know.

Was your problem before jets at Washington National, or are you complaining of too many planes there, or too much noise, even without jets?

Mr. WALDROP. Mr. Chairman, before the jets were introduced, the situation at National was within reasonable tolerances, so far as I know.

As I have mentioned in my statement, I have been living where I am living since 1945, and I was quite interested in the comment of this witness who just preceded me on the point of airports in areas which are long since built up.

There has been, of course, a great deal of increased population in the vicinity of National, but it is not as simple as saying people have moved near it. It is the increase in the noisemaking capability of the new generations of planes that have come in that has distributed this effect intensively, as well as extensively.