

the general taxpayers of the United States, based on a principle of condemnation.

I mean you could just condemn the whole country, if it came to that, to fly the SST. There has to be an operation at the other end, of putting the burden on the operators of this equipment not to create a situation which is unreasonable to the country as a whole.

Mr. ADAMS. I am asking, would you favor the condemnation of the necessary land links to Dulles and to Friendship, to get people in and out to those airports, even if it meant your land, and that of others, to get back and forth out there.

Mr. WALDROP. Condemnation in order to improve transportation?

Mr. ADAMS. Ground transportation.

Mr. WALDROP. I certainly would.

I am particularly struck with the point that Dulles Airport continues to operate at a loss of \$6 or \$7 million a year, at a time when the President of the United States is quite rightly calling for austerity across the board.

It doesn't seem to me that it is a very good practice to manage an enterprise of that character in such a way that it continues to lose money, and another one at National Airport to be in such a condition that the Civil Aeronautics Board, of its own initiative, has started a hearing to determine the condition of congestion, and what to do about it.

It doesn't seem like good management.

Mr. ADAMS. Have you ever tried to get out to Dulles Airport in the afternoon?

Mr. WALDROP. I have been out to Dulles quite often, sir.

Mr. ADAMS. Do you know how long it takes?

Mr. WALDROP. It depends on where you start.

Mr. ADAMS. I would say at 5 o'clock in the afternoon, from the Capitol.

Mr. WALDROP. At 5 o'clock in the afternoon, from the Capitol, I would assume it would take considerably longer time.

I would be delighted to see National set aside entirely as a Government enterprise's airport to accommodate not merely the Members of the Congress, who certainly are entitled to it, but the whole Executive—make it a Government business airport, put all the other business at Dulles and Friendship.

There are many solutions other than this current one.

Now, I might add from where one starts is important in order to determine the time it takes to get somewhere. If you are out at, let's say, the National Institutes of Health, you can go to Dulles quicker than you can go to National.

Mr. FRIEDEL. Are there any more questions?

Mr. ADAMS. I have no further questions.

Mr. FRIEDEL. Thank you very much.

Mr. WALDROP. Thank you very much, Mr. Chairman, and members of the committee.

Mr. FRIEDEL. The Chair recognizes one of our beloved Members from California, Congressman Wilson.

We are going to allow him to present our next witness.