

For example, Georgetown is considerably older than National Airport. I don't live in Georgetown. I lived in Georgetown before I moved to this particular house, and as a matter of fact, I remember when people used to fly out of what was called Hoover Field, right where the Pentagon is.

We have always had intown planes, but the DC-3 and other planes, no matter what volume of traffic, did not create the type of problem that the current and anticipated types of planes can be demonstrated to create.

It is not only how many, but what kind, that makes it seem to me that H.R. 3400, such enterprises, are really essential to set up an admissible limit of impact from noise.

Mr. FRIEDEL. I thank you.

Mr. Pickle, do you have any questions?

Mr. PICKLE. Mr. Chairman, thank you.

Mr. Waldrop, I live out in the general neighborhood of your residence, 3900 Watson Place, which is approximately 10 blocks from your street.

I don't find the noise problem nearly as severe, apparently as you do, but I think that would depend on your location. I live in a cooperative apartment house. I am sure that those homeowners who are directly under a path of the plane on either approach for landing or takeoff find it a nuisance.

I am concerned that you indicate to me that we can just turn the faucet and change the picture as abruptly as your testimony indicates. We are trying to find an answer to this problem. The FAA and the Department of Transportation have studied this thing as assiduously as they can.

We do need to settle the problem of standards, and we are making an herculean effort to solve the problem. To find an answer is not a simple matter.

I am primarily concerned when you say that you want to leave the final authority to establishment of these standards "to an impartial council of environmental conservation experts entirely independent of the aviation industry."

Do you mean entirely independent of the FAA or DOT? Are you saying that you want a group of citizens to set these standards?

Mr. WALDROP. Well, not in the sense that I would propose people like myself to set such standards, but there is a very excellent study of noise and airports made by the President's Science Advisory Council, which was issued in March of 1966, for example, in which a Dr. Karl D. Kryter, who is a real expert on noise measurement means, has some material which would be I think quite helpful to the committee's consideration of measuring human response to noise, as against mechanistic ways of measuring noise.

The FAA and all aviation-related standards are governed by the purposes of aviation, but the responses of people of all kinds, including people who fly and who operate planes, is important.

I heard an airline pilot, for example, who flies into National quite regularly, describing the effect on him. He lives up the river some distance from your area, and from mine. He lives, to be exact, in an area called Mohican Hills. He flies in and out of National regularly.