

At a meeting of a citizens' association which I attended, this man was one of the most vocal critics of this condition.

It is what affects the people, whether they are flying, or in aviation, or out of aviation, or whatever they do, that is the real question.

Mr. PICKLE. You would leave the establishment of these standards to a group of experts?

Mr. WALDROP. That is correct, but not involved in aviation.

Mr. PICKLE. Now, the very group you mentioned—and I assume you have reference to Dr. Kryter, as an example.

Mr. WALDROP. Yes.

Mr. PICKLE. That group's primary function has been transferred to the Department of Transportation.

That is what we are trying to do in this bill, say to DOT, "You establish these standards, and you recommend."

It seems that you are opposing the very thing you recommend, here.

Mr. WALDROP. Let me make this clarification of my mention of Dr. Kryter. He is not an employee of the Department of Transportation at all. He is a professor at I believe the Stanford, California Research Institute, who was retained by the science advisers to the President to introduce one of the papers in this panel study.

It is people like that that I am urging your committee to consider as the final standards makers. To leave the matter in the hands of aviation would be, if I may use a not too precise analogy, as if the manufacturers in the drug business, and people who have their business purposes at heart, were setting standards for the quality and effectiveness of medicines, rather than an independent board such as the Pure Food and Drug Administration.

Mr. PICKLE. I am sure we are all after the same objective, here.

Mr. WALDROP. That is correct.

Mr. PICKLE. It is impractical, though, to say that experts alone, such as you mention, could have the final authority.

In my opinion, people who are primarily concerned in the manufacture of airplanes, people primarily concerned in flying the planes, must have a voice in this thing, to some extent, but the Department of Transportation must listen to the views of groups such as yours, and I am sure that they will.

Thank you, Mr. Chairman.

Mr. FRIEDEL. Mr. Adams, do you have any questions?

Mr. ADAMS. Would you favor the condemnation of the necessary land to provide immediate land links out to the airports at Dulles and Friendship?

Mr. WALDROP. I am sorry. I couldn't hear all of that question, sir.

Mr. ADAMS. Would you favor the condemnation of properties in the area, including people who live in this area, of the necessary land to provide links that were completely limited access out to the airports, such as Friendship and Dulles?

Mr. WALDROP. Would I say that condemnation should apply in those? I am not really too well informed on the legal aspects of condemnation.

Inverse condemnation I believe is being tested out pretty generally, but as a matter of policy, I don't think that Congress could possibly enact legislation which would be equitable to all parties, including