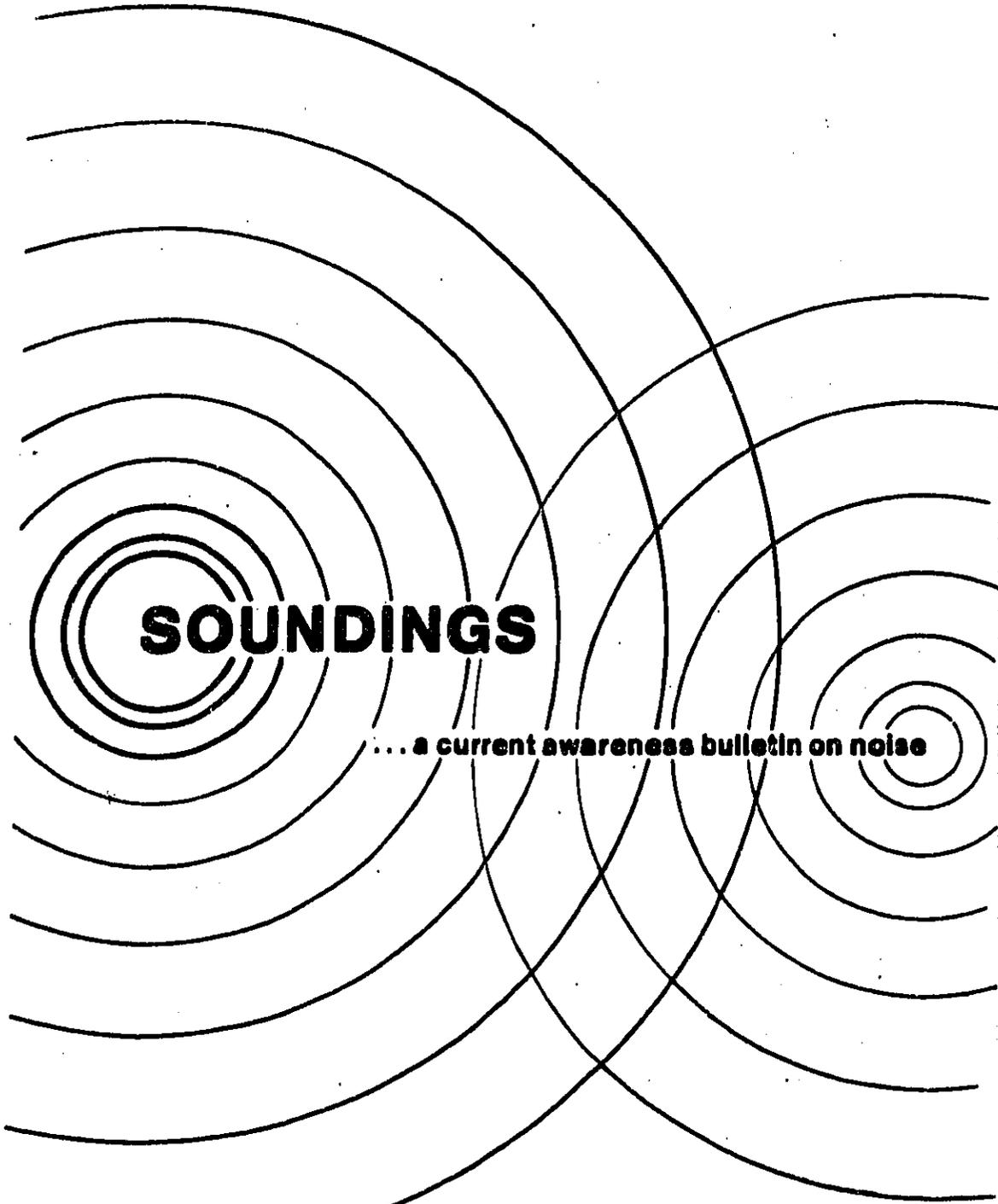


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SOUNDINGS

... a current awareness bulletin on noise

FEBRUARY 29, 1980

SOUNDINGS

... a current awareness bulletin on noise

Prepared for the
U.S. Environmental Protection Agency
Office of Noise Abatement and Control
Washington, D.C.

Prepared by
RAYTHEON SERVICE COMPANY
Information Support Service

TABLE OF CONTENTS

REGION I - Connecticut, Maine
Massachusetts, New Hampshire,
Rhode Island, Vermont

REGION II - New Jersey, New York
Puerto Rico, Virgin Islands

REGION III - Delaware, District of Columbia,
Maryland, Pennsylvania, Virginia,
West Virginia

REGION IV - Alabama, Florida, Georgia,
Kentucky, Mississippi, North Carolina,
South Carolina, Tennessee

REGION V - Illinois, Indiana, Michigan,
Minnesota, Ohio, Wisconsin

REGION VI - Arkansas, Louisiana, New
Mexico, Oklahoma, Texas

REGION VII - Iowa, Kansas, Missouri,
Nebraska

REGION VIII - Colorado, Montana,
North Dakota, South Dakota, Utah,
Wyoming

REGION IX - Arizona, California, Hawaii,
Nevada, American Samoa, Guam, Trust
Territories of Pacific Islands, Wake Island

REGION X - Alaska, Idaho, Oregon, Washington

REGION 1
CONNECTICUT, MAINE, MASSACHUSETTS,
NEW HAMPSHIRE, RHODE ISLAND, VERMONT

BRIDGEPORT, CT
POST
FEB 1 1980

BRIDGEPORT, CT
TELEGRAM
FEB 6 1980

**COMPROMISE BILL
WASHINGTON (AP) —**

The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes. The measure, approved 285-122 on Thursday, also provides an additional \$57 million for airport development.

Senate would ease rules on jet noise

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate Tuesday and was sent to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size.

The airport noise bill was worked out by House-Senate negotiators after the two houses passed differing versions. The compromise was approved by the House last week.

It amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

The aid-to-airports bill would eliminate from the federal aid program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

In approving the bill, the Senate Commerce Committee recommended that Congress reduce the federal airline ticket tax from 8 percent to 2 percent. The tax reduction, however, must pass through the Finance Committee, which has not acted.

Sponsors said passengers would still pay airport costs through user fees charged to the airlines and added to the price of tickets.

More fuel-efficient, quieter, less polluting

'New generation' jet ready to fly for Pan Am

By HENRY E. JOSTEN
Travel Editor
Shore Line Times

Back in April of 1959, when I flew my first jet — a Pan Am 707 from New York to London, only a few months after trans-Atlantic jet service was inaugurated — the cabin conversation among passengers was all about how smooth the flight was. And how quiet. Especially how quiet.

This was no surprise, of course, because the only logical comparison any of us could make was with the generation of aircraft that had immediately preceded those first large passenger jets — the four propeller motor DC-7s and Lockheed Constellations.

Like A Soft Purr

The then new jets may have been somewhat noisier than their prop predecessors on takeoff, but once in the air there was no comparison, especially if you were smart enough — or lucky enough — to have gotten yourself a seat in the front half of the plane, ahead of the engines. All you heard was a steady hum that caressed the ears like a soft purr after the loud drone of four propeller engines.

And if you could somehow manage to wrangle an invitation for a brief visit to the cockpit, you found it was hard to hear even the soft purr there. More like being up front on a magic carpet, with hardly any sensation of motion, as though you were just floating along with a gentle breeze far above the clouds, although the cockpit readout panel told you that you were actually rocketing through the skies at a then unbelievable 600 miles an hour. Fantastic!

But all that was in 1959, a full decade before we landed our first men on the moon, and 21 years before we were to welcome the 1980s. Twenty-one years is a long time in the evolution of air travel. Remember that the Wright Brothers' first flight at Kitty Hawk was less than 77 years ago.

Those early jets — the 707s and DC-8s and their smaller counterparts — served the airlines of the world, and the passengers who flew them, quite well throughout the 1960s and most of the 1970s.

Larger Jets Arrive

The 1970s, however, also saw the emergence of the much larger, wide-bodied passenger jets — the Boeing 747s, the Douglas DC-10s and the first Lockheed L1011 TriStars. They were more economical, because they carried so many more passengers, and they were somewhat quieter than the first generation of jet aircraft.

Both of these factors gained in importance as the last decade progressed, economy because of sharply increased operating costs, spurred especially by soaring fuel prices, and quietness because of increasing awareness by people living near airports of what they considered disturbing noise, and pollution.

Technology Leaps Ahead

The airlines, with Pan American World Airways in the forefront, began to ask the aircraft and engine manufacturers for large passenger jets that were more fuel efficient and significantly quieter and less polluting than their predecessor aircraft.

Among the first to accept the challenge were the Lockheed Corporation of California and Rolls-Royce Limited of England.

Pan Am asked them to pool their talents to develop a passenger jet that would meet the airline's needs for the 1980s, and they did. They produced the L1011-300, powered by RB 211 engines, the first of which Pan Am plans to put into service this spring. Eleven others are on order, with options for 14 more.

'Good Neighbor' Plane

The people at Rolls-Royce proudly say that their RB 211 engine makes the "Dash 300" TriStar a "good neighbor" aircraft, because flight tests have shown it to be both much quieter and much less polluting, while at the same time providing the airline with the fuel efficiency it needs to remain competitive in a very competitive market, a prerequisite for financial stability.

Pan Am, which recently merged with National Airlines, says it will use the new generation wide-body jet initially on its routes to Central and South America, and the plane may later be used on selected trans-Atlantic routes.

The three-engine Dash 300 will carry 36 First Class and 202 Economy passengers. It will have a maximum range of 6,000 miles and a cruising speed of 560 miles per hour.

Many Improvements
Advanced technology features

will make this the only airliner in service with an "active control system" — precision sensing devices housed in the wing tips which sense disturbances caused by rough air and automatically operate outboard ailerons as a means to smooth the ride.

The L1011-300 will use a computer-oriented performance management system designed to make throttle adjustments automatically during the climb, cruise and descent phases of a flight in order to help produce fuel savings of 22 percent, as well as savings on engine wear.

A wide variety of other improvements are also being incorporated to make this aircraft as safe and comfortable as the most modern technology can make any aircraft.

The L1011-300 will join the Pan Am fleet which now — without the addition of the

National Airlines fleet — is comprised of 29 Boeing 747 passenger jets, six all-cargo 747s, 10 long-range Boeing 717SP (Special Performance) jets, 29 Boeing 707 passenger jets, and 13 Boeing 727 (short to medium range) jets.

Fade Into History

With the arrival of the new Lockheed TriStars — which Pan Am by tradition will christen Clippers, after the Clipper Ships that sailed the seven seas a century or more ago — the 707s will be phased out of service.

Thus the planes that launched the Jet Age just over two decades ago will be sold — for probable use by charter lines, corporations or foreign governments — and will, so far as Pan Am is concerned, fade into aviation history.

A footnote: While Connecticut's Pratt & Whitney Aircraft Division of United Technologies lost the engine contract for Pan Am's L1011-300 to Rolls-Royce, at least one industry in this state will play a significant subcontractor role in equipping the aircraft. All of the 202 Economy Class seats aboard each Dash 300 will be produced in Connecticut by the UOP Aerospace Division in Bantam.

DANBURY, CT
NEWS-TIMES
FEB 6 1980

2-engine jet noise bill to relax present rules

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

FAIRFIELD, CT
CITIZEN-NEWS
FEB 13 1980

Easton to air new laws

BY FRANK SZIVOS

EASTON—For the first time since 1960, Easton has overhauled its ordinances, adding some new ones and updating old ones.

"We've brought our ordinances into compliance with state and federal laws," First Selectman Charles Feld said. "We've also arranged the ordinances under title headings which make them easier to read."

Town Attorney Robert Berta was the primary author of the proposed ordinances. In developing the code of laws, he conferred with the Board of Selectmen and state officials.

The Selectmen are scheduled to review the proposals at their meeting tonight, and then bring them before a Town Meeting next Tuesday at 8 p.m. in Samuel Staples School. However, there will be no vote on the ordinances at the session.

In an effort to develop uniformity in the terms of appointed officers, board members, and commissioners, Berta proposed the following in the revised ordinances: "except as otherwise provided in this code, all appointed officers, board members, and commissioners shall be residents electors of Easton and be appointed by vote of a majority of the Board of Selectmen for a term commencing on the first Monday after the first Tuesday in January of each year."

This proposed ordinance would repeal the old ordinances calling for appointments at several different times during the year.

Additionally, the proposed ordinances require appointment of three alternates to the Board of Finance. According to Feld, this will ensure a quorum at the board's meetings if some members have conflicting schedules.

Under Title 4 of the proposed ordinances, the fine for hawkers and peddlers is made stiffer. They will

have to pay a fine of not less than \$50 or not more than \$100 for each offense. In the past, the fine was \$25.

Also, the ordinances call for a steeper building code violation fine. It will be \$100 for the first day of any violation and \$25 for each day that a violation continues.

Berta also has updated several road ordinances. One new addition requires that the Road Commission consist of three civil engineers or people familiar with road construction.

Also for the first time, Easton has its own proposed noise ordinances. They make it unlawful for anyone to do "certain acts disturbing the reasonable expectation of quiet, comfort, health, or repose of persons in any school, church, residence or of any persons in the vicinity." Some of the unlawful acts listed are: "the sounding of any horn or signal device on any car, truck, motorcycle, or other vehicle for an unnecessary or unreasonable period of time; the playing of any radio, photography, tape recorder, television, or any musical instrument; yelling, shouting, hooting, whistling, or singing on the public streets or on private or public property at any time; the discharge of any pistol, rifle, shotgun, or similar such weapon."

This list is not all inclusive, but is a sampling of the possible crimes of noisiness. And for each offense, a violator could receive a fine of \$100.

In commenting on the noise ordinances, Feld said: "We've put some teeth into our noise ordinances which we didn't have."

Norman Eichner, unsuccessful Democratic First Selectman candidate last fall, said: "The ordinances are good in most cases. We've made a step in the right direction, but the language is not clear in some instances. I think there will be a lot of discussion among the Selectmen and the public before the ordinances are adopted."

MILFORD, CT
CITIZEN
JAN 30 1980

Affects Of Noise

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory were found to be averaging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as anti-noise wardens. The object is to raise sufficient noise about noise to force constructive action.

NEW BRITAIN, CT
HERALD
JAN 25 1980

Around the House



Plantings can help curb noise pollution

By ANDY LANG
AP Newfeatures
Do trees and shrubbery around a house reduce the intensity of outside noise heard inside the house?

Many authorities have said so for years. Robert B. Newman, Professor of Architectural Technology at Harvard University, says they are wrong. Rather than attempt to

interpret his viewpoint, I decided to let him give his opinions on the subject in his own words. Here they are:

"From time to time, articles appear in newspapers and other publications stating that plant materials have the ability to act as acoustical baffles, deflecting sound waves, changing their direction and reducing their intensity.' Also,

that 'properly installed in sufficient quantity, these plantings are said to reduce loud noises by as much as 60 percent.' Unfortunately, trees and shrubs do almost nothing to reduce the transmission of outdoor noise.

"Outdoors, the loudness of noise from a source decreases with distance. If, for example, you triple the distance (say from 100-feet from the source to 300-feet away), the noise is reduced to about half its previous loudness. But it is often impossible to get far enough

CONTINUED

away from a bothersome source of noise to make it tolerable. That is why people experiment with barriers.

"A solid wall that cuts off line-of-sight between source and listener can be helpful, but at best it can only reduce the loudness to a little less than half what it would be without the wall.

"Many experiments have been made with plantings as noise barriers. Actual noise measurements reported by the Department of Agriculture, the Highway Research Board, the Department of Transportation and others show consistently that ordinary hedges or groves of trees give very little reduction. Measurements made a few years ago in a tall, 100-foot deep, dense Panamanian jungle showed that the noise was reduced to just less than half the loudness that would have been recorded without the jungle intervening. This kind of planting is simply not available in most locations.

"Trees and shrubs have no mechanism by which they can stop sound. The sound wave simply goes around trunks, branches and leaves, and moves on almost unimpeded to the listener. To reduce noise transmission, one must have a solid barrier -- and even then the effectiveness is limited.

"There is, however, a well-

documented case of a lady who was disturbed by the noise of some large transformers in a fenced enclosure across the road from her house.

The utility company, to reduce the noise, planted a single row of evergreen shrubs along the fence around the transformers. The lady promptly reported that the noise had disappeared.

Measurements made at the site before and after the planting showed absolutely no change! The noise was just as loud as before. Out of sight, out of mind?

"Anyone who wants to check the validity of 'trees don't do anything' can do some simple experiments himself.

"For example, find a tall hedge with an opening in it and light traffic on the other side. Stand back some distance and with your eyes closed, see if you can tell when a car or motorcycle disappears behind the hedge. You can't.

"By all means, if a building site is in the middle of a dense forest, keep as many trees as possible, and take advantage of the slight noise reduction this gives.

"Otherwise, plant greenery for its own sake, but find other means for reducing noise."

NEW BRITAIN, CT
HERALD
FEB 4 1980

'Controlled factors' found key to prevention of heart disease

WASHINGTON (UPI) — Environmental factors an individual cannot control — pollution or cigarette smoke from others — do not appear to have a significant role in the development of heart disease, researchers conclude.

However, an American Heart Assn. study committee says the factors people can control — their own smoking and diet — do seem to have a major impact on common heart ailments as has long been thought.

The study was ordered by the group because of concern about environmental roles in causing disease.

William Harlan, chairman of postgraduate medicine at the University of Michigan and chairman of the study group, said the investigators looked at six factors linked in one way or another with heart disease. They are drinking water hardness, trace metals in food or water, occupational air pollution, noise, microwaves and environmental stress.

The study, he said, clearly indicated that personally controlled environmental factors are more important in cardiovascular disease than the outside environment.

Harlan said investigators found only slim and inconsistent evidence that water hardness has a direct influence on heart disease. He said except for a small number of persons getting high exposures on the job, the evidence is

contradictory.

There has been concern about cigarette smoke a non-smoker inhales.

The report said increased concentrations of carbon monoxide may decrease exercise tolerance and instigate chest pains in those with coronary artery disease. But Harlan said population studies fail to provide convincing evidence that carbon monoxide in non-smokers has a role in the development of artery disease, the underlying cause of most heart attacks and strokes.

But, the report said because of the pervasive nature of carbon monoxide, it needs more attention than it now gets.

As for noise, Harlan's report said it can prompt temporary increases in blood pressure, but there is no clear cut evidence noise has long-term effects on the cardiovascular system.

Environmental stress, the most controversial area examined, can cause a rapid pulse and a pounding of the heart, noted the study. But, said Harlan, "It becomes difficult to blame specifically environmental stress without considering associated factors as individual personality."

NEW HAVEN, CT
REGISTER
FEB 3 1980

Draft protests revived but issues far broader

BOSTON (AP) — Opponents of a draft registration Justed off slogans and signs from the Vietnam era, staging noisy but peaceful rallies Saturday in Boston and Amherst.

But the protests, which included draft card burnings, touched on themes that were not issues in the 60s, including nuclear power, gay rights and women's rights.

An estimated 2,000 persons attended a noon rally at Boston's Government Center despite bitter winds and below-freezing temperatures. The rally, advertized by flyers and radio announcements, was organized by the Boston Alliance Against Registration and the Draft.

The enthusiastic crowd passed about a half dozen draft cards to the speaker's

podium where they were burned. Draft cards were last distributed in 1973 prior to the end of the draft by President Nixon.

As the cards burned, the crowd chanted, "Hell, no, we won't go, we won't go for Texaco."

Speakers told the rally that President Carter's recent statements about Soviet aggression in the Persian Gulf were a ploy to strengthen the military in this country.

Carter has asked Congress to resume registration for the draft.

"The bottom line is that we should not accept a draft unless we are directly attacked," said Bruce Beyer, a draft resister who fled to Sweden during the Vietnam War.

NEW LONDON, CT
DAY
FEB 4 1980

INFOLINE
OF EASTERN CONNECTICUT



A SERVICE OF THE UNITED WAY
OF SOUTHEASTERN CONNECTICUT

Noise pollution
The Connecticut Department of Environmental Protection has the power to regulate noise from stationary sound sources. A state inspector will be sent out to measure the sound level (note: the unamplified sound of the human voice is not covered). Call 1-566-4850.

NEW LONDON, CT
DAY
FEB 8 1980

House doctor

By Herman Baum

Reducing sound level

The powder room in our home is adjacent to the living room. The door to this room seems to offer little obstruction to the passage of noise. I am sure you understand the problem this creates. What can I do? - Mrs. S.E.

A. This condition usually occurs where low-cost hollow core doors have been installed. The sound transmission can be reduced by replacing the hollow core doors with solid core doors. Motels prevent sound transmission between connecting rooms by placing a door on each side of the jamb. Unfortunately, this is not a practical idea for a home. The soundproofing method described below will give good results and is so simple that the homeowner should be able to handle the work.

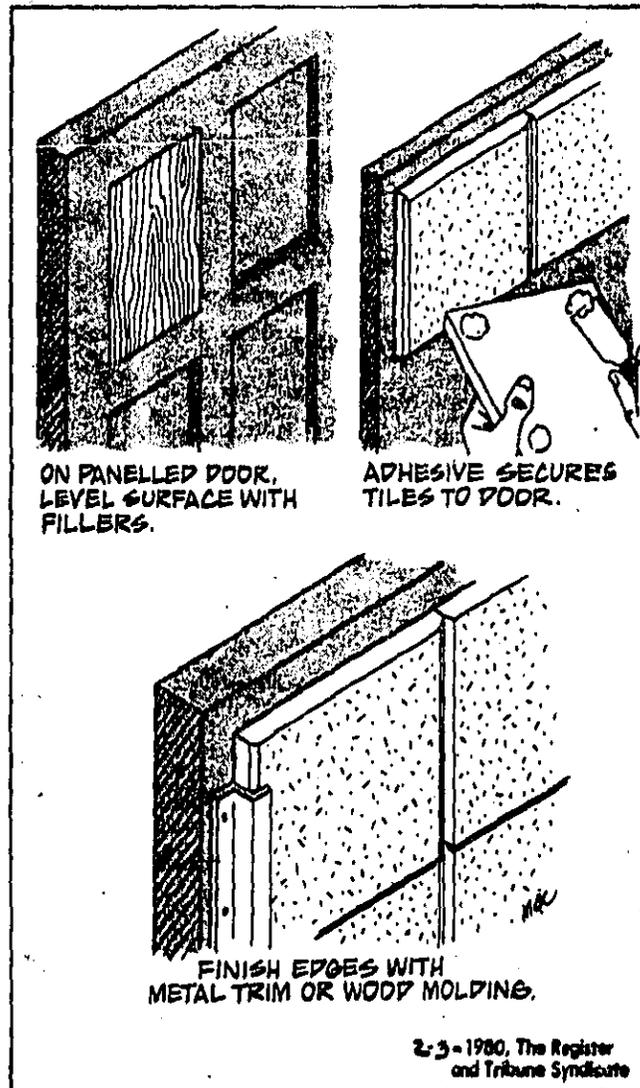
Sound transmission is decreased by attaching acoustical ceiling tiles to the powder room side of the door.

Any one of several adhesives may be used for securing the 12-inch (30-cm) square tiles in place. One type is a paste intended for fastening the tiles to the ceiling. A daub of this is placed near each corner on the back of the tile and then the tile is pressed into position. Another type is packaged in a cartridge and applied with a caulking gun. This type has several applications but the principal use is for attaching plywood panelling to walls. Contact cement also is suitable.

Most interior doors are 30 inches (76 cm) wide. One row of tiles is placed vertically on the center of the door. The vertical rows on each side must be trimmed as necessary. When cutting these tiles, allow space on the door for a trim that must be placed around the edges for the protection of the tiles. An aluminum- or chrome-plated trim similar to that illustrated is preferred, but a wood molding can be used.

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OUTPATIENTS' CLINIC

V.J.—The paint remover that your neighbor mentioned is prepared by dissolving one can of lye in a quart (.95 L) of cold water. The mixture will boil furiously, so be sure that it does not splash on you as it will cause severe burns. Thicken the solution by adding a cup (240 mL) of wallpaper pastepowder. I do not recommend this for use on fine furniture.

Mrs. F.M.—The tool with the two wheels mentioned for pressing screen wire and splines into the grooves in window screen frames is

not suitable for use on the screen illustrated in this column several months ago.

H.P.Y.—Spread a thin layer of roofing cement over the joints on the inside of the aluminum gutters to stop the rain leaks.

SCRATCHED TABLE

Children were playing games on our mahogany dining room table and made several small scratches on the surface. What is the best way to repair these?—Mrs. F.P.

A. If the scratches are only in the varnished finish and do not go down into the wood, there is a good chance

that a liquid wax or cream type furniture polish will cover the scratches so that they are not noticeable. There also is a liquid polish that contains a stain to be used for this purpose. Another idea for mahogany furniture is to color the stain by applying iodine with a small brush or cotton swab on a toothpick. Some paint stores sell small bottles of touch-up color for making these repairs. A brush for applying is attached to the bottle cap.

FLOOR TILE REPAIR

One of the vinyl tiles on our kitchen floor is loose on one edge but not

CONTINUED

enough to permit fresh cement to be placed under it. Should I try to pry the tile off or is there a better way?—C.B.

A. There is a better way. The adhesive now on the back of the tile and the floor can be softened by heating. This is the method used when all the tiles are to be removed. A tile installer would use a propane torch for heating the loose edge of the tile but this must be done with extreme care to prevent burning. For your purpose, I suggest you use a heat lamp or an electric smoothing iron. Place a cloth over the tile and apply the hot iron. When you think the adhesive has softened, remove the iron and place bricks or heavy books on the tile until it cools.

STORM DOORS

I recently installed two expensive storm doors. They are insulated and contain single lite panes. In this cold weather, so much condensation forms on the glass that it runs down and freezes at the floor and I cannot open the doors. How do I resolve this problem?—R.R.M.

A. The glass largely defeats the purpose of the storm doors. A recent report indicated that there is 21 times the heat loss through the glass as through the rest of the door. Apparently the doors are not properly weatherstripped and allow cold, damp outside air to enter the space. Double glazing also will reduce the condensation but the best solution would be to remove the glass and fill

the opening with wood or insulating board.

EXPANSION STRIPS

The cedar expansion strips in my concrete driveway have rotted out. What should I use for replacement?—R.N.J.

A. After removing the decayed material, roofing asphalt often is used to fill the space. This is a hard black substance that must be melted over a fire outdoors. You may have to go to a roofer for the small amount that you will need. When building concrete driveways, most contractors will use asphalt impregnated caneboard on the expansion joints. This is available in width and lengths for this purpose. If the openings are sufficiently wide for this material, you should consider using it for replacement.

STAINED CARPET

My new nylon carpet stayed clean for longer than a year. Then I had it cleaned, and traffic lanes became soiled in less than one month. My neighbors have had the same experience. Apparently, the material used to prevent staining was removed by the steam cleaning. Is there a formula that I can prepare, as the cost of Scotchgard is prohibitive?—S.B.

A. I have checked with several carpet cleaners and none have any knowledge of a homemade product. One cleaner furnishes and applies Scotchgard for 38 cents a square yard, which seems to me to be moderate.

NORWALK, CT
HOUR
JAN 29 1980

Noise Coordinator To Speak to 'Quiet' Committee

John T. Wilcox, noise coordinator with the state Department of Environmental Protection, will speak Wednesday about the hazards of noise and its impact on the quality of life in cities at a meeting of the Quiet City Committee scheduled for 8 p.m. in the Police Building.

Accompanied by others from the state department, Wilcox will pre-

sent details about a federally-funded program called ECHO (Each Community Helps Others). According to Councilman Donna King, committee chairman, the program can help Norwalk develop an enforceable noise ordinance.

Another guest at the meeting will be Laura Morrison, the noise control officer in the town of Greenwich, who will speak on her experience controlling noise.

The general public is invited and encouraged to participate in the question and answer period, King said.

WATERBURY, CT
REPUBLICAN-AMERICAN
JAN 20 1980

Airport neighbors want board action

MIDDLEBURY — Homeowners opposed to zoning regulations governing construction near Oxford Airport may press the Planning and Zoning Commission, which "indefinitely" deferred action on the proposal last week, to vote soon on the matter.

Although commission Chairman Curtis Titus assured residents the commission "will not approve" the regulations, the attorney representing the airport's neighbors said Saturday he "doesn't like to leave loose ends hanging."

The proposed regulations call for heavier home insulation to curb noise problems and for enforcement of Federal Aviation Administration height limitations. The regulations were proposed, at least in part, because of anticipated growth in aircraft traffic at the airport.

But residents concerned about the possible increases in home construction costs and property insurance, as well as decreases in property values, opposed the regulations. The Board of Selectmen asked the commission to withdraw the proposal until officials could meet with residents to draw

up alternative regulations.

Instead, the commission voted Thursday to defer action on the regulations. Titus said airport zoning will be reconsidered, perhaps next year, when new proposals have been devised.

Naugatuck attorney Craig Malone, representing homeowners opposed to the proposal, said merely deferring action violates state law. Malone told the commission it must either accept or deny the regulations within 65 days of their proposal.

Malone said Saturday he expects to discuss the matter with Town Attorney Brian Barnes Monday. First Selectman William Longo promised to help him in getting any necessary information, Malone said.

"We shouldn't just let it drop," Malone said. "I don't like to leave loose ends hanging."

WILLIMANTIC, CT
CHRONICLE
JAN 17 1980

SUPERSONIC AGE COMES TO AN END

PARIS — Twenty years ago, France and Britain envisioned a grand success for the supersonic jetliner called Concorde.

President Charles de Gaulle proudly predicted it would end "American colonization of the skies" and restore la Gloire to France. Prime Minister Harold Macmillan expected it to give jobs to England's aerospace workers and become Britain's entry ticket to the Common Market.

If it also sold a few hundred planes, turned a profit and revolutionized air travel by zipping passengers across oceans and continents at twice the speed of sound, well, that would be nice too.

But poor planning and plain bad luck bedeviled the Concorde almost from the beginning, and ultimately changes in the industrial world's priorities and

economies doomed the graceful plane.

The unfolding environmental movement made the noisy Concorde unwelcome on most routes, and supersonic speed became a conspicuous luxury at a time of dwindling and increasingly expensive fuel supplies.

The decision by the French and British governments last September to close their twin Concorde assembly lines after building only 16 planes seems to ensure that the commercial supersonic age is coming to an end, for this century at least.

"Anyone who calls Concorde a commercial success is daft," says Brian Trubshaw, test pilot for Britain's Concorde and now head of the Concorde program for British Aerospace Corp., which built Concorde jointly with France's Aerospatiale. "It will be quite a long time before anyone tries a supersonic transport again," he says.

No airline except the captive French and British national carriers ever bought the Concorde.—Wall Street Journal.

WINDSOR LOCKS, CT
JOURNAL
FEB 14 1980

DOT Contracts Systems Control For Noise Abatement Study

by Beverly Rand

After several months of delay, the state Department of Transportation has signed a contract with a California based firm, Systems Control, Inc., to prepare a noise abatement study of communities surrounding Bradley International Airport.

Vincent Oswecki, Chairman of the Bradley Noise Abatement Committee who will oversee the study, told the Journal Tuesday that "this movement towards our goal makes me very hopeful."

Oswecki said the delay in the DOT signing of the contract is attributable to the many attachments to the contract that had to be

processed.

Oswecki explained the aspects of the work to be done by Systems Controls, Inc.

"Their job is to study such things as the current land use at and near the airport, to conduct an opinion survey of surrounding residents in various radii of the airport, to measure air traffic, to study sound levels during day and night, and to prepare and design an implementative plan and enforcement techniques," he said.

According to the contract, a final report is due in one year, but Oswecki stressed that his group is basically concerned with a good plan that can be implemented

with regards to economic structures at the airport balancing with the environmental questions.

"We have been very lucky that groups such as the airlines at the airport have been cooperative with us in our efforts by informing us of any changes in their scheduling," said Oswecki.

Last year, the Connecticut Air National Guard phased out the louder F-100 fighter planes in favor of the newer A-10 Thunderbolt fleet, which cut down noise from their operations drastically.

Oswecki attributes this and other actions as a consciousness raised about noise pollution through his

committee's work.

"Our group was created by the Bradley Master Plan unveiled last year, and our aim is to find applicable alternatives to cut down the level of noise generated by the airport," he said.

The committee will be meeting at the end of this month to discuss progress to date on the work of System Control, Inc. Oswecki said that during the course of their 12 month study, the company will set up a local office, a toll free telephone number for residents to voice their concerns and suggestions, and will conduct public forums on their work in each of the communities surrounding Bradley.

BRUNSWICK, ME
TIMES RECORD
JAN 25 1980

Students making noise about noise

By Susan Lamb

BATH - Have you heard that being in loud noise can make you feel irritable, cause high blood pressure, headaches, and ulcers?

Have you heard that earplugs and muffs are an effective way to protect yourself from hearing loss due to noise?

First grader Angela Gamacho, third grader Danny Colfer, fourth grader Debby McDonald and the rest of the gang at Fisher-Mitchell School have heard, and are broadcasting the news on radio station WJTO.

You'll hear the news, too, if you tune into the radio station this weekend and next week. The students have taped 30 public service announcements on hearing that the

station is airing to spotlight the school's Noise Pollution Week program.

The program will run next Monday through Friday at the school to acquaint children, teachers and the community with the hazards of noise, the importance of ear protection, and the handicapping condition of deafness.

The school invites the public to come and hear what it's all about from 6:30 to 7:30 p.m. Wednesday. There will be free hearing screening and speakers to outline ear care and protection. Tickets are requested for attendance, in the form of a portable household appliance which will be tested for a noise level decibel reading.

The public part of the program is only one of a variety of unique activities Fisher-Mitchell School students will be involved in during Noise Pollution Week.

Profoundly deaf students from Baxter School for the Deaf in Portland will visit the school Monday to present "Snow White and the Seven Dwarfs," a wordless play, and an ensuing school assembly will kick off the week. Third graders will present a skit on noise Tuesday. Fourth through sixth graders will conduct mini-sessions in sign language Wednesday morning, and kindergarten through third graders will watch a hearing play in the afternoon. All students will participate in non-verbal gym classes Thursday. Hearing booths and displays will

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Anne Gray (L) and Scott Hill, fifth graders at the Fisher-Mitchell School of Bath practice a public service announcement they'll be broadcasting over WJTO radio during Noise Pollution Week next week. WJTO's Dale Arnold looks on. (Don Hircley photo)

News about noise

be set up in the school gym Friday afternoon, and students and staff will then communicate non-verbally.

"It's an intense treatment of the topic," explains Principal Audrey R. Alexander, who adds faculty members will integrate the topic into social studies, language and mathematics curriculums for the week.

The idea originated with Diana Myers, the school department's speech and language therapist, and school nurse Ruth Leonard, who approached Alexander with the concept for in-depth treatment. Alexander reacted with enthusiasm.

"We are seeing more hard-of-hearing children coming into the schools," Alexander says. She notes that children are constantly bombarded by potentially ear-damaging noises at home and at school, whether the sound comes from a television, stereo, electric mixer, chain saw, public address system, or reflecting buzz of voices from the school cafeteria.

"We know that good hearing is the foundation of success in reading, writing and communication skills," Alexander says. "This is a perfect age to reach the children in terms of forming good habits."

Although detailed research has not been done to document her prediction, Alexander suspects that sagging educational test scores

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over the past 20 years may reflect hearing impairment due to noise generated from modern machinery and appliances.

"Hearing damage is not like a cavity in a tooth — it can be permanent," she points out. "You can't get it back."

She also believes that prolonged exposure to television can interfere with communication skills. "Children don't learn communication skills by watching television," she adds. "They don't learn if no one talks to them."

Myers says she hopes Noise Pollution Week will lead students to a greater awareness of the impact of noise on their hearing and learning, and the realization that they can reduce the risks by reducing the noise or wearing protective devices.

"I hope they will realize that listening to loud music is fun," Myers adds, "but that type of exposure can damage their ears."

The Wednesday night program will in-

clude talks by Debra Berman, audiologist with the Bath-based Pine Tree Society for Crippled Children and Adults, and school nurse Leonard, who will discuss ear care and protection.

A Bath Iron Works Safety Department supervisor will attend the Friday afternoon session to demonstrate use of hearing safety equipment at the shipyard.

At some point during the week, Alexander said the Pine Tree audiologist will visit the school to conduct decibel level readings to pinpoint the noisiest sections of the building. Alexander believes the cafeteria will produce the loudest readings, because the concrete room readily reflects sounds.

If Noise Pollution Week at Fisher-Mitchell School is a success, Myers says she may implement similar awareness programs at other Bath elementary schools.

BRUNSWICK, ME
TIMES-RECORD
JAN 31 1980

Fifteen minutes can damage ears

By Bernie Monegain

BATH — The electric hand mixer ranged from 75 to 85 decibels on Debbie Berman's sound level meter last night. The plastic fish-eating hippo reached 82 decibels. Earlier this week the noise level in the student-filled cafeteria at Fisher-Mitchell School climbed to 85 decibels.

Berman, an audiologist with Pine Tree Society in Bath, was measuring the sound levels of various items at Fisher-Mitchell School last night as part of the school's week-long program on noise pollution.

Speaking before a hushed audience, Berman warned that ear damage resulting from high-level noises can be permanent and urged the audience to avoid unnecessary noise.

She explained that humans can be exposed to as much as 90 decibels for eight hours without causing permanent damage to their ears. Any noise level higher than 90 decibels can be damaging after 15 minutes or less

depending on the sound level, she cautioned.

A decibel is a measure of the relative loudness of a sound.

Berman gave the audience a number of examples of the numerical measures of familiar sounds:

A whisper is approximately 20 decibels; normal speech 50. A diesel truck would register 84 decibels; a power mower 96. A snowmobile is measured at about 100 decibels, while a chain saw would result in 118.

Rock music is one of the worst noise polluters, she said, registering about 120 on the decibel scale.

"Between 85 to 90 decibels is when we begin to experience damage," Berman told the audience.

"Rock music — that's a biggie," she said. "I have seen more teens with noise hearing loss directly attributable to rock music," the audiologist said.

Berman suggested avoiding loud noise whenever possible and also taking other

precautionary measures against hearing impairment.

"Get a good pair of earmuffs or earplugs," she said. "Cotton doesn't do a thing."

To make rooms quieter, Berman suggested hanging drapes on the windows, carpeting the floors, and placing mats under noisy appliances. Industry contributes greatly to noise pollution, Berman said. She told the audience that federal laws require employers to reduce the loudness of machinery as much as possible at the source of the noise and to provide ear protectors for the workers exposed to loud noises after a certain level.

Berman quoted statistics from the Environmental Protection Agency indicating that noise could have detrimental effects on other body organs besides the ears. It can intrude on social and mental well-being, she said, and aggravate stress-associated diseases such as asthma, ulcers and high blood pressure.

"Noise can really do a number on your body," she warned.

BRUNSWICK, ME
TIMES-RECORD
FEB 8 1980

credit for good noise

to the editor:

Noise Pollution Week has just ended at the Fisher Mitchell School. It was a week filled with activities designed to increase the awareness of students, staff and communities on what noise can do to one's ears.

From the kick-off on Monday, with a play presented by students from the Baxter School for the Deaf, to Friday's displays, the week was well planned, informative and enjoyable. Everyone came away with a better understanding of how the ear works and how to protect it from becoming damaged.

The people who deserve credit for the fine job of planning the week are Diana Myers, Speech and Language Consultant for the Bath schools, and Ruth Leonard, school nurse. We are fortunate indeed to have two such innovative women working in the Bath School Department.

Susan Doughty
Teacher, Fisher Mitchell School
Bath

BOSTON, MA
GLOBE
FEB 1 1980

House passes \$1.2b antirecession bill

By David Rogers
Globe Staff

WASHINGTON — The House voted 214-179 late yesterday to approve a \$1.2 billion antirecession bill which promises to distribute \$200 million this spring to urban areas with a history of high unemployment, such as Boston.

New England cities are expected to receive close to \$13 million this year, according to preliminary estimates. This share may be increased by an amendment sponsored by Rep. Olympia J. Snowe (R-Maine) limiting the portion that would go to large urban states such as California and New York.

The Snowe amendment, which passed 216-188, was bitterly criticized by the New York and California delegations, and it capped a day of frustration for urban areas which had sought earlier to prevent changes in federal noise abatement requirements for airlines.

The Massachusetts delegation, which split along party lines on the Snowe amendment, had been active in the earlier fight as well, and Rep. Joe Moakley (D-Boston) attacked the airline legislation as "unacceptable" to the people of his home district and "neighborhoods across the country."

The airport bill amendment would roll back noise deadlines for two-engine jet aircraft with fewer than 100 seats from 1985 to 1988.

For neighborhoods under flight paths to Logan International Airport in Boston, the changes are most serious because of the number of operations involving two-engined planes not yet in compliance with Federal Aviation Administration standards.

Currently, 718 takeoffs or landings a week involve such craft, while only 64 involve planes already in compliance, according to the Massachusetts Port

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Authority. "Any waiver provision like this is a setback," said a Massport official when told of the vote. "We hate to see any waiver."

Both bills are still subject to Senate action, but approval from the House was the more critical step since it has been the unwilling partner in the past. The Senate initially pushed for even weaker noise abatement requirements, for example,

and with the antirecession bill, the Senate and the Carter Administration have been waiting anxiously for months.

The bill adds two new sections to the State and Local Fiscal Assistance Act of 1972.

The first portion authorizes the expenditure of \$200 million in targeted assistance to areas with historic problems of

unemployment. The second sets aside up to \$1 billion for further aid in case of a national recession.

Revised economic forecasts indicate that most of this \$1 billion will not be needed this year under the criteria set by the House, but the \$200 million, including an estimated \$2.4 million for Boston, is scheduled to go out after final approval by a House-Senate conference.

BOSTON, MA
HERALD AMERICAN
JAN 22 1980

Escaping Edison steam, noise upset Boston neighborhood

By RICHARD LAMERE
Staff Writer

"It's driving us all nuts and it's a tremendous waste."

That's how Charlie Ellis, 41, a truck driver, described the steam heat escaping for months from three Boston Edison galvanized 20-foot high stacks at the corner of F. and West Second Street, South Boston.

Neighbors say the noise, which sounds like a jet plane parked on a runway with its engines revved up, has increased in recent days. Now it's at the point where they say they can't even hear the telephones ring in their homes.

Mrs. Mary J. Nee, 37, of 347 West Second St., who lives only 40 feet away from the escaping steam and noise with her husband, said:

"It's a darn nuisance. They (Edison crews) have been down here four or five times in the past six or seven months but there's no improvement.

"We're, meanwhile, going deaf with all the noise.

"It's just not right and it scares the dickens out of the children in the neighborhood. They're afraid it's all going to blow up the noise is so bad."

Ellis said Edison apparently can't shut down the steam line entirely when a section is repaired because the steam is being sent into businesses throughout the area.

Ellis believes that thousands and thousands of dollars worth of steam is being funnelled skyward in the three stacks on West Second Street and lost.

"It's just a case of tremendous waste," he fumed. "How can they (Edison) charge me \$32 for electricity, then tack on \$15 for a fuel adjustment charge because of the higher oil prices—while all the while having all that steam being shot into the air.

"It's guys like me who are paying the adjustment charge for the oil to make the steam—and it's just plain crazy to see such waste."

In the Old Timers Tavern nearby, the bartender complained that he only gets hot water now—no cold water.

"The cold water is hotter than the regular hot water," he said, noting that the faulty steam lines in the neighborhood have been heating up all the other pipes under the street.

The tavern is only 60 feet away from the three noisy Edison shafts.

Last night an Edison spokesman said he knew of no problem in South Boston other than the utility's steam division possibly having a routine maintenance problem.

But the South Boston residents didn't consider the problem routine at all.

Some complained that Edison crews actually have been engaged for three years in trying to straighten out the troublesome steam lines along West Second Street.

The three stacks keep the escaping steam from causing burns to people in the neighborhoods, shooting the steam straight up in the air.

Neighbors said that stacks were erected after the steam had been spotted escaping from manholes.

Hanscom panel asks towns for more power

'I agree with the concept, but I think it will be more difficult to get this through the legislature.'

—State Sen.
Carol Amick

By Ben Horowitz

The Hanscom Field Advisory Committee (HFAC) would like to increase its powers, but it wants the approval of area selectmen first.

The committee agreed last week to recommend that it be given veto power over proposed new developments at Hanscom Field Airport that are not part of the Hanscom Master Plan.

The proposal will be submitted for approval to the boards of selectmen of the four towns surrounding Hanscom — Lexington, Lincoln, Concord, and Bedford. If agreed on by a majority of the boards, it will be recommended to State Sen. Carol C. Amick (D-Bedford).

Amick has filed a bill which would give the committee legal status, by requiring the Massachusetts Port Authority (the airport's owner-operator) to consult the HFAC before approving significant new developments at the airport. But as presently written, the committee's reactions are not binding on Massport.

The HFAC recommendation would be an amendment to Amick's bill. It would require Massport to obtain HFAC approval for steps that are not discussed in the master plan, or that vary with the plan's guidelines.

Massport has agreed to consult the committee on major developments at Hanscom, but this is not an official law.

Asked her opinion of the committee's suggested revision to her bill, Amick replied: "I think it's a great idea. I agree with the concept." But she added: "I think it will be more difficult to get this through the legislature."

"Whatever the committee and the selectmen come up with, I will be in favor of," she said.

The master plan was approved in 1978 by Massport and the former Hanscom Task Force, an area citizens' group which preceded the present HFAC.

Co-signing the bill with Amick were the other legislators from the Hanscom area: State Sens. Chester Atkins (D-Concord) and Samuel Rotondi (D-Winchester); and State Reps. John Loring (R-Acton), Ann Gannett (R-Lincoln), Lincoln Cole (R-Lexington), and Robert Vigneau (D-Burlington).

Amick said a hearing will be held sometime in the current legislative session to consider the bill. At that time, Amick will present a new draft of the legislation, including the committee's proposed addition, if it is agreed on by a majority of the four selectmen boards.

HFAC Chairman Jacquelyn Smith of Lexington said the committee does not feel it should have veto power "over everything they (Massport) do."

But she noted: "We're considering the master plan a guarantee. If they want to add something new, they have to go through some kind of process."

Smith added: "What we have now is a gentlemen's agreement (with the Massport Board of Directors). That could change if the gentlemen change."

Gov. Edward King, who presently has the authority to appoint members of the Massport board, is a former Massport executive director who generally favors airport development.

Another addition to the bill requested by the committee is that new memberships on the HFAC be approved by three of the four towns, rather than two as is the current set-up. Smith said this would be necessary if the committee is given full legal status.

In other business, Manfred Friedman, Lexington planning board chairman and president of the Citizens' Aviation Policy Association (CAPA), was appointed chairman of the HFAC's new Land Use Sub-committee. Friedman represents CAPA at HFAC meetings.

Friedman was given the responsibility of communicating with area officials about a land use plan of Hanscom that was recently completed by Carr, Lynch Associates of Cambridge.

The committee also encouraged the public to attend its next meeting, Feb. 12 at 7:30 p.m. at Carey Hall in Lexington. William Coleman, Massport's new aviation director, will discuss the agency's long-term plans for Hanscom. Also, an update will be presented on the development of noise standards for the airport. Massport has set a target date of June 15 for adoption of the standards.

2 towns join panel

The towns of Carlisle and Acton have joined the Hanscom Field Advisory Committee.

Selectmen of the two towns had expressed an interest in joining the committee, and their admittance has been approved, in accordance with the HFAC charter.

The charter stipulates that new committee members, such as civic and business groups and other nearby towns, be approved by two of the selectmen boards of the four towns abutting the airport — Lexington, Concord, Lincoln, and Bedford. The four towns are considered permanent members of the HFAC.

Carlisle's admittance was approved by the selectmen of Lexington, Concord, Lincoln, and

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Bedford; and Acton was approved by Lexington and Concord.

Bedford selectmen have not voted on the Acton request. They have chosen to consider the matter further, saying that Acton's distance from the airport makes its potential membership on the committee questionable.

In Lincoln, a spokesman for the selectmen said no action has been taken on admitting Acton since Lincoln has not received a request from Acton.

CONCORD, MA
JOURNAL
JAN 24 1980

Hanscom Field update

The selectmen have agreed to support Acton for associate membership on the Hanscom Field Advisory Committee at an appointment with Jim Walpole of both the advisory committee and Concord's Hanscom Field Committee.

Walpole asked to meet with the board to discuss several issues. He told the board that Acton is concerned with noise and traffic related to Hanscom and that he assumes Carlisle's concerns are the same.

A meeting will be held Jan. 22 to vote on who should participate on the advisory committee.

Walpole said the advisory committee was revising its by-laws and looking at state legislation.

The staff at the Massachusetts Port Authority wants town officials to be involved early on in the planning stages of the adoption of a

noise standard timetable at Hanscom, according to Walpole. Selectmen Gordon Shaw, and Gordon McCouch volunteered to participate.

Walpole assured Town Manager Steve Sheffer that David Davis, the director of MassPort would be meeting with town officials to discuss noise abatement, adding that he hoped Mike Christian, a Concord resident and MassPort board member would support the towns.

The advisory board has been pressuring for the investigation of single event noise complaints rather than a monitoring of day and night averages.

Walpole also discussed a legislative bill granting the advisory board some powers, admitting it had little chance of passage. Sheffer added, "MassPort has traditionally opposed any attempts to transfer any authority to the advisory board" and suggested instead an attempt to improve relations between the two groups.

CONGRESS DELAYS NOISE REGULATIONS

by LAURA BROWN

Back in 1976, newly announced federal deadlines for retrofitting airplane jet engines with quieter, new technology engines seemed to promise some hope of noise relief for communities surrounding major airports by the early 1980s. But a bill likely to be passed in the US Congress in the next few weeks will shatter most of the old deadlines, putting off chances for quieter skies until the end of the decade.

Present federal air regulations mandate retrofitting (sound proofing) for twin-engine aircraft by

1983, but the proposed bill would push the deadline back two to five years.

The bill, released from a US House conference committee on December 18, extends the retrofitting deadline for twin-engine planes seating fewer than 100 passengers until 1988, and those seating more than 100 passengers until 1985. The planes affected by the extension include DC-9s, BAC 1-11s, and Boeing 737s.

The original bill extending noise regulation deadlines was first introduced early last year by US Senator Howard W. Cannon (D-Nev.), and called for even greater relaxation of the retrofitting schedule. But strong opposition from the US Department of Transportation made a presidential veto of such a bill look likely and induced Cannon to produce the "compromise" version that emerged from the conference committee.

"The problem with the compromise is it's a lot better than the original bill, but on the other hand, if Cannon hadn't struck a compromise, we could have shot the whole thing down," said Massachusetts

Port Authority (Massport) Public Affairs Director Patrick Moscaritolo. Moscaritolo, who has lobbied against the Cannon bill for several months, said the bill's passage looks likely because several key members of the opposition to the original bill accepted the compromise.

Three and four engine planes will remain unaffected by the extensions in the new bill, but Moscaritolo points out that such planes are slated to be "cleaned up" for fuel conservation reasons before their 1985 retrofitting deadline, anyway.

The new legislation also allows airlines to continue using twin-engine jets ordered before 1983 until 1986, if the airline can demonstrate it has put money down for quieter, new technology planes by that date.

If the compromise Cannon bill passes, good will on the part of the airlines will be the only thing to make noise abatement through retrofitting a reality for at least eight years. And communities suffering from airplane noise view good will from the airline industry an unlikely possibility at best. •

FALL RIVER, MA
HERALD-NEWS
FEB 8 1980

Somerset chief notes problem with 'noisy' fire engine

By Jean Allardice
Herald News Correspondent
Somerset's No. 1 fire engine, a 1951 model, has become noisy and is a serious problem, Fire Chief Leonel Parent told selectmen Thursday night.

The major problem appears to be a crankshaft, possibly sleeves in the engine and perhaps the clutch, Parent said. As he

discussed cost of repair, figures ranged from \$6,000 to \$15,000 or \$20,000 for a new engine, to \$60,000 for a total revamping job.

Parent emphasized that the town still has good fire protection because there are still three other trucks and mutual aid.

Parent, who has spent considerable time resear-

ching avenues of repair, told selectmen about a demonstrator he had seen in Hopkinton.

However, Board Chairman Arthur C. Marchand indicated it would be difficult to negotiate for a particular piece of equipment because of the bidding law.

In another matter, selectmen announced

they will be seeking volunteers to serve on an arts council in the town. The council will distribute funds to be received from a new state Arts Lottery.

A report from Robert C. Gracie, selectmen's administrative assistant, noted the town is ineligible to apply for Law Enforcement Assistance Administration grants.

Gracie indicated only Boston could qualify.

Police Chief William F. Ready came under criticism by Selectman James B. Healey who commented, "Something is wrong somewhere. It is the chief's job to find out where we can get funds. Ready was asked a year ago to look into the possibility of the town's receiving grant money," Healey added.

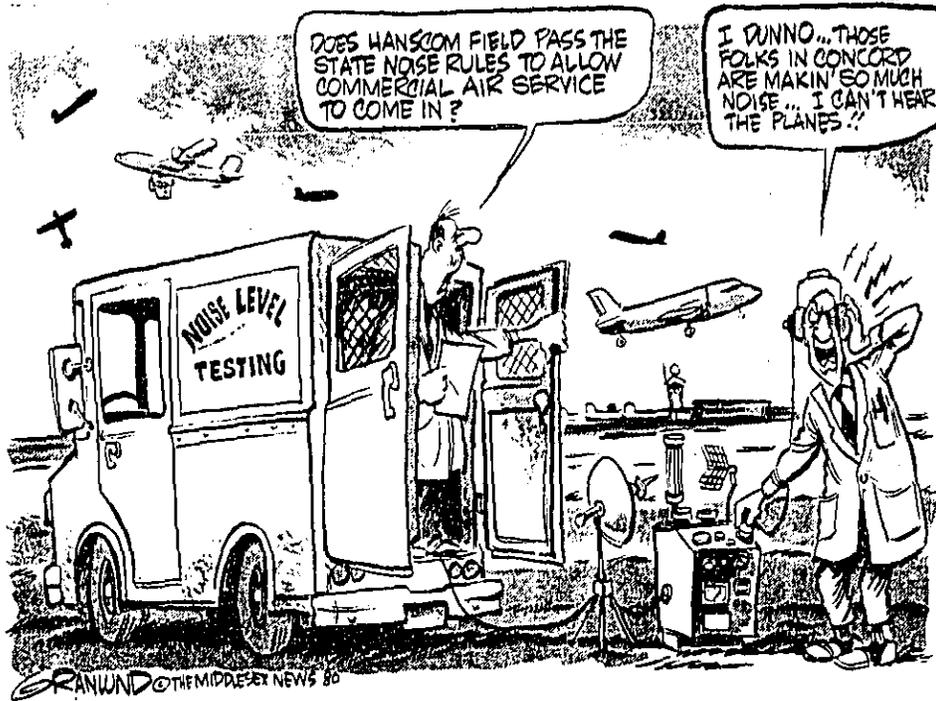
The board met in closed session with Ready to discuss two grievances, paid detail assignments and paid vacations.

In another matter, selectmen approved a request from Citizens for Citizens to use the Slade Farm land for garden plots again this year. This will be the sixth season that the area has been used. Last year 350 gardens were planted in the area.

In another matter, Feb. 28 at 6 p.m. was set to hear publicly the application for a temporary license to store 2,000 gallons of fuel underground at Brayton Point Station of New England Power Co. The license would be for the time of construction for the changeover to coal.

Feb. 28 at 7:30 p.m. in the Old Town Hall, the public hearing on cable television will take place.

FRAMINGHAM, MA
SOUTH MIDDLESEX NEWS
JAN 31 1980



GARDNER, MA
NEWS
FEB 7 1980

Senate Passes Bill Relaxing Noise Control

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate and was sent to President Carter Tuesday.

The Senate also approved and sent to the House a bill curtailing federal aid to airports, which its sponsors said would save airline passengers \$5 billion in taxes in five years.

The airport noise bill was worked out by House-Senate negotiators after the two houses had passed differing versions. The compromise was approved by the House last week.

It amends an existing law

that would have required the jetliners to be replaced or refitted with quieter engines by 1983.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

The aid-to-airports bill would eliminate from the federal aid

program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

It would reduce the federal airline ticket tax of 8 percent to 2 percent.

Sponsors said passengers would still pay airport costs through user fees charged to the airlines and added to the price of tickets.

But they said it could be done more cheaply this way because the middleman cost of going through the federal bureaucracy would be eliminated.

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The tax revenues go into an aviation trust fund from which funds for airport improvements are drawn. Sponsors of the bill said the fund has a surplus of \$3.25 billion because the federal Office of Management and Budget seeks to keep its revenues high and its expenditures low.

In addition to defederalizing the larger airports, the bill extends the federal aid program for five years. It would otherwise expire in June.

HULL, MA
HULL-NANTASKET TIMES
JAN 17 1980

FAA October Test: "Incredible Blunder!"

That was the most conservative comment by Major Ernest J. LeClair, Jr. in response to my question about MassPort's recent explanation regarding the improperly-flown "over-the-ocean" route last October.

"The testing of Alternative 6 was supposed to be carefully planned and conducted...now MassPort contends that the planes turned late — if the FAA allowed that to happen, then it was an incredible blunder!"

With respect to the FAA-planned testing of "Alternative 6A" sometime this week or next ("when southwest winds prevail"), the major says that "...this test, like previous testing, is based on faulty data, and is, therefore, a waste of both time and of taxpayers' dollars."

LeClair went before the Board of Selectmen last Thursday evening and said this, and requested that the board contact the Environmental Protection Agency

and others in Washington, in order to get the latest test called off. Citing "*flagrant misrepresentation of the facts*," as contained in two reports: 1) the Draft Environmental Impact Statement (DEIS) presented by the FAA last month, where in Alternative 6 was endorsed for MassPort's implementation, and 2) the Bolt BefaneK and Newman, Inc. (BBM) report, entitled "Acoustical Evaluation of a 6th Alternative Departure Procedure and a Modification to that Procedure for Runway 22R at Logan;" Ernie pointed out a number of serious irregularities which he is prepared to substantiate. Reaction by the selectmen ranges from *Hullonians under, jet-noise of thunder, are wrong to wonder—it's all just a "blunder"!*

continued attempts at communication and conciliation (a la Pam Wolfe) with FAA and MassPort officials, to

the contemplation of court action. And — if you're interested in a layman's view — I read both the DEIS and BBN reports, and I agree with LeClair that "*...both reports are riddled with errors.*"

Meanwhile, the selectmen's erstwhile representative to the Citizen's Advisory Committee to MassPort, Pam Wolfe, told me that she remains optimistic about noise relief for Hull. Pam, who has been battling the noise pollution and working with the FAA and MassPort for the past year-and-a-half, is still hopeful because she believes that the wee hamlet of Hull-By-The-Sea has the support of MassPort, Congressman Gerry Studds, State Representative Mary Jeanette Murray, Senator Allan McKinnon, as well as other pols; and the support of some of the other affected cities and towns, such as E. Boston, Winthrop, Brookline and others. Pam is firmly convinced that — "*after the*

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testing of Alternative 6A proves that there will be no relief for the other affected communities, that those cities and towns will agree to 'share the noise' with Hull." Briefly, Wolfe's proposal would direct some 35% of flights over Hull, while the other 65% would fly up the Neponset River and over Milton and Quincy.

Moreover, Pam told me that the avalanche of citizen's letters and telephone calls are having a tremendous effect, and that they should be continued because "...the people in the affected communities

move MassPort, and Mass-Port is responsible for time-sharing."

Thus, Pam and Ernie, who are conducting a sort of "pincers-movement" through their separate battle plans, are each seeking the equitable distribution of noise.

*As for me, although I agree with Pam and Ernie that we should continue this Civil War; I can't shake the feeling that *the wee hamlet of Hull-By-The-Sea is to the FAA and company, what the tiny country of Afghanistan is to the USSR...* (don't stop mailing in those noise-protest forms on Page 2!)*

MARBLEHEAD, MA
REPORTER
JAN 31 1980

Name that dog

The barking dog that Gregory street residents are complaining about may or may not belong to Harry F. Healey of 41 Gregory street, but whoever that mutt is, he has prompted the Selectmen to issue a landmark ruling that does for dogs what the Miranda decision did for people.

The police issued a restraining order to the Healeys that ordered them to keep their dog in the house during certain hours of the night, most of which fell during sleeping hours.

The complaints kept coming in, however, and when Healey came before the board last week to answer to the charges, he maintained it was not his dog that was cited in the most recent (Jan. 10) complaint, and that he was keeping the dog in as per the order.

No one could confirm that it was Healey's dog, though, so the board (on John Whipple's suggestion) voted that in the future positive identification of a dog must be made if dog complaints are going to be resolved.

Now where in the 14th Amendment does it mention puppies...?

One half of U.S. citizens causes muscle tension and digestive changes, stimulate work, recreation, or home. Noise increases the heart beat, the adrenal glands, and alters elevates blood cholesterol level. brain chemistry, Massachusetts Audubon reports.

Selectmen File Airplane Noise Statement With FAA

The Milton Board of Selectmen have filed formal comments with the FAA on an airplane noise study over Milton. In a detailed technical analysis, the Selectmen have strongly endorsed a departure procedure from Runway 22R, known as Alternative 3, which flies planes east over Boston Harbor. The Milton Town officials condemned Alternative 5, a takeoff route which brought airplanes up the Neponset River and over Milton all last summer and fall.

John P. Lincham, Chairman of the Board of Selectmen has urged all Milton residents to write brief letters to John D. Sullivan, Chief Air Traffic Division, Federal Aviation Administration, 18 New England Executive Park, Burlington, Massachusetts 01803 to record their views on Alternatives 3 and 5 of Logan's Departure Procedures on Runway 22 Right. Comments from the public must be weighed by the FAA in reaching a decision on the Draft Environmental Impact Statement.

A complete text of the Selectmen's statement is as follows:

The Town of Milton wholeheartedly supports the proposal in the Supplemental DEIS to adopt the Alternative 3 "over-the-ocean" departure route from Runway 22R. A fair and objective review of the data gathered during the course of the study in the "local context" of Logan Airport, its environs and restrictions leads to the inescapable conclusion that an ocean route from 22R is the only logical, and most appropriate, departure procedure. Yet, because Alternative 5 had been the focus of much of the FAA's attention prior to the consideration of Alternative 3, the following comments are directed toward the evaluation of Alternative 3 and the DEIS's comparative assessment of Alternative 3's potential as a permanent departure procedure. In general, the Town of Milton believes that the adverse consequences of Alternative 3 are, actually, understated in both the Draft EIS and the Supplemental DEIS. In substantiating this contention, the Town also believes that even the data contained in both EIS's, Alternative 3 is clearly the "second-worst" of the six alternatives and thus should be eliminated from any further consideration.

The comments contained herein critically analyze the essential assumptions and conclusions of the DEIS concerning Alternative 3. They are submitted in support of Milton's contention that substantial further study would be necessary prior to any proposed decision to implement Alternative 3. However, Milton believes the DEIS provides sufficient compelling information and reasoning to support the adoption of Alternative 3 as the permanent departure procedure from Runway 22R. Please note that these comments are submitted as additional to, and not in lieu of, the comments prepared by the Milton Citizens Against Airplane Noise. Comments submitted by the latter are hereby incorporated herein by reference.

The Draft EIS for Alternative 3 also failed to take into consideration the damage resulting from noise at the various institutions in Milton, including Milton Hospital, Academy, the Public Schools and the housing for the elderly facilities. Actual tests in Milton Hospital during Alternative 3 testing indicated that decibel readings were far in excess of HEW and HUD standards for health care. (Letters attached). Affidavits from a number of Milton residents documenting the interference of Alternative 3 flights are herewith submitted.

1. Milton's Role in the Study
The Town of Milton was not adequately represented on the Runway 22R "Task Force", which was the principal body providing local government input to the EIS. The Town regularly sent a representative to the "Information Meetings"

but this group played an inconsequential role in the development of the study process.

In retrospect, the reason for failing to invite Milton to join the Task Force is obvious - airplane noise from Runway 22R had historically been confined to South Boston, Squantum and more recently, West Quincy. In the early stages of the study process (August 1978 - December 1978) Milton's lack of participation on the Task Force was understandable because none of the original 4 Alternatives impacted Milton. However, when Alternative 3 was first proposed, the Town should have been invited to participate in the decision whether to propose it because Alternative 3 "branda the needle" between South Boston and Squantum and then directly overflies Milton. A reasonable interpretation of FAA Order 100.1B, section 304 (and Appendix 7) would seem to require that if it were foreseeable that a town would be severely impacted by a proposed departure route, that town should be part of the study process before the route is proposed. Thus, the absence of the Town of Milton from the Task Force in February/March 1978 would render invalid any final decision by the FAA to use Alternative 3 on any permanent basis. On the other hand, if the FAA's final decision is to adopt Alternative 5 (which does not affect Milton), then the exclusion of Milton from the Task Force would not constitute a defect in the EIS.

The circumstances surrounding the addition of Alternative 5 to the DEIS suggest that Alternative 5 was advanced as a "political" solution to the 22R noise problem. During August - December 1978, the FAA considered 4 routes which affected South Boston, Squantum, Quincy, and Hull. These cities and towns were represented on the Task Force. When Boston, Quincy, Massachusetts and the FAA could not agree on what route was best, a "compromise" was proposed which involved sending planes east of Boston, though west of Squantum and Quincy. As previously stated, the new Alternative 3 route directly impacted Milton. In view of the negligible improvement in noise pollution, the initial decision to adopt Alternative 3 in the DEIS appears to be arbitrary, capricious, and borne of back-room style politics, whereas the FAA's decision should be the product of a full and fair evaluation of all the facts.

II. Noise Analysis

It is in this category that the DEIS most fatally understates the impact of Alternative 3 on the Town of Milton. The INM (Integrated Noise Model) contours indicate that no significant section of the Town lies within the Ldn 65 area, thus effectively eliminating the impact on Milton from consideration. How the situation developed is not clear, but it is probably due to the fact that noise measurements were never taken in Milton when the INM data for Alternative 3 was gathered. Milton's lack of representation on the Task Force accounts for the failure to consider Milton when Alternative 3 was originally proposed.

If Alternative 3 is proposed as the permanent departure route, any final decision could not validly be based on the existing INM projections. Noise measurements taken subsequent to the BBN study of Alternative 3 reveal that the most heavily populated areas of Milton are subjected to dBA readings in the high 70's and low 80's. Since the Town does not have access to the INM computer facilities, it is not known what Ldn levels from the dBA readings already obtained. Nevertheless, some conclusions may be drawn:

(1) If the existing INM contour lines for Alternative 3 are unaffected by the injection of the new Milton data, then the INM is an invalid measurement of noise for the purposes of the EIS. The Town's ambient noise levels average between 60-65 dBA, but Alternative 3 departures register 70 dBA above the ambient. Such a dBA increase has an immediate and substantial impact on the Town, and if the INM does not detect it, the INM does not

serve its purpose, i.e., identifying populations exposed to high levels of noise.

(2) Assuming that the INM contours would reach deep into the Town if the Milton INM readings were factored into the Alternative 3 contour projections, the existing contour projections used to evaluate Alternative 3 would be rendered invalid. Before any further consideration of Alternative 3 could ensue, the INM study would have to be redone with respect to Alternative 3. Thus any decision to adopt Alternative 3 on the existing data would be inappropriate because of the invalid data base.

If the INM is used solely for comparative purposes and not intended to represent actual ground conditions, then it is useful for the purpose of rating the six alternatives according to which affects the least number of people with the lowest levels of noise. Alternative 3 is the least promising in such terms aside from the base case (Alternative 1). Absent compelling reasons which exclude the other alternatives from consideration, Alternative 3's poor noise rating alone should be sufficient grounds for removing Alternative 3 from consideration as a viable alternative.

The most clearly erroneous conclusion in the DEIS and Supplement is the finding that Alternative 3 offers some noise relief to the most seriously affected community without adding significantly to other communities." See Supplemental DEIS, p. 3. This statement is entirely inapplicable. It reflects not only the inadequacy of data concerning the effect of Alternative 3 on Milton, but also a fundamental misconception about the meaning of the INM results.

First, Massport noise monitoring data irrefutably omitted from the INM for Alternative 3 clearly show a severe increase in jet plane noise in Milton under Alternative 3. Thus, Alternative 3 unquestionably causes a substantial shift in noise from one community to another.

Alternative 3 is described as offering "little real noise relief with over 37,000 people subject to levels in excess of Ldn 65." See Supplemental DEIS, p. 5. Yet, Alternative 3 subjects 64,500 people to levels in excess of Ldn 65. Clearly, Alternative 3 offers less noise relief than Alternative 2. If Alternative 3 is characterized as offering "little" noise relief, then Alternative 2 surely offers significantly "less than little."

Moreover, INM data expressed in terms of Ldn is useful only for general comparative purposes. It cannot be used to measure accurately whether a shift of noise between areas separated by a scant few miles has occurred. This is because the INM does not depict actual ground conditions. When actual noise measurements contradict INM projections, the former must take precedence. Therefore, the conclusion that Alternative 3 does not shift noise is clearly inaccurate, and the DEIS should be amended to reflect the true situation.

III. Operational Feasibility

Though Alternative 3 is safe in all traffic conditions and requires modest extra workload for pilots and controllers, experience has demonstrated that it cannot be flown properly on any consistent basis over time. In practice the planes often overfly South Boston and Squantum although Alternative 3 is designed to avoid both communities. Instead of traveling straight up the Neponset River, the actual radar track depicts aircraft from Alternative 3 cutting a wide path over Milton. Since the planes must often than not fail to "thread the needle" over Dorchester Bay between South Boston and Squantum, the purpose of Alternative 3 (avoiding land overflight) has not been achieved.

CONTINUED

In view of the disparity in flight tracks observed during the operation of Alternative 5, it would seem that the INM must be adjusted to reflect inconsistent flight patterns. Without this adjustment, the INM represents only a theoretical projection of Ldn levels based on the assumption that Alternative 5 is flown correctly. Such INM results cannot validly support a decision to employ a departure procedure which in practice does not accurately reflect the Integrated Noise Model.

Finally, it is important to note that the other five alternatives do not rely on turns as delicate as the 180° turn to achieve noise reduction. Variations in flight tracks for the other alternatives do not produce the adverse consequences for populated areas that occur when variations of Alternative 5 are experienced. Accordingly, when evaluating each alternative in the "Operational Feasibility" category, the EIS should rate each alternative according to the pilot's ability to execute the pattern consistently, and the consequences of the failure to execute properly. In these terms, Alternative 5 has been shown to be the most difficult pattern to execute. Deviations from the model flight path have severe consequences because of course aircraft directly overfly heavily populated areas of South Boston, Squantum and Milton at relatively low altitudes. Thus, in this comparison, Alternative 5 should be given a poor operational feasibility rating whereas Alternatives 1, 2 and 3 rate very high (Alternatives 3 and 4 are excluded because of their high safety risk factor in certain traffic patterns).

IV. Economic Effects

It is apparent that Alternative 5 is significantly more expensive than Alternatives 1, 2, 3 and 4. The question is, however, whether the estimated additional cost per passenger is an unwarranted burden on jet travelers.

Assuming that a one way ticket from Boston to New York costs approximately \$400, the \$100 additional fare represents a 25% increase. The same \$100 increase constitutes 13% of a \$800 coast-to-coast flight. Although in relative terms there is a significant increase in cost for even Alternative 5 (the over-the-ocean route) and Alternatives 1, 2, 3 and 4, the difference represents a 33-2% increase per passenger which, in absolute terms, is not significant. Therefore, there is no meaningful burden on air travel.

Even if the 33-2% increase in air fare were considered significant, the cost is properly placed on the airplane customers. In the pure economic sense, everyone who benefits from the airport from Boston business to suburban home owners should share the economic cost in terms of property value loss due to jet noise. However, sound public policy dictates that to the greatest extent possible the economic cost of a metropolitan airport should be borne by those who most directly benefit in airport activity. The general public should bear the economic cost and thus bear essentially "free" economic benefits where it is possible to shift the cost to a distinct group of economic consumers, such as air passengers,

without imposing a burden which would ultimately injure the airport's activity.

Thus, in a modern economic sense, it is appropriate that increased fuel costs be imposed on air passengers. Since the increased cost per passenger is only of the magnitude of 20-25%, this is an easily "absorbed" cost for them to meet. Therefore, in the economic cost category, none of the alternative departure procedures is meaningfully distinguished from the others, and no alternative is significantly more or less economically desirable than the others.

As the DEIS and Supplemental DEIS point out, jet noise has been estimated to cause a 1% decrease in property value for every 10 dBA increase above the ambient noise level. The DEIS is seriously deficient in that no attempt was made to apply the formula to the areas affected by the Runway 22R alternate departure procedures. Milton has estimated that property within the Town, valued at approximately \$20 million, is subject to an increase of 20 dBA above the ambient. According to the formula, Alternative 5 would result in a 1% decrease in property value in Milton, or 165 million. The direct operating cost of Alternative 5 - \$11 million - pales in comparison with the property loss in Milton alone under Alternative 5. In terms of overall economic cost (property value loss plus direct operating expense) Alternative 5 would appear to be quite a bargain compared to Alternatives 1, 2, 3 and 4.

Finally, the cost in terms of extra fuel to fly Alternative 5 is more readily mitigated than the property value loss associated with Alternative 5. The primary means of mitigating Alternative 5 fuel costs would be to decrease the use of Runway 22R. Though this may entail redesigning the preferential runway system, this poses no insurmountable hurdle since Massport has already announced that changes in the preferential runway system will be considered after the Runway 22R EIS process is completed. In contrast, there is little, if anything, that a home owner can do to lessen the impact of jet noise on property value.

V. Induced Noise-Krausnick Impacts

Though this category is rather vague, one reasonably reliable index of socio-economic impacts is the reaction of the citizenry to a proposed activity. In the late spring 1973, the FAA began to employ Alternative 5 on a regular basis. The reaction of Milton residents can be fairly described as tumultuous. The Selectmen's Office received numerous complaints from different people daily. An ad hoc citizens group called Milton Citizens Against Airplane Noise (Milton CAANI) was quickly formed. In a matter of a few weeks, more than 4,000 signatures were collected on petitions demanding relief from Alternative 5. A highly charged emotional public meeting was conducted by the Board of Selectmen in September 1973 to air Milton residents' complaints about airplane noise to FAA and Massport officials. These spontaneous occurrences indicate that gross public opposition to Alternative 5 is very strong in Milton.

These phenomena are not easily translated into a specific socio-economic impact. However, the widespread and angry opposition to Alternative 5 in Milton vividly illustrates that jet noise from Alternative 5 has a profound impact on the lives of Milton residents. If the FAA is to recommend Alternative 5 on any permanent basis, the area must be more fully explored because an EIS has no true validity if it glosses over the most important environmental consideration, which is, the effect of an activity on the quality of life of those affected by it.

Conclusion

The serious impact of Alternative 5 is not accurately indicated to the DEIS. Yet even on the basis of available information Alternative 5 is clearly the most desirable departure procedure available. The Town of Milton strongly urges the FAA to implement Alternative 5 on a permanent basis as soon as possible.

NEEDHAM, MA
DOVER-SHERBORN-SUBURBAN PRESS
JAN 24 1980

'Noise battles not finished yet'

Editor, Dover-Sherborn Suburban Press

It may be of interest to your readers to be brought up to date on the latest battles waged against jet noise from Logan Airport.

In December last year the FAA issued a revised Environmental Impact Statement in which it changed its recommendation for new procedures from the previous Statement, this time recommending Alternative 6 which routes planes taking off in a Southwest direction (Runway 22R) out over the Bay and the ocean, thus missing the heavily populated areas in South Boston and Quincy. But what this also will do is leave them further south than at present, so the noise over Needham and Dover will be far less than with present tracks. This was a great victory for the people of South Boston and Quincy, together with some from around here, who fought and argued until the FAA came around.

However, the battles are not finished yet. This recommendation has to result in an actual change to procedures, and the airlines will be fighting against it because it will make them use a little more fuel and take a little longer. The airlines could care less about pollution, they just want what seems to make the most money, the public be damned, even though the public is their customer. Our job is to get this into a regulation, and then to go after procedures for Runway 27 which is worse for us and for East Boston.

If you are interested in maintaining a quiet residential neighborhood, join The Runway 27 Coalition and join the fight.

P.H. Drinker
25 Strawberry Hill St.
Dover
Jan. 12

NEEDHAM, MA
DOVER SUBURBAN PRESS
FEB 7 1980

'F.A.A. does pay attention to noise complaints'

Dover-Sherborn Suburban Press:

The high level of JET NOISE pollution afflicting Dover, Sherborn and surrounding towns was once again called to our attention in Pern Drinker's letter which appeared in the January 24, 1980 issue.

I, for one, share Mr. Drinker's concern, and I urge the citizens of Dover and Sherborn to support the Runway 27 Coalition (P.O. Box 272, Needham, MA 02192). We, as well as they, will be the beneficiaries of their success in the struggle with the F.A.A., the airlines and Massport.

The F.A.A. does pay attention to noise complaints. Every time you are irritated by

excessive aircraft noise you can file a complaint by calling 567-3333.

This noise complaint number operates 24 hours a day! In filing a complaint you will be asked to give your name, address and zip code.

It's a good idea to ask the operator to also record your approximate distance from Logan Airport (about 18 statute miles from the Saddle Ridge Road area).

Walter C. Schwalb
4 Saddle Ridge Road
Dover
Feb. 1

HOUSE DOCTOR

By Herman Baum

Soundproof powder room door with ceiling tiles

Dear House Doctor: The powder room in our home is adjacent to the living room. The door to this room seems to offer little obstruction to the passage of noise. I am sure you understand the problem this creates. What can I do? — Mrs. E.B.

A. This condition usually occurs where low-cost hollow core doors have been installed. The sound transmission can be reduced by replacing the hollow core doors with solid core doors. Molds prevent sound transmission between connecting rooms by placing a door on each side of the jamb. Unfortunately, this is not a practical idea for a home. The soundproofing method described below will give good results and is so simple that the homeowner should be able to handle the work.

Sound transmission is decreased by attaching acoustical ceiling tiles to the powder room side of the door. Any one of several adhesives may be used for securing the 12-inch (30-cm) square tiles in place. One type is a paste intended for fastening the tiles to the ceiling. A dab of this is placed near each corner on the back of the tile and then the tile is pressed into position. Another type is packaged in a cartridge and applied with a caulking gun. This type has several applications but the principal use is for attaching plywood paneling to walls. Contact cement also is suitable.

Most interior doors are 35 inches (90 cm) wide. One row of tiles is placed vertically on the center of the door. The vertical rows on each side must be trimmed as necessary. When cutting these tiles, allow space on the door for a trim that must be placed around the edges for the protection of the tiles. An aluminum or chrome-plated trim similar to that illustrated is preferred, but a wood moulding can be used.

OUTPATIENTS' CLINIC

V.J. — The pain remover that your neighbor mentioned is prepared by dissolving one can of Tylenol in a quart (95 L) of cold water. The mixture will boil furiously, so be sure that it does not splash on you as it will cause severe burns. Thicken the solution by adding a cup (240 ml) of wallpaper paste powder. I do not recommend this for use on floor furniture.

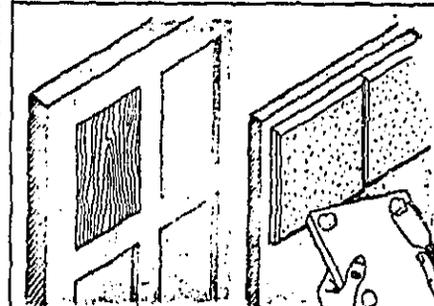
Mrs. F.M. — The tool with the two wheels mentioned for pressing screws into window screens is not suitable for use on the type screen illustrated in this column several months ago.

H.P.V. — Sprayed a thin layer of roofing cement over the joints on the inside of the aluminum gutters to stop the rain leaks.

SCRATCHED TABLE

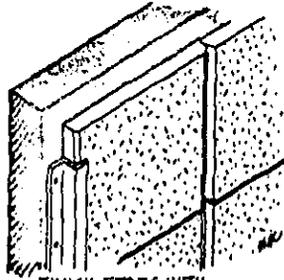
Dear House Doctor: Children were playing games on our mahogany dining room table and made several small scratches on the surface. What is the best way to repair these? — Mrs. P.P.

A. If the scratches are only in the varnished finish and do not go down into the wood, there is a good chance that a liquid wax or cream type furniture polish will cover the scratches so that they are



ON PANELLED DOOR, LEVEL SURFACE WITH FILLERS.

ADHESIVE SECURES TILES TO DOOR.



FINISH EDGES WITH METAL TRIM OR WOOD MOLDING.

not noticeable. There also is a liquid polish that contains a stain to be used for this purpose. Another idea for mahogany furniture is to color the stain by applying iodine with a small brush or cotton swab on a napkin. Some paint stores sell small bottles of touch-up color for making these repairs. A brush for applying is attached to the bottle cap.

FLOOR TILE REPAIR

Dear House Doctor: One of the vinyl tiles on our kitchen floor is loose on one edge but not enough to permit fresh cement to be placed under it. Should I try to pry the tile off or is there a better way? — C.B.

A. There is a better way. The adhesive now on the back of the tile and the floor can be softened by heating. This is the method used when all the tiles are to be removed. A tile installer would use a propane torch for heating the loose edge

of the tile but this must be done with extreme care to prevent burning. For your purpose, I suggest you use a heat lamp or an electric smoothing iron. Place a cloth over the tile and apply the hot iron. When you think the adhesive has softened, remove the iron and place bricks or heavy books on the tile until it cools.

STORM DOORS

Dear House Doctor: I recently installed two expensive storm doors. They are insulated and contain angle-iron panels. In this cold weather, so much condensation forms on the glass that it runs down and freezes at the floor and I cannot open the doors. How do I resolve the problem? — R.H.M.

A. The glass largely defeats the purpose of the storm doors. A recent report indicated that there is 30 times the heat loss through the glass as through the rest

of the door. Apparently the doors are not properly weatherstripped and allow cold, damp outside air to enter the space. Double glazing also will reduce the condensation but the best solution would be to remove the glass and fill the opening with wood or insulating board.

EXPANSION STRIPS

Dear House Doctor: The cedar expansion strips in my concrete driveway have rotted out. What should I use for replacement? — R.N.J.

A. After removing the decayed material, roofing asphalt tiles are used to fill the space. This is a hard black substance that must be melted over a fire outdoors. You may have to go to a roofer for the small amount that you will need. When building concrete driveways, most contractors will use asphalt-impregnated cardboard on the expansion joints. This is available in width and lengths for this purpose. If the openings are sufficiently wide for this material, you should consider using it for replacement.

STAINED CARPET

Dear House Doctor: My new nylon carpet stayed clean for longer than a year. Then I had it cleaned, and traffic lanes became riled in less than one month. My neighbors have had the same experience. Apparently, the material used to prevent staining was removed by the steam cleaning. Is there a formula that I can prepare, as the rest of Scotchgard is prohibited? — E.S.

A. I have checked with several carpet cleaners and none have any knowledge of a homemade product. One cleaner furnishes and applies Scotchgard for 36 cents a square yard, which seems to me to be moderate.

SWING LUBRICANT

Dear House Doctor: This past summer, I bought a lawn swing. The manufacturer recommended painting it with a certain brand paint, which I used. He also recommended using soap as a lubricant to prevent squeaking. I did this also, but it still squeaks. What can I do? — R.L.S.

A. I hope the manufacturer knows more about building swings than he does about lubricants. The soap would be washed off by the first rain. Paraffin will do a better job. Melt candle wax on the moving parts.

PAINTING GUTTERS

Dear House Doctor: My daughter is having galvanneal gutters played on her home. Should these be painted to match the trim of the house? Some time ago, a plumber told my husband that painting a galvanized pipe is dangerous — Mrs. I.M.

A. Most homeowners prefer to paint galvanized steel gutters to match the trim on the house. Painting does not extend the life of the gutters but it does improve the appearance. If your daughter decides to paint them, she should be sure that a zinc-rich primer is applied before the final paint. The plumber probably had a reason for giving your husband that information, but it does not apply in this case.

QUINCY, MA
PATRIOT LEDGER
JAN 17 1980

New take-off route applauded

MILTON — Selectmen have applauded the Federal Aviation Administration's supplemental report on water take-off procedures from Logan Airport's runway 22R.

The supplement focuses on so-called alternative 6, according to a selectmen's press release. That pattern, essentially an over-the-water route, would subject far fewer residents to excessive aircraft noise than other symptoms, the board states.

Selectmen Chairman John P. Linehan said the newest alternative "is what we have been seeking."

Linehan called an earlier alternative, released by the FAA last August, "totally unacceptable."

Selectmen will meet tonight with Milton Citizens Against Airport Noise (CAAN), a group that last week took issue with the

pace of events. CAAN spokesman Jane Gaughen said the group wants to know what's become of a suit Milton was preparing to more directly challenge the FAA.

Selectman James D. Colt, meanwhile, said in the release that "public outrage" on the part of Milton residents was partly responsible for the new, over-the-water alternative. Colt cited, in particular, an overflow public hearing convened in September.

Colt said U.S. Rep. Brian Donnelly, D-Mass., also helped bring the supplemental alternative about.

The board is urging residents to follow up on the matter. Comments about alternative 6 can be mailed to: John D. Mattson, Chief Air Traffic Division, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Mass., 01803.

The new alternative will be tested this week and next between 11 a.m. and 1 p.m. More information on the tests is available by calling Massport's noise abatement office at 482-2920.

More details about the latest alternative flight pattern are available in a draft environmental impact statement, which is at the town's libraries.

QUINCY, MA
PATRIOT LEDGER
JAN 18 1980

Seaplane pilot challenging Plymouth ponds regulation

By JOHANNA SELTZ

Patriot Ledger Staff

PLYMOUTH — All Allen Sherman of Pembroke wants to be able to land his blue-and-white seaplane on the great ponds in Plymouth so he can fish for bass, perch and lake trout.

A Plymouth regulation says Sherman can't do that. Nor can any other seaplane operator land on Plymouth's 139 great ponds, except in an emergency.

The rule took effect in the summer of 1978 after a vote of the town meeting. It had been recommended by the town pond committee.

"We didn't want the ponds used for seaplanes because we felt there was a safety problem and because of the noise," said committee member William S. Abbott, a lawyer who lives in a pond and has a pilot's license.

"There were some planes already and it looked like it would get worse, so we passed the regulation."

Sherman contends the regulation is unnecessary and discriminates against people with aquatic or amphibious planes. He says the ponds in Plymouth are large enough so that safety is not a problem, and the planes can land far enough away from cottages on the banks of the great ponds to avoid noise problems.

"It's unfair to the seaplane pilots who use their planes for pleasure. Some of the best fishing is in Plymouth," he said.

There are slightly more than 1,000 great ponds in Massachusetts. They are ponds of more than 10 acres and their water is state-owned; state law

says they must be accessible to the public. About 350 of the ponds are good for fishing, according to Bob Austin, a former staff member of the legislative Joint Committee on Natural Resources and Agriculture.

Sherman went to his friend, Rep. Robert W. Gillette, R-Pembroke, with his complaint. Gillette asked Austin to draft a bill that would help Sherman and other seaplane pilots who are angry with the Plymouth regulation.

The bill would require that any town rules regulating air craft on great ponds go to the State Aeronautics Commission for review.

"Pond rules made by towns that apply to outboard motors, for example, go through the director of Marine and Recreational Vehicles for his scrutiny," Austin said. "Rules applying to fishing go through the director of Fisheries and Wildlife. The bill says the same sort of thing should be done with rules applying to aircraft."

Whether the state directors have veto power over the town rules is unclear under present law, Austin said.

"This is a bill we'll watch with particular attention," Abbott said. "We feel (those rules) should be a matter of local decision."

"This isn't an attempt to preclude the town from doing anything," Gillette said. "It just allows a chance for review. A lot of these fellows with seaplanes aren't wealthy people with a battery of attorneys on their staff to test (the Plymouth rule) in court. This gives them someone to go to."

Said Sherman: "We just would like to open up the Plymouth ponds and let them be used like normal ponds should."

QUINCY, MA
PATRIOT LEDGER
JAN 23 1980

New Logan takeoff route

On a boat trip from Honolulu to Pearl Harbor, Oahu, I had opportunity to observe aircraft landing and taking off from Kapalama International Airport, Honolulu. There was a stiff westerly tradewind blowing 20 to 30 miles per hour, more or less parallel to the coastline.

From our course about two miles offshore, I saw two large commercial jets land at the same time, on headings which appeared to intersect at about a 30-degree angle. In other words, one of the jets was landing crosswind.

Subsequently, I heard that aircraft are not permitted to fly over the city of Honolulu. And, in fact, during the five days we were at Waikiki, I saw no planes over the city. I recall quiet restfulness, warm air and water, birds singing, and no jet noise.

On the other hand, here in Boston we see jets from Logan International Airport making long, slow turns, low over heavily residential areas.

They should be using an over-the-water corridor from Runway 22R, out past Spectacle Island and Deer Island Lighthouse, thence out between Graves and Boston Lighthouses to the open sea, where they can gain such altitude that jet noise is not an overriding problem to landbound people.

This corridor is not less than two miles wide. The closest inhabited buildings are Long Island Hospital (1.3 miles south-westerly of Deer Island Light) and the Deer Island prison (one mile northerly of that lighthouse). This corridor (also known as the main ship channel) ought to be designated and listed as "Takeoff Alternative Seven".

It is two miles further away from Hull than Alternative Six, which is favored by the FAA, and which would still cause problems for Hull, Squantum, and Thompson's Island. (Note the following distances from Runway 22R: Castle Island, South Boston, 1 mile; Thompson's Island, 2¼ miles; Squantum, 3¼ miles; Windmill Point, Hull Gut, 5½ miles.)

I have often seen jets from Runway 22R fly over Squantum, down along Wollaston Beach, bank out over Houghs Neck, and proceed easterly across Nantasket Beach. If one measures this route to a point two miles off Nantasket Beach, one finds it to be about 14½ miles. The Deer Island corridor to the same point off the beach is only 11 miles. As the crow flies, it is nine miles, but would overfly Long Island Hospital, Nantasket Hill in Hull, and the Bayside-Waveland area of Nantasket.

It seems that some planes fly an extra three to five miles just to aggravate a greater number of land-bound people. Is this on orders from the airport, or are the pilots being arrogant because people had the temerity to complain about jet noise?

In any case, the FAA should not permit takeoff overflight of residential areas, when there is an existing corridor two miles wide with no inhabited land structure directly beneath it.

Let's hear it for an "Alternative Seven"—the Deer Island air corridor over the main ship channel.

JENS E. THORNTON
North Quincy

QUINCY, MA
PATRIOT LEDGER
FEB 1 1980

Hull to hire counsel to fight FAA route

HULL — The way was cleared last night for the town to hire a prominent Boston law firm to help fight the proposed over-the-ocean departure route from Logan Airport.

The Hull Finance Committee approved selectmen's request for a \$5,000 transfer from the reserve fund to engage the 27-member firm of Goldstein and Manello to assist Town Counsel James Lampke in preparing a case against the Federal Aviation Administration.

The FAA has recommended the route, which sends planes using Logan's Runway 22R out to sea and around the northern tip of the town after takeoff. It was devised after pressure mounted against a suggested land route, which directed planes up the

Neponset River and over Quincy and Milton.

Reminded by Lampke that Quincy has had outside legal help fortifying its lobbying effort for the water route, FinCom member Irene Mailhot said, "If we don't come on just as strong, we'll lose by default."

She said that the federal Quiet Communities Act of 1978 guaranteed cities and towns technical help in dealing with noise problems.

Kenneth Alpert, who abstained from voting, worried that the town was fighting a losing battle in taking on the FAA. That agency will make the final decision on which route is finally implemented some time this spring.

However, Lampke reminded him that the over-the-ocean route was not one of the five alternative routes originally recommended by the FAA last summer. He said it came into being only after organized political and legal pressure was exerted by places like Quincy.

QUINCY, MA
PATRIOT LEDGER
FEB 2 1980

Readers' opinions

Squantum noise

In recent months The Patriot Ledger has come out as the champion of one community on the South Shore in the great controversy concerning jet noise from Runway 22R, Logan Airport.

Article after article, headline after headline, and special features all highlight the noise and plight of one community—Hull. Curiously this community has been subject to a total of seven hours of jet noise in the 70-decibel range from departures on Runway 22R.

Meanwhile, I do not believe your readership even knows the name of the South Shore community which has and still is enduring the greatest noise burden from departures on 22R, Squantum, since May, 1978, has endured 100 percent of the noise from that runway with noise averaging in the high 80-decibel range, approaching 90 deci-

bels. That kind of dangerous noise level puts the Squantum community in the health risk category.

The best over-the-ocean procedure will possibly abate Squantum 20 decibels but this remains 20 decibels higher than our normal environmental noise of about 50 decibels. This then is still 200 percent noisier than Squantum prior to May, 1978.

After all the dust settles it seems likely that three communities south of Logan will be left with noise from 22R. These three are South Boston, Squantum and Hull. It will be important for these three communities to work together to maintain and improve our over-all abatement.

Preferential reporting by the Ledger at this time can only lead to divisiveness and endanger a future working relationship that will be essential to the survival of all three communities. The Ledger can aid in this process with more balanced reporting.

FAYE ANDERSON
Squantum Airnoise Committee
Squantum

QUINCY, MA
PATRIOT LEDGER
FEB 4 1980

Editorials

A vote for noisy jets

Congress last week set back the quest for quieter skies by weakening aircraft noise-control rules. That setback means noise abatement procedures for Logan airport must be toughened.

Once President Carter signs the bill, two-engine jets that were to be replaced or made quieter by 1983 will be allowed to roar along until 1988.

The postponement will have a serious effect on communities around Logan Airport. More than a quarter of the commercial jets which fly in and out of Boston each day are of the type that now will stay excessively noisy for at least eight more years.

Those jets—two-engine aircraft with fewer than 100 seats—account for more than 700 landings or takeoffs at

Logan each week. That type of jet is more common at Logan than at most other big airports because of the high number of short-haul flights here.

The bill approved by Congress is not as damaging as a version which almost passed last year. Four-engine jets get no break from their 1985 deadline. Three-engine jets, which account for almost half of Logan operations, will be held to their 1983 deadline, unless the owners contract for new, much more quieter planes by then to qualify for a two-year extension.

Viewed nationally, the legislation might be seen as a compromise. The airlines made points with their argu-

ments that retrofitted engines use more fuel, and that earnings already are squeezed by fuel costs.

But for communities close to big airports, the bill undercuts efforts to strike a reasonable balance between the welfare of the airlines and of the people on the ground.

Community groups around Logan have been doing their best to come to an agreement with the airlines on routes and noise abatement procedures for the next few years in expectation that by the mid-1980s, existing federal regulations would substantially reduce the decibel problem at its source—the jet engine.

But now fulfillment of that expectation will be postponed. Further, com-

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munity groups and local officials have to face the disconcerting possibility that Congress, having once relaxed already-approved deadlines, might do it again.

The current review of Logan's Runway 22R must put increased emphasis on noise abatement procedures. Commitments must be sought from airlines that Logan will be given priority for assignment of jets that already meet the noise standards. Far-ranging changes in flight patterns, and possibly some limitation on the frequency of takeoffs, must be considered, now that the hope for less noisy aircraft has been diminished.

QUINCY, MA
PATRIOT LEDGER
FEB 7 1980

Winds may delay Logan testing

BOSTON — A lack of proper wind conditions to test the controversial over-the-ocean takeoff route for jets using Logan Airport's Runway 22-R could delay its proposed late April implementation.

Federal Aviation Administration Regional Director Robert E. Whittington yesterday termed the proposed April 29 initiation of the route "improbable."

Testing was scheduled during the two weeks beginning Jan. 14, but wind conditions have been unsuitable. Runway 22-R is used for takeoffs only when winds are from the south and southwest, which is usually during the summer.

The FAA has also extended the period in which people may submit written comments on the proposed takeoff route to March 1. (The comment period was to expire next Monday.)

The FAA says it wants to conduct at least 50 test flights to gather information on the over-the-ocean route.

The route is intended to lessen airplane noise over South Boston, Quincy, Milton and Dorchester, but will increase noise over Hull.

There could be virtually no delay in plans to implement the new takeoff route if wind conditions allow testing soon, Whittington said. "I think the first time a front moves in we will have the opportunity to do it," he commented.

The FAA official said he foresees implementation of the route no later than May or June.

Opponents of the route have questioned the accuracy of noise readings and other data collected by the FAA during seven hours of testing the route back in October.

Jets run more efficiently, quietly and achieve altitude much sooner in cold weather than during the hot summer months when Runway 22-R would be used most, they contend.

The town of Hull is preparing for an all-out legal battle to kill the present proposal.

Pam Wolfe, Hull's representative on Massport's citizen advisory committee, said the extension of the public comment period will enable Massport to obtain more information on noise monitoring and flight track testing.

Whittington said hundreds of letters of comment have already been received from all communities affected by jet noise.

"No one really knows the route, no one really knows the extent of the noise," Wolfe said. "We want to see more tests."

Hull officials have hired a lawyer to fight the route, and Wolfe has offered a compromise in which various routes would be used at different times.

Faye Anderson of Quincy's Squantum neighborhood, co-chairman of the Squantum Air Noise Committee, agrees.

"We want some actual testing before the implementation because we don't want to accept something sight unseen," she commented.

The Squantum group does not believe the proposed takeoff route will provide enough noise relief for its community. Instead of the 180-degree heading to be used by jets leaving the airport on 22-R, Anderson said her group wants the FAA to try a heading of 140 or "at least" 160 degrees.

"The wide-body jets have a wider turning radius, and if they give them a 180, then we are afraid they will fly over us," Anderson explained. "We are trying to push them as tight as possible."

Bernice Mader of Quincy's Citizens Against Airport Noise, said the extended comment period would give her organization more time to compile its study on the FAA's environmental

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impact statement on the over-the-ocean route.

"It's as full of holes as Swiss cheese," she said of the FAA report. "Our comments will be as long as the statement."

Mader criticized the report for overlooking the effects of air pollution on health, wildlife and historical areas.

"Quincy is the 15th most historic city in the U.S.," she said. "The statement dismisses the issue by a one-line passage which says there will be no effect on historic areas."

Whittington said he does not believe tests during the summer are necessary before implementing the takeoff route. The upcoming tests will be sufficient to validate the data already collected, he said. The summer-winter difference is not that great, he maintained.

QUINCY, MA
PATRIOT LEDGER
FEB 9 1980

Editorials

The FAA should slow down

The Federal Aviation Administration is still moving too fast toward selection of a permanent route for jets taking off from Logan Airport's Runway 22R.

The FAA slowed down a bit this week in acknowledgment that there is insufficient data about the heading it currently favors—the Boston Harbor-Hull route. Because the winds were wrong, flight tests on that route scheduled for January never were made.

The FAA now has given the public three additional weeks to make comments to be incorporated in the Runway 22R environmental analysis. But the new deadline of March 1 is much too close to be fair, even if the FAA manages to get in flight tests before then.

The public is entitled to enough time to discuss the flights, seek more information and put its thoughts together. Concerned citizens and local officials cannot be expected to rush to their writing tables as soon as the jets start going over. But that's just about what it would take to get a letter incorporated in the FAA record under the March 1 deadline.

Further, the public is being asked to comment on a heading which even the FAA does not thoroughly understand. Last fall, during the only seven

hours jets used the harbor-Hull route, it looked and sounded much different in the air than on paper.

Jets flew too close to Hull, in some cases over residential areas rather than the planned mile offshore. And there was considerable and unanticipated noise over Squantum from jets on the harbor-Hull heading.

Any results from tests this winter will be inconclusive, because planes and people behave differently in cold weather than in warm. The Runway 22R noise problem is critical in late spring and summer, and that's when the harbor-Hull route should be judged.

Rather than rushing toward an April 29 decision date, the FAA should get its Runway 22R study in line with the intent of federal environmental law.

Before it even asks for response, the FAA owes the public a clearly defined route, with its actual impacts spelled out, rather than leaving so much to guess work.

Postponing a final decision until after summer involves no safety risks or hardship for the airlines. But the delay would allow adequate collection and evaluation of data, and could well lead to a final recommendation superior to any of the current alternatives.

Hearing loss has many causes -- some of them treatable

CHICAGO — Are you often missing part of the general conversation in a group? This sometimes happens to all of us. But when it occurs frequently it may indicate a hearing loss.

It may be a simple matter of impacted wax in the ear canal which can easily be removed by your doctor. Or there may be an infection that blocks transmission of vibrations inside the ear, an infection that can be treated and cured.

Certain useful drugs, such as some antibiotics or mild pain relievers and certain industrial chemicals also can affect hearing. Mumps and scarlet fever, a cold or sinus infection can cause temporary hearing loss. A very loud noise or long continued noise can damage hearing. Highly amplified rock music and the roar of snowmobile engines both have been implicated.

There are some types of hearing loss that are permanent and cannot be cured. The medical ear specialist can determine by a series of tests whether loss of hearing is

due to nerve damage or to interference with the transmission of sound waves to the hearing organ. If there is an obstruction, sometimes surgery can remove it, a pamphlet from the American Medical Assoc. says.

Recovery is not possible with nerve deafness, but early medical treatment may slow progress of the deafness. When there is still some useful hearing, a hearing aid may be prescribed. If there is a hearing rehabilitation center in your area, your doctor may refer you there for fitting of the proper hearing aid. Results of testing will determine whether the

hearing aid should be fitted behind the ear for bone conduction or into the ear for air conduction.

In severe cases of hearing loss, it is frequently necessary to learn lip reading. Most hearing centers have speech experts qualified to give such instruction. Many of the hard of hearing already are reading lips without realizing it.

ROCKLAND, MA
SOUTH SHORE NEWS
FEB 13 1980

THE GERRY STUDDS REPORT/ Excerpts

Politics overrules noise abatement sense

In a classic example of political logrolling, the House of Representatives agreed to relax government regulations on aircraft noise. This measure began in the House as a non-controversial proposal to continue a grant program for small airports.

Unfortunately, however, the Senate added to the bill an unrelated amendment significantly weakening requirements for reducing airplane noise. A compromise version developed by the House and Senate proved somewhat better, but still

gave airlines up to five more years to reduce the noise produced by certain two-engine jets — many of which fly in and out of Logan Airport each day.

I voted with a number of my Massachusetts colleagues against this bill — which eventually passed the House by an overwhelming margin — primarily because of the effect it would have on South Shore residents who have tried for years to route aircraft traffic from Logan Airport away from populated areas.

Unfortunately this legislation may now allow about a third of Logan's flights to delay their compliance with

federal noise requirements which could have provided these residents with at least some measure of relief.

Although I was most reluctant to vote against a bill offering assistance to our airports, I could not support a form of political blackmail reneging on reasonable environmental safeguards for the South Shore.

SPRINGFIELD, MA
NEWS
FEB 6 1980

Noise Limits Eased

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

WESTFIELD, MA
NEWS
JAN 23 1980

Resident hits interference

By Esther Dahill
News Staff Writer

CHESTER — A Maple Street woman played a tape-recording at this week's selectmen's meeting to demonstrate the high level of noise which occurs on residents' radios in that area. The residents' problems could prompt a Federal Communications Commission investigation.

Cherida Waters of Maple Street told selectmen that lines are visible across the picture when watching black and white television. Residents who own color televisions are experiencing so much interference it is impossible to see a picture, she said.

The tape-recorded noise was loud static with repeated intervals of a buzzing sound.

"I don't know what it is," Waters told selectmen. She explained the disturbance has been occurring for the last five or six months, 24 hours a day.

Selectmen Chairman Marie Morrissey said she has sent for forms from the Federal Communications Commission to ask the FCC to conduct an investigation.

Last year town residents experienced interference while watching WFSB-TV, Channel 3. During an investigation in October, the FCC found that the interference was caused by a booster amplifier mounted on the roof of a Chester home. The amplifier was removed and the disturbance was eliminated.

In other action, Police Chief Ralph Philbrook said the three Chester men accused of cutting down the town Christmas tree pleaded not guilty in Westfield District Court Monday.

John A. Castagna, 21, of Middlefield Street, Eric A. Young, 22, of Main Street, and Donald F. Stenico, 19, of Middlefield Street were charged with cutting down the tree on the morning of October 31. All three are facing charges of wilfully cutting and destroying timber and wood standing and growing on the land of another; and with wilfully and maliciously destroying a world war memorial monument (the tree).

The selectmen agreed to attend a pre-trial conference about the tree Feb. 13 at 1:30 p.m. in Westfield District Court.

A letter was received from the town of Huntington requesting an additional \$135 for the use of the Huntington transfer station, where the town rubbish is brought for compacting. The increase was requested because of increased hauling costs. In the letter it was pointed out that it

station and about 2,000 people use it.

Morrissey said the additional money will be obtained from a transfer made by the Finance Committee or from leftover money in the dump account.

The Gateway Regional School District owes the town two years rent for the gymnasium in the old high school, according to Morrissey. The district pays Chester \$1,200 for the use of the gym.

The selectmen have scheduled a meeting with legislators, department heads and committee members on Thursday at 7:30 p.m. The meeting will be held in the selectmen's office at town hall. Items on the agenda are the tax cap, highway revenues, cherry sheet prospects, available grants and any other subject that may be brought up.

The selectmen unanimously appointed Wayland Harrington, Jr. as their secretary. He replaces Mary Glowski, who resigned from the post.

WESTFIELD, MA
NEWS
FEB 8 1980

Sound off: truck noise level to be lowered

By Al Fleming

DETROIT — They're sounding off about noise in the truck industry. The clatter may be music to the ears of truck drivers and those who live near heavily traveled truck routes.

These is impetus to make trucks quieter inside and out. It is part of the taming of the truck which is being undertaken by government regulatory agencies to improve "driver environment" and to reduce "noise emissions."

Joan Claybrook, who heads the National Highway

Traffic Safety Administration, has stated: "The Teamsters live in a brutal world, and I am very sympathetic to their plight."

One of those plights is noise inside the truck cab—the driver's home away from home. Current government regulation requires that interior noise not exceed 90 decibels. (A decibel is a unit for measuring relative loudness of sound, beginning with 1 for the faintest audible sound detectable by the human ear and ranging to about 130.)

Because truck

manufacturers believe that quietness is a virtue that attracts customers, many vehicles are designed for sound well below the 90-decibel level. Some are below 80, which is about as quiet as a busy office.

"Over the next decade, the driver's environment will improve significantly," predicts Dean D. Forester, director of engineering for General Motors Corp.'s GMC Truck and Coach Division, Pontiac, Mich. "There'll be quieter interiors, more room, better heating and ventilation, better ride."

It sounds as if future truckers will be living the life of Riley. But what about the family whose rose-covered cottage happens to be located, not beside a quiet stream, but along a busy highway, where heavy trucks play a symphony of gear changes and buzzing tires?

Current regulations require that medium-size and heavy trucks meet a noise-emission, or "pass-by" noise, level of 83 decibels. That's been in effect since 1978 and will be reduced to 80 decibels in 1982.

WORCHESTER, MA
TELEGRAM
JAN 18 1980

EPA Turns a Deaf Ear To Sewer District's Bid

By DIANE E. LEWIS
Of the Telegram Staff

The major part of a proposal by the Upper Blackstone Water Pollution Abatement District to curb noise in the incinerator building of its sewage treatment plant has been rejected by the Environmental Protection Agency, according to Emil W. Holland, engineer-director of the district.

The proposal called for the transfer of two of the three fans from the lower level of the building to the second floor. Holland said the district also wanted to connect the three fans with pipes. If the fans were connected, the one farthest from the central work area could be

used, cutting down the noise level a little.

The fans, which push air into incinerator furnaces, have been producing a loud drumming noise because they vibrate when in use.

The EPA notified Holland last week that it would not award funding to transfer the two fans to a higher level. However, approval for the installation of the pipe connectors, which could cost up to \$8,000, was granted.

Holland said the district asked for \$17,000 to \$20,000 in grant money to install pipes and move the two fans to the second floor.

Allen Hicks of the Boston EPA office, who worked on the grant application, could not be reached for comment yes-

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terday. His office said he was not in and would not be back until today.

The proposal was submitted to the EPA last year on behalf of the district by Fred P. Beguin, an environmental acoustics engineer. Holland said that after measuring noise levels in the work area of the incinerator building, Beguin found that if the two fans were removed from the immediate work place, noise could be reduced by as much as 7.4 decibels.

Noise levels in the room are 90 to 92 decibels, higher than the acceptable level for workers, Holland said. He said that Beguin's report indicated that the fans vibrate because of an imbalance in the support columns.

"Right now workers are wearing headphones to protect them from the noise, which is well above the 80 decibel nuisance level. But what if we decide to increase the plant's capacity and we add another incinerator?" Holland said. "The noise would be intolerable."

He said that EPA did not say why it would not approve the plan and that the district has been trying for three years to reduce the amount of noise in the incinerator building workplace. "There's really nothing else we can do about it, but connect the pipes," Holland said.

Although Beguin's report indicated that noise could be substantially reduced by removing the fans, it also said that if the transfer and the mounting of equipment were not properly supervised, new vibrations could occur that would be transmitted to the lower level.

"This isn't the first time we've asked for help with this problem," Holland said after a district board meeting Wednesday. He said the district had, prior to submitting the report, suggested that acoustical enclosures be built around the fans, but EPA rejected that idea, too.

He said that the district would not resubmit the proposal. "If we can connect the fans, then we will try and do that, but EPA has given us its final word on moving the fans."

British Gen. Wolfe was killed and his opponent, the Marquis de Montcalm, was mortally wounded at the Battle of the Plains of Abraham in 1759. During the battle, Wolfe led the British in storming the heights of the city to capture Quebec and give the British supremacy in North America during the Seven Years War.

CRANSTON, RI
MIRROR
JAN 24 1980

how lead protects us



Lead protects us from radiation and noise. Doctors and x-ray technicians are protected by leaded aprons, shields and windows. Lead enclosures quiet noisy machinery, jet aircraft and buildings.



Airport-noise foes face major setback

By ROBERT BARKIN
Journal-Bulletin Staff Writer

President Carter is expected to sign a bill that would relax noise control regulations for twin-engine jets, despite substantial congressional opposition including most of the Rhode Island delegation, the office of Rep. Edward P. Beard said yesterday.

Beard, Sen. Claiborne Pell and Warwick Mayor Joseph W. Walsh have all fought the bill, which was given final approval and sent to the President's desk this week. Only Sen. John Chafee supported the measure.

Beard's office said that the congressional leadership had been informed that the measure would be signed.

The measure passed in the House 285 to 122 and in the Senate on a voice vote. Under the bill, the government pushed back the deadline imposed on airlines to fit their twin- and three-engine airplanes with quieter engines in an effort to reduce the noise problem around airports. The bill applies only to aircraft with fewer than 100 seats.

Previous legislation had set a deadline of 1983 for the installation of the new engines. The bill before the President would move that deadline back to 1988. The U.S. Department of Transportation had supported the compromise legislation.

THE MEASURE is of particular concern to Warwick residents, who have long complained about the problem of

noise from Green State Airport. Most of the airplanes that fly out of Green Airport are of the type covered by the bill.

A recent airport study undertaken by the state Department of Transportation concluded that "airport noise is a noticeable factor in the community today and will continue to be so in the future."

State officials estimate that 30,000 of the 90,000 Warwick residents are in high-decibel zones of airplane noise. The state study proposed an extension of the main runway at the airport, based largely on the conclusion that noise levels would not be a factor because of engine improvements.

Local officials for the most part opposed the bill from its inception last summer to its final approval in a compromise form this week. The current version is more stringent than the original bill, which would have exempted most aircraft from any modifications well into the next decade.

HEARD SAID yesterday that he opposed the bill in testimony last summer before the House Transportation Committee. "I was out to get a stronger version and they decided to ease the regulations on noise," he said.

A spokesman for Pell said that the Senate had not taken a roll-call vote on the measure but that the senator had opposed the measure throughout the legislative process.

Mayor Walsh said yesterday that he

had sent a telegram to President Carter urging that he veto the legislation. "Any postponement (of the regulations) would mean that the people of Warwick would continue to live in an intolerable noise environment," he said.

Walsh sent a position paper to the congressional hearings last summer, in opposition to the proposed relaxation of the regulations.

Only Chafee supported the legislation in its final version. According to the senator's office, refitting airplanes with new engines would cost \$250,000 per plane. The senator said he believed that the airlines should be encouraged to purchase new airplanes with the latest technology, which are quieter and more fuel-efficient, according to a spokesman.

But the senator was also aware that a new effort might arise later to relax the standards even further. He would oppose such a move, the spokesman said, adding: "He's bent as far as he's going to bend."

WARWICK, RI
BEACON
JAN 24 1980

Runway extension study shows few problems

By JOHN MONAHAN

A report on the environmental impacts of a proposal to extend T. F. Green Airport's main runway by 700 feet has been completed and concludes that there is a strong economic need for the airport expansion and that the project will have little, if any, adverse impacts on neighborhoods surrounding the facility.

The report, which will be publicly released for review next week, thirty days prior to a statewide public hearing, is the final planning step needed before federal approval for the runway extension is sought by the state Department of Transportation (DOT). Airport planners say the runway is needed to clear the way for landing widebody jets here, as well to relieve passenger, cargo and fuel restrictions now imposed on aircraft operating at Green due to the shortness of the existing all weather, primary runway. A DOT spokesman said yesterday that although the report is completed, it is still under review by the Governor's airport advisory committee and the Department of Transportation, and is subject to change and revision prior to public review.

In response to local comments and questions raised while the report was being prepared late last year, the completed document includes a beefed up economic justification for project which cites several airline industry spokesman who strongly endorse the merits of the proposal. In addition the study concludes that the project will have no serious adverse impacts on the local community with regard to noise levels, expanded lighting, air pollution and water quality.

The report assumes that one locally controversial issue, the status of the take-off and landing "clear zone" will remain as it is now, despite the extension of the runway. Planners say under their proposal for an "displaced threshold" method of using the runway, planes would not use the additional runway space when landing, but only as

a safety zone on take off. Thus they propose that the existing "clear zone" can be left as it is.

According to Airport Planning Chief, Joseph Arruda, the Federal Aviation Administration (FAA) will have to determine the acceptability of leaving the clear zone as it is today, while it evolves a policy on that matter in reviewing the report. One question raised here, that has not been dealt with in the report, is whether the existing clear zone should be free of obstructions on the ground or whether homes, roadways and other objects falling within the clear zone can remain standing, as they do now in the existing clear zone at the end of the runway.

Also, the report makes no recommendations that land or homes be taken by the state to accommodate the extension project, said Arruda.

City officials and local residents have closely monitored the study and the proposal as it has been produced, and despite the findings of the report the project will no doubt remain controversial locally. Meanwhile, state business leaders have offered strong support for the project.

A major finding of the studies that were undertaken to produce the environmental assessment was that existing noise levels from the takeoff and landing of aircraft at Green has a major impact on most of the city's population. The study completed through on-site noise testing and computer modelling projections showed that 32,600 Warwick residents now live in areas that are battered by "normally unacceptable" noise levels, according to federal housing guidelines. Other smaller areas, it was shown, suffer even worse noise levels.

But the report concludes that despite the existing noise problem, the building of the runway extension would not increase noise levels or worsen the problem. "Instead the proposal will cause less noise impact to land use than the no build option," according to the report.

Now, the longest runway at the

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airport, 6,466 feet says the report, is too short to allow some aircraft to take off fully loaded with passengers, cargo and fuel. An increase in the runway length to 7,000 feet would increase the allowed capacity on some planes by as much as 15 percent over the present restrictions.

For example, with the additional runway space, a DC-9 jet airliner travelling 1000 miles, would be able to increase its loading from 47 per cent to 60 per cent capacity says the study.

The runway lengthening is also "regulated" to allow "wide body aircraft" to land at Green in the future. The report cites a letter from William B. Letteney Jr., a public relations spokesman from the Eastern Division of United Airlines as saying, "the existing runway will preclude all A-300, DC-10, B767, B737, and B747 opera-

tions," at the state airport. "Although those planes can land on less than 7,000 feet," said Letteney, "the economic penalties would eliminate that consideration."

Although the report says noise will continue to be a noticeable factor in the future here, whether or not the runway is extended, it nevertheless analyzes some options that could be used to mitigate the noise levels.

The report cites an FAA order identifying noise levels such as those found to be suffered throughout much of the city as a result of the airport, to be at "the threshold of potentially significant adverse impact". FAA suggests, according to the report, that noise in the largest areas impacted here of 65 to 75 decibels of constant noise should be dealt with by the use of "noise easements, land use measures, and other compatibility controls."

Possible noise remedies listed, but not recommended in any way, in the report include methods such as: preferential runway use, barriers to curb noise from taxiing aircraft, possible aircraft operations practices such as thrust cutbacks after takeoff and different approach patterns, and land use options, such as redeveloping severely impacted noise areas with more compatible uses, as options that could be considered to address the existing noise problem.

The report also asserts that the proposal would comply with all federal state and local environmental laws.

WARWICK, RI
BEACON
JAN 31 1980

Walsh says noise a factor in any runway extension decision

BY JOHN MONAHAN

Although Mayor Joseph W. Walsh and local citizen advisors are continuing to closely scrutinize the contents of a report endorsing the extension of the main runway at T.F. Green State Airport and are not yet offering comments endorsing or objecting to those studies, Walsh yesterday outlined in broad terms his primary concerns with the estimated \$1 million state project.

Since a copy of the federally required environmental assessment reached city hall here last Wednesday, Walsh

has summarized that the economic need for the project, the state's primary justification for a 700 foot extension to the runway, has become somewhat diluted since the proposal was originally aired by Department of Transportation officials several years ago. In addition, Walsh said in his office yesterday, he sees the significant existing noise problem from Green aircraft, that is documented in the report, as being inseparable from consideration of the runway proposal, a linkage state officials have said cannot be justified.

A safety zone, designed to give

aircraft additional air space during landings and take-offs, in the case of aerial mishaps, known as the "clear zone" remains an issue Walsh will seek further clarification on before the extension is built.

At issue regarding the clear zone is the question of whether federal safety policies will allow the state to operate the expanded runway if built with a displaced threshold, used only in taking off, and whether the Federal Aviation Administration will require the state to purchase and level homes near the runway to enhance safety in the clear zone. State airport planners have proposed that no changes should be

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required in the clear zone in order to accommodate the lengthened runway.

State officials have said no homes will be taken to permit the project to go forward.

Walsh said in "scrutinizing" the report, to prepare comments for a public hearing to be scheduled before a final draft is submitted for federal approval. "We want to know, if the FAA is going to allow an exception, (to maintain the clear zone as it is now and to use a displaced threshold) whether it is reasonable," said the mayor.

Regarding the need for the airport expansion, Walsh said, "For years the economic justification for the project has been that the runway extension would allow an increase in the number of flights and accommodate wide body jets." The report projects that the number of flights at the airport will increase by about 25 per cent over the next ten years with or without the expansion and that only one scheduled wide body jet flight would be expected by then.

"When they say possibly there might be one wide body jet by 1990 they are on thin ice," said Walsh. He stopped short of drawing a definite conclusion about the economic justification for the project, but said "The weight of the economic need seems to be much less than what it was originally stated to be."

Several years ago when the state began planning the extension, said Walsh, it was expected that wide body jets would make up a major portion of the airline fleet at Green in the future. At the time, he said, it was thought the increased proportion of newer wide body jets would lessen noise problems as well, but the most recent projections in air traffic, included in the report, discount that advantage to the runway extension. Now, report indicates that

the primary need for the runway lengthening is to allow planes to fly from Green with greater weight loads in passengers, cargo and fuel.

The report, completed with federal funding by Heidelberg-Clary Associates of Providence documented a significant noise impact on the residents of Warwick resulting from aircraft noise. It also concludes however, that the noise problem would not be significantly increased by the construction of the extension.

The report says 32,000 residents are battered by noise levels considered "unacceptable" by federal housing and aviation standards and notes worse levels are present in some areas closer to the runways.

"People have always said here that there is a noise problem. The report documents that we've been right all along in that regard," Walsh said.

Although state planners have emphasized that the issue of the existing noise problem should be considered separately from the pending proposal, Walsh disagrees.

"While we're involved in this procedure, we think that the whole issue ought to be addressed," he said, "We're saying you can't look at one without the other." The city will likely look towards recommendations that noise abatement actions be taken to alleviate the existing noise problems as well as to lessen any increases or changes in noise patterns that the runway expansion might bring about.

Walsh said the city will be formulating specific comments regarding the content of the environmental assessment within the coming weeks, as the city's legal and planning staff review the document. Also, he said, he will be awaiting responses from the local citizen advisory committee members, after they have analyzed the document.

WARWICK, RI
BEACON
FEB 14 1980

Walsh wants Carter to veto noise legislation

By PAUL HARRIGAN

Mayor Joseph W. Walsh has urged President Carter to veto legislation approved by Congress last week which will relax noise control regulations for most of the passenger jet aircraft flying in and out of T.F. Green Airport.

Walsh, in a telegram to Carter, noted the recent noise studies conducted here which found fully a third of the city's residents living in areas "severely impacted by aircraft noise".

The bill now before President Carter would relax standards originally proposed to take effect in 1983 and 1985. Initial Congressional action had mandated that new noise standards for 40 and three engine jet aircraft with less than 100 seats take effect over the two year period. According to the original legislation airlines would have had to retrofit older, more noisy aircraft by the deadline dates, thereby reducing noise levels considered intolerable under present guidelines.

But the new Airport and Airway Development Act postponed the 1983 and 1985 deadlines for five additional years and received House approval by a wide margin.

The Senate approved the measure by a voice vote.

In a telegram to Carter Walsh said, "I would like to express my deep concern over the passage of HR2440, the Airport and Airway Development Act.

"T.F. Green Airport, Rhode Island's major air facility, is located in the city of Warwick, a community of 90,000 people. Recent environment studies have indicated that over 30,000 residents are severely impacted by aircraft noise.

"The people of Warwick were given a commitment by Congress that there would be relief from this problem because airlines would be required to reduce noise levels by 1983 and 1985. The Airport and Airway Development Act, if it becomes law, will delay these deadlines, and any postponement of these deadlines will result in Warwick residents continuing to live in an intolerable noise environment. Because this bill will exempt a substantial number of aircraft from compliance with the existing regulations, which would reduce noise for Warwick residents, I strongly urge you to veto this legislation," the telegram concluded.

A recent study of aircraft noise at Green, conducted in conjunction with the environmental assessment on the proposed 700 foot runway extension, found a major portion the city impacted with noise considered "intolerable" by present federal regulations.

Walsh lobbied in Washington to prevent relaxation of the new noise standards, but Congress said in view of the present economic situation, it would present a hardship on the major airlines to force the retrofitting at this time.

Congressman Edward P. Beard and Senator Claiborne Pell were opposed to the relaxation of the noise standards.

Senator John Chafee voted in favor of extending the deadlines for the new standards.

BURLINGTON, VT
FREE PRESS
FEB 6 1980

Jet Noise, Airport Aid Bills Approved

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate Tuesday and was sent to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size.

The airport noise bill was worked out by House-Senate negotiators after the two houses passed differing versions. The compromise was approved by the House last week.

It amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983.

REGION II
NEW JERSEY, NEW YORK, PUERTO RICO
VIRGIN ISLANDS

Neal R. Peirce

China's radical way to deal with cities

ARTICLE ONE OF China's urban policy is to hold down city populations. Harking back to Mao Tse-tung's preference for country over city, it resists the development of huge metropolises. It is leading China to diverge sharply from the urbanization binge of the rest of the Third World.

Coupled with China's rigorous birth control program, the policy may permit China's people to face the coming decades without the shantytowns, the wretched urban poverty, the spectre of hunger, among the city masses that plague so many Third World cities today.

Between now and the end of the century, according to United Nations estimates, Mexico City will balloon from its present 13.9 million to 31.5 million people, Cairo's population will rise from 8.4 million to 17 million, Sao Paulo's from 12.5 to 26 million, Calcutta's from 9.6 million to 20.4 million. The net result—mirrored in almost every underdeveloped country—has to be a global social tinderbox of frightening, destructive potential.

China is surely not free of urban problems. The illustrious old seaport of Shanghai has 5.7 million people in its crowded inner city and 3.5 million outside; some Shanghai neighborhoods shelter up to 600 people an acre, the densest population known to man. Peking, with 8.2 million souls, 4.4 million of them in the inner city, is not far behind. In all, China has some 90 cities with more than 1 million people.

BUT THE FIGURES—and appearances—deceive. Eighty percent of China's billion people still live in the rural countryside. Shanghai expects to hold its center city population constant for the next 20 years. Zhou Yongyuan, Peking's chief city planner, insists Peking's center city population can actually be reduced by 800,000 by the year 2000. China will seek to locate new factories inland, to develop rural communes into small cities, and to channel whatever big city growth occurs into well-planned, outlying satellite towns.

National and local officials acknowledge it may be very hard to prevent some "seepage" of people into the center cities. Wages, living standards and pensions are all higher for urban factory workers than rural farmers; tens of millions of peasants would opt for the city overnight if stiff government controls didn't prevent them. The country faces a Herculean task in making rural life as attractive as urban. Increasing foreign trade may push economic activity inexorably to the already heavily populated coastal regions. China's people may grow increasingly restive in the face of often brutal official decisions to split up families and dispatch youth to the interior.

Yet given China's strong social cohesion, built from neighborhood and village on up, the population policy has a better-than-fair chance. That gives Chinese cities freedom to focus on their vital housing and transportation problems, to avoid aping Soviet or Western models, to concentrate on the country's own cultural traditions—in short, to "keep China Chinese."

VAST QUANTITIES of new housing are going up in every Chinese city—to replace dilapidated old houses, to accommodate millions of new young families. By Western standards, the housing is primitive indeed. Even the best of it offers, for a family of four, just two small living bedrooms, plus a tiny kitchen and bathroom. Often several families must share kitchens or bathrooms.

China is a poor country and can hardly be faulted for extreme modesty in new apartments (single-family houses are out of the question). But there are real problems in quality of workmanship—built hurriedly, the new buildings are subject to "instant

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aging" with cracking walls, peeling tiles and the like.

And more thought is desperately needed to improve design. The new apartment buildings — at least five stories, sometimes eight or more — are often colorless and constructed in monotonous, barrack-like rows as if a second-rate engineer had done the architectural design. Yet with little additional cost, heights could be varied, buildings placed in less sterile rows than the present "marching building" pattern, and touches of color and varied materials added to reflect some of the richness and character of traditional Chinese architecture.

Designers could also recreate more of the ancient Chinese enclosed courtyard atmosphere which is remembered nostalgically, for its intimate social feeling, by persons who have been moved to the new high rises. And neighborhood groups, so well mobilized on every issue from welfare to birth control, could be organized to add the greenery and landscaping which are now appallingly absent around new buildings. One recalls that in times past China built perhaps the most exquisite gardens known to mankind.

MORE BEAUTIFUL Chinese cities and villages could help relieve the drab, work-oriented lives the people now lead. In the face of their adversities, it is remarkable how cheerful and open the Chinese remain (a characteristic almost irresistible to westerners). But in time, unrelieved sacrifice and drabness in life could lead to a surly populace.

Transportation is the other great challenge for Chinese cities. Swarms of bicycles, tricycle and human-drawn carts now fill the streets, joined by buses and a few trucks and autos. (The cars are almost all factory or government-owned.) Traffic jams have al-

ready arrived — because traffic rules are consistently ignored, because most streets are too narrow for extra burdens.

One can envision two scenarios. The Chinese might impose no rules, allow ever-more trucks and autos and permit motorcycles to penetrate the already thick traffic mass. The result would surely be chaos: total congestion, fearsome noise and air pollution of the brand that already makes a hell of the street environment in such cities as Bangkok and Cairo. The Chinese cyclist and pedestrian would be the victim.

The Chinese may be frighteningly close to this policy already. Planners talk of reducing the number of bikes (even as other world cities try to increase cycle use), of increasing road sizes to accommodate the increased motor traffic. Where the additional vehicles could even be parked in this densely packed country defies the imagination.

THERE COULD BE a unique — all Chinese — alternative. Strict limits could be placed on truck and auto fleets. Motorcycles and other serious noise and air polluters could be banned altogether. Traffic rules could be enforced. Practically all investment could go into bus fleets, perhaps some subways.

Indeed, China has an exciting transportation opportunity: To make a great leap over both the developed and underdeveloped world, to skip the age of the automobile, and to create the world's finest transit system, both within and between cities.

Only because of its far-sighted population and urban growth policy does China even have a chance to make these housing and transit decisions. How it resolves them will determine the quality of life for a quarter of the world's people well into the 21st century.

Researchers say noise changes sleep pattern

ENVIRONMENTAL NOISE can damage the quality of your sleep says the Better Sleep Council. According to the Council, a nonprofit organization that reports on sleep research, studies have shown that aircraft noise can change the pattern of person's sleep. Moreover, your sleep can be affected even when you don't wake up.

In a study at North Carolina State University, psychologists found significant changes in normal sleep patterns — which are measured on an EEG — when subjects were exposed to 20 second periods of jet fly-over noise, nine times a night.

One result of this disturbed night's sleep was the subjects didn't perform a simple task as well on the following morning. But when they were given an undisturbed night of sleep, their performance returned to normal.

The researchers also found that in most instances the subjects didn't awaken at the noise, and if they did, didn't remember being disturbed. However, their EEG's proved that their sleep had been affected, even without their awakening.

THE EEG'S ALSO showed that the effect of the noise far outlasted its duration. A total of three minutes of aircraft noise disturbed the sleep patterns for a total of 45 minutes.

Similar findings were obtained from a 1978 Canadian study which measured the sleep patterns of persons disturbed by a passing truck. The researchers found that the truck noises caused subjects either to waken or to shift from the deeper, more restful stages of sleep into shallower stages of sleep.

And the subjects showed only limited ability to adapt. After two weeks of exposure to truck noise, the subjects were about half as likely to awaken. However, their tendency to shift into lighter stages of sleep at the onset of the noise was unchanged.

For people living near extreme noise, sleep can be even more of a problem, reports the Better Sleep Council. In 1973, Dr. Gordon Globus compared the sleep of people who lived within one square mile of Los Angeles Airport, where planes flew in at 500 feet over

their homes, to the sleep of residents of a quieter Los Angeles neighborhood.

HE FOUND THAT the sleep of those in the two neighborhoods differed substantially. People sleeping near the airport awoke more frequently during the night. They spent more time in the lighter stages of sleep and less time in the deeper stages of sleep than the residents of quieter neighborhoods. The jet noise also was shown to interfere with REM sleep, the dreaming phase of sleep characterized by rapid eye movements.

Why do people buy homes so close to the airport? Sometimes they don't. According to Charles Elkins, director of the Environmental Protection Agency's Noise Control Bureau, "You don't have to live right on top of an airport to have your sleep affected by the noise. People who live as far away as five miles from the airport can be awakened by the sound of an aircraft landing or takeoff." And almost all of us are within hearing range of traffic.

So what can you do to protect the quality of your sleep against aircraft, trucks or other noise? The Better Sleep Council has these suggestions:

1. **DO WHATEVER** you can to cut down on the noise. Research has shown that earplugs will help block out noise and solidify sleep. You also might want to try a machine that makes the sound of waves or falling rain, to help mask the noise. A fan works equally as well.

2. Make sure your bed is in good condition. The surface should be smooth and resilient enough to spring back when you sit or lie on it. Many hotel and motel executives suggest mattresses should be replaced on an average of every 10 years.

3. Don't do anything that might make it more difficult to sleep. Avoid stimulants like coffee and tea, cola beverages and cigarettes, especially during the evening hours.

4. Don't drink heavily. A glass of wine, or even two, can help you relax and get to sleep, but heavy drinking will interfere with REM sleep, and give you a less restful night's sleep.

ASBURY PARK, NJ
PRESS
JAN 30 1980

Decision due next week on action against plant

ABERDEEN TOWNSHIP — The state hopes to announce next week whether it will take legal action against the Midland Glass Co. for allegedly failing to meet state noise pollution standards.

Paul Schneider, deputy attorney general, said Monday he is still reviewing reports by the Department of Environmental Protection, alleging violations at the glass manufacturing plant.

In the meantime, Schneider said, he has filed a motion requesting that the DEP's Division of Noise Control be severed from a suit filed against Midland by township residents.

The action, filed by residents of the Cliffwood section, charges Midland with negligence and creating a nuisance with "continuous noise and pollution."

Schneider asked that the state be dismissed as a party because "the complaint fails to cite a legal claim against the state," he said.

The division was named in the suit so the residents could have access to information pertaining to Midland, according to the residents' lawyer, Ronald Grazel, Perth Amboy.

Schneider said no information will be withheld in the case.

"A substantial part of the records are part of the public record, which they are entitled to. We have no intention of not letting them see any information that pertains to this case," Schneider said.

Carmena and Edward Stoney, 53 Locust St., plaintiffs in the suit, said the situation near their home has not improved.

Stoney, whose property abuts the plant, said he is still finding white dust on his cars and house. He alleges the dust comes from the plant.

Stoney said he and his family were bothered by noise from night train deliveries on Jan. 14 and 15.

Jordan Corwin, an environmental engineer with the Noise Pollution Control Bureau, said Monday the additional complaints received from Stoney have been added to the case file.

Corwin said his recommendation for legal action was in the hands of the state.

"It seems to me that I've got a complete case for the deputy attorney general to go ahead on," he said.

ASBURY PARK, NJ
PRESS
JAN 31 1980

Put environment first

EDITOR, PRESS: For the second year in a row, the Municipal Health Officers Association has attacked the proposed budget of the Monmouth County Board of Health. The portion of the budget getting the most attention was the portion covering the state mandated environmental health projects. This is a conclusive inventory of, and system of implementing water quality, solid waste, and noise and air pollution projects for our county. I have reviewed a portion of these proposals and find them far more conclusive than anything a municipal health department would be capable of. It would be a shame for petty parochial interests to destroy these excellent environmental projects.

Since Mr. Jargowsky and three assistants are now serving 12 municipalities, it would seem that the remaining towns would save a lot of money, and eliminate the "double taxation" the association complains of, by doing away with individual health departments, and utilizing the county health department. If four people can serve 12 towns, then it seems that most municipal health departments are over-staffed. If four people cannot adequately serve 12 towns, then the county department is under-staffed, and the association has done our county a gross disservice.

I hope our freeholders will put our environmental health ahead of the self-interest of this myopic group.

AARON SMITH, Howell Township

ASBURY PARK, NJ
PRESS
FEB 1 1980

Noise curb eased

WASHINGTON — The House easily overcame opposition from environmentalists and some local citizen groups to approve a compromise bill yesterday that would relax noise-control regulations for two-engine jet airplanes.

The vote was 285-122.

The measure also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It also appropriates \$15 million for planning new noise-reduction projects.

The bill is a product of a Senate-House conference committee compromise. The Senate last year approved a version that was more lenient toward the airlines. The compromise measure is expected to be passed in the Senate.

The bill's supporters said the eased restrictions would save energy.

ASBURY PARK, NJ
PRESS
FEB 1 1980

60-decibel racing limit urged

FREEHOLD — Noise limits of 50 to 60 decibels should be imposed on Old Bridge Township's Raceway Park, a lawyer for neighboring Manalapan Township argued yesterday.

The decibel levels are the same ones the state Department of Environmental Protection imposes on manufacturing plants. The department has no guidelines for auto race-tracks, such as Raceway Park.

Superior Court Judge Patrick J. McGann Jr. said he hopes to decide by Feb. 15 whether restrictions should be placed on the 15-year-old raceway. Its 1980 racing season starts in March and ends in September.

Richard Napoliello, one of the dragstrip's three owners, said it would have to close if the state noise level for businesses and industry is imposed.

The dragsters, some which generate more than 80 decibels, cannot be muffled, he said.

"It has been tried. The mufflers get red hot and burn off, creating a fire hazard," he said after the last day of hearings.

"About 147,000 fans and 12,000 racers would be very unhappy," he said.

The trial began in March 1979.

The raceway is close to the townships of Manalapan and Marlboro.

Manalapan officials brought suit against the track because persons living in the Woodland Greens development in Manalapan said the roar of the racing cars was disrupting their lives.

Yesterday, township attorney Gerald N. Sonnenblek recapped the testimony.

"The noise intrudes on many evenings. It is loud, rough and irritating," he said. "It disrupts conversations (out of doors), wakes children, and drives people indoors."

The racing usually occurred on Wednesdays, Saturdays and Sundays and sometimes continued past 11 p.m.

Sonnenblek urged Judge McGann to consider banning or limiting the running of cars powered by rockets and jet engines.

James Norton of Monmouth Beach, lawyer for the drag strip, said the owners had already instituted changes for the 1980 season that will all but eliminate complaints.

Admitting that the noise might have been excessive during 1974, 1975, and 1976, Norton said subsequent changes reduced the noise

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and the number of noise complaints from Manalapan residents in 1978 and 1979.

"The issue here is determining what a public nuisance is. It must be more than an annoyance. It must cause irreparable harm," said Norton. He claimed the track noise had been an annoyance to the community.

The raceway operators, he said, no longer will permit racing after 10 p.m. and have limited the schedule.

Certain practices, such as the popping of afterburners on jet cars following races, will be stopped, he said.

The popping created a loud noise, mainly for edification of the fans, he indicated.

Other restraints will be placed on larger cars with loud engines, he promised.

ASBURY PARK, NJ
PRESS
FEB 5 1980

DEP probing Midland Glass 'white dust' complaint

ABERDEEN TOWNSHIP — The state Department of Environmental Protection is again investigating complaints that white dust is escaping from the Midland Glass Co. plant here.

"It's coming out by the hundreds of pounds," complained Edward Stoney, 53 Locust St., yesterday. "The grit is pouring out like crazy."

Stoney, whose house abuts the glass bottling manufacturing plant, said a steady stream of dust "blasted" its way down chutes from the main batch house for at least 45 minutes beginning at 11:15 a.m.

"Thank God the wind was blowing toward the (Garden State) Parkway or my house would be covered," he said.

Stoney, a vocal critic of Midland, has continually complained that the company has failed to stop emitting white particulate matter despite directives by the DEP and state attorney general to do so.

Byron Sullivan, chief of the DEP Air Pollution Control Bureau, said inspector David Jones investigated Stoney's complaint, but had not yet made a report.

"We're definitely checking into it," Sullivan said. "I just won't have a report until tomorrow."

Nicholas P. Gicns, director of informa-

tion services for Midland, could not be reached for comment.

In a related matter, Deputy Attorney General Paul Schneider is expected to announce this week whether the state will take legal action against Midland for allegedly failing to comply with noise pollution standards.

Stoney and his wife Carmena, who have complained that they are disturbed by plant noise levels and train deliveries of raw materials, are among a group of 15 families who have filed suit charging Midland with negligence and creating a nuisance with "continuous noise and pollution."

"They tell you it's better. They tell you everything is fine, but it's not. It's still noisy," Stoney said. "I don't know why they think it's better."

Jordan Corwin, an environmental engineer with the DEP's noise pollution bureau, found the company exceeded allowable noise levels on two evenings at three locations between the hours of 10 p.m. and 5 a.m.

In November 1978 the DEP ordered the company to comply with state regulations by Nov. 5, 1979. Midland's lawyer, Francis X. Jounick, has maintained that the company met the terms of that order, but state officials disagree.

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▲ Midland could be fined as much as \$3,000 a day for violating the DEP order, although the maximum fine has never been imposed.

State law sets a maximum of 50 decibels for noise at the property line of a manufacturing plant between 10 p.m. and 7 a. m.

State inspectors say they have recorded noise levels reaching 58 decibels at the Midland property line.

Midland's chief plant engineer, Philip McGovern, said last month that all repairs ordered by the DEP designed to correct noise problems had been completed according to schedule.

BERNARDSVILLE, NJ
NEWS
JAN 24 1980

Water Resource, Noise Control To Occupy Commission

By LYNDA KLEMM

BERNARDS TWP. — The Environmental Commission said Monday night that water resource preservation and noise control will be important subjects for study during the coming year.

The commission devoted the first meeting of the new year to a review of unfinished issues of 1979 and a discussion of environmental goals for 1980.

Commission member Leo Page expressed concern over the township's lack of information about its own water resources. The Planning Board's master plan for the township does not record sources of ground water, Page said, and as a result construction may be permitted to cover over prime sites.

A professional ground-water hydrologist, Page told the commission that the township may have as much as \$50 million worth of water in the bedrock which makes up much of the topography. Page said the figure took into account the cost of pumping water from the Passaic River, as is now done, over a period of 30 or 40 years.

"Some sort of careful inventory should be done, to find out how many millions of gallons of water we have,

how many can be developed," Page said.

A goal of the Environmental Commission should be "to preserve and enhance whatever water resources, ground and surface, we have," Page said.

Page said he will prepare a report, to be presented at the next meeting of the commission, outlining procedure and costs for a complete study of the township's water resources.

The commission also focused discussion on noise control alternatives to protect the residential areas adjoining I-287. Because New Jersey has no noise control regulations, the township would have to set and enforce its own restrictions.

Board member John Kunna, who studied solutions to noise problems as a member of the New Jersey Turnpike Commission, said that tractor-trailer trucks were the primary violators along the highway and that five to seven percent of those on I-287 would be issued a summons under the noise control restrictions enforced along the Turnpike.

The discussion remained inconclusive, pending the results of a study of the problem by a private firm engaged by the Township Committee.

In a move toward increasing the efficiency of the commission, members agreed to attend Planning Board meetings when an issue of environmental concern is to be discussed. In addition, the commission will seek site plans from applicants in order to better evaluate an Environmental Impact Statement.

PETE FINLEY
Of the Courier-Post



**Silence, too, worth
\$800 for an ounce**

What is happening to silence?

Is there anywhere to go to find it? Not the silence of sleep, but the silence of an unhurrying midday, an uneventful evening, a still night. The once-silent hours of early morning are sorely missed. Like old friends, these companions of peace and rest have slipped away, have maybe died. They are missed.

We are paying a price for our creature comforts. At times one wonders if they are worth it.

The destroyers of silence are man-made. A mundane thing like felling a tree or reducing timber into firewood once involved the intermittent thuds of an ax. A handsaw might have been used instead, launching staccato whispers into the otherwise still air of the neighborhood. The axe and the saw hardly made it across our protective moat; the nerve centers remained unscathed. Silence healed its small scratches quickly.

Now there are chainsaws. And silence is attacked and make no mistake about it, getting deeply scarred. More and more, silent things are being replaced by noisy, mechanical things. We are inventing ourselves into nervous breakdowns.

Is there a bar left in the area where one can sit and sip, quietly, with no television (whatever the hour) mumbling in the background? Is it necessary, really, to have constant music, live or otherwise, in a place one enters to find companionship with his own thoughts or in private talk with another? The occasional tinkling of ice, glasses, the small talk of others across the bar or a couple of seats away are not destroyers of silence. But constant entertainment, electrical or live, is. So are flickering signs, catchy gadgets. Noise comes in various packages.

A walk is not done in silence anymore. The trembling of the pavement signals the arrival of the tractor-trailer coming up from behind and never mind the no trucks signs in the area.

Trail bikes, motorcycles, buses, trucks and just too many cars have made walking along a main street almost prohibitive. One walks the pavements of our highways these days because of an emergency. One does not walk them for pleasure anymore.

Mary bought a small station wagon several years ago. It had no radio. "I'll put one in for you. It's no trouble," I told our oldest daughter. "No thanks, Dad, I don't want a radio. When I drive I like to think and it's much easier to do that in silence." There are many reasons to love Mary.

It's early evening and I must go on an errand. The boys are out for the night. I ask Diane what channel she wants on to keep her company. "I have lots to read," she says, picking up a mountain of papers. "Leave it off. The house is so peaceful without it." Like Mary, Diane is easy to love.

A long time ago I had an old wooden boat. It rested over the winters in Jim Gormley's boatyard in Westville, sitting up off the ground on old railroad ties. It had a small cabin.

Silence was a constant passenger on board that old boat. It was always waiting for me. A small radio that was brought along at first for, well, for whatever, soon became a nuisance. An intruder. Silence was piqued. One had to go. I made a choice. The radio was left home. The rewards were great.

Dropping into a church for a quick visit at odd hours during the week was a delightful way to court silence among other things. Silence mixed well with flickering candles and stained glass and meditation. But church doors are locked these days except during scheduled services. Hoodlums, sickies, jerks, have taken their toll on churches and silence.

It is good, it is necessary, at times to do nothing. While the machine rests, the batteries recharge. It's an old-fashioned hunch that the best environment for doing nothing is a silent one. Not one silent of birds and warm breezes and the stirring of leaves, but one silent of mechanical things and electrical things. And sometimes, silent of voices.

I like rooms with doors, not to keep

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people out but to keep silence in. Too bad we can't carry doors with us into the fast-food restaurant, into the office, onto the bus. "Don't you see the closed door?" we could say to intruders, noise makers. "Don't you know enough to knock before entering?"

And then, of course, we would call out, "Go away, there's no one here but us, me and silence. And today, visitors aren't welcome."

CLOSTER, NJ
THE VALLEY STAR
JAN 31 1980

Alpine adopts stiff noise ban measure

By Martin Elder

ALPINE — An ordinance prohibiting loud and unnecessary noise in the borough was given final passage at Monday night's Borough Council meeting by a 5-1 vote.

The ordinance resulted from complaints by residents about noisy truck traffic on Closter Dock Road.

It prohibits noises from various sources which exceed a level of 65 decibels between 8 a.m. and 8 p.m. and 50 decibels between 8 p.m. and 8 a.m. unless a permit is obtained from borough officials. Violators of the law will face a fine of \$200 or 90 days imprisonment.

Unnecessary noises include sounds of automobile horns in traffic, except when used as a danger warning signal.

Residents will not be allowed to play radios, TV sets, phonographs or tape recorders, either indoors or outdoors, at a noise level which would disturb their neighbors or at a louder volume than is necessary for convenient listening.

Loud speakers or amplifiers used in the streets for commercial advertising or any other

purpose, are prohibited, except when authorized by government officials during an emergency or when used for non-profit charitable, educational, civic, religious or recreational activities under a permit obtained from the Borough Administrator.

The ordinance also bans the operation of lawn mowers, chain saws, golf course maintenance equipment and leaf blowers between 10 p.m. and 8 a.m.

The law also requires that all motor vehicles, including cars, mini-bikes and motorcycles, be equipped with a muffler.

The council also introduced by a vote of 5-1 an ordinance to change the appointive process for the Board of Adjustment. Under the new measure, the mayor would need the approval of the majority of the council to appoint to the zoning board.

The action was taken to rectify what the Republican Council regarded as a "mistake" in the Land Use Act ordinance passed last year, which permitted the mayor to appoint to the Board of Adjustment without council approval.

The "mistake" in the old ordinance caused dissension at

the reorganization meeting this year when Mayor Karakian Bedrosian named three residents to the board without seeking council approval. In spite of efforts by the Republican council to change the ordinance before the end of the year, the mayor succeeded in retaining full control of the appointive power over that particular board.

Since the Republicans control the council, this new ordinance is expected to be approved by the majority. A public hearing on the ordinance will be held Feb. 25.

Mayor Bedrosian publicly read several letters sent to him by borough residents expressing dismay at his decision to eliminate the post of Borough Coordinator, held by Alice Parsells, as of Dec. 31.

The mayor based his decision on his feeling that the borough did not need a borough coordinator, a post created in 1973.

Mayor Bedrosian said Mrs. Parsells spent one hour a day as coordinator and the remaining portion of her time as tax collector and treasurer, two positions where she is still

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needed, and he felt it a waste to pay a coordinator \$5,900 a year for five hours each week.

Mrs. Parsells, in a statement released to the press in early January, said the position was created in 1973 by an ordinance to provide a "Central Control Center" to coordinate the work of the Planning Board, the Board of Adjustment, the Building Department and the Tax Treasurer's Office.

"It has been my responsibility along with my elected office of tax collector and my appointed office as treasurer to provide this liaison," she said in her statement.

Mrs. Parsells criticized Mayor Bedrosian for not "offering me the courtesy of informing me that he was not going to nominate me for the position I have held for six years."

She added that her successful campaign as the Republican candidate for tax collector "may have caused irritation to Mayor Bedrosian," who is a Democrat.

The Republican majority on the council refused to accept the mayor's recommendation that the post be abolished at the reorganization meeting and must wait 30 days before re-submitting Mrs. Parsell's appointment, which they are expected to do early in February.

DOVER, NJ
ADVANCE
FEB 3 1980

Hong Kong noisiest city

HONG KONG (UPI)—Pile drivers, pneumatic drills, unrivaled traffic density, antiquated factory machinery and an airport flight path directly overhead have made Hong Kong the world's noisiest city.

And the ear battering is turning helpless victims into nervous wrecks.

Although the curbing of unnecessary noise has become a

priority issue in the United States and many other industrialized countries, government and industry in Hong Kong have turned a deaf ear, or one rapidly turning deaf, to the problem.

Dr. Norman Ko, the British Colony's staunchest crusader against noise pollution, admits he is discouraged but says he won't give up a campaign he started in 1969.

It took Ko and a team of researchers at the University of Hong Kong six years to prove in undisputed terms that Hong Kong is the world's noisiest city.

Ko, a senior lecturer in the mechanical engineering department, measured noise in decibels in several major cities, Hong Kong, with a reading of 75, emerged far worse than New York, 68; Dusseldorf, 63; London 62; or Tokyo, 57.

The government halted the detailed report, which itemized

every type of noise pollution and provided recommendations to curb the racket without blocking economic progress.

Strong anti-noise legislation was promised.

That was in 1977.

But, Ko said in an interview, no laws have been passed to force builders to use quieter equipment, nothing to require workers to wear ear protectors, no enforced soundproofing and not even a regulation to stop the importation of noisy vehicles.

Hong Kong's noise problem is intensified by its high-rise environment. "Noise reverberates between rows of buildings," Ko said. "It travels and builds up before dying down."

Despite the warnings of Ko and medical doctors that workers in factory and construction sites risk noise-induced deafness—and that residents are subjected to nervous stress, tension and

high blood pressure—only token relief has emerged.

The government reduced the time the noisiest equipment can operate daily to 12 hours, halting the din from 7 p.m. to 7 a.m., plus Sundays and public holidays. Violation carries a fine of \$1,000.

But many builders say privately they prefer to risk the fine rather than delay a project.

Ko noted that since his report emerged, construction, factory output and traffic have soared, making the city noisier than ever. Workers near pile drivers and in textile and metal factories endure noise levels between 100 and 120 decibels, when 90 is considered the maximum.

"As the situation stands," said Ko, "a new generation is growing up conditioned by noise, noise and more noise to believe that living under these conditions is the normal way of life."

DOVER, NJ
ADVANCE
FEB 8 1980

Preacher may ignore court, not turn his music down

PORTLAND, Ore. (UPI)—The Rev. Archie Hopkins says he might ignore a court order to tone down the noise at his Solid Rock of God in Christ church if it interferes with his services.

"If it's going to interfere with my services, no I won't," said Hopkins, pastor of the church for 13 years.

"I hate to come to this, but I have to make my stand on my convictions. The judge upholds the law of the land. I uphold the laws of God."

Multnomah County Circuit Judge Phillip Roth this week ordered the church to limit its amplification system at a maximum 50-decibel level. Roth acted after deputy city noise control officer David Sweet said the sound of amplified speaking, singing and music by organ, saxophone, electric guitars, tambourine and drums rose as high as 65 decibels at the church.

Neighborhood residents have tried for four years to get the church to turn down the volume. Roth specified maximum noise levels in May 1978 and

ordered the church to install sound proofing insulation.

Sweet, who took a new reading after a church neighbor recently complained about exceptionally loud services, said the noise monitored from the corner of the property was three times the volume permitted under Roth's order.

Defense attorney Charles Hinkle said the church has made a good-faith effort to comply with the court's order and that its form of worship has been affected as a result. He said the church has cut down the number of revivals it hosts because of the noise problem.

Hinkle said that while the noise levels exceeds that set by the court at times, "I don't think that should be in the court's power to prohibit." He said the neighbors can "live peacefully 99 percent of the time."

"I'm not going to pull the amplification because that would effect the beauty of your services," said Roth, "but we may have to come to that point."

ELIZABETH, NJ
JOURNAL
FEB 1 1980

Noise level bid stalled

WASHINGTON (UPI) — The House voted 285-122 Thursday to delay for up to five years federal noise standards for older two-engine commercial jet aircraft.

The legislation was sought by several major airlines, but opposed by several aviation consumer groups and some big cities, particularly New York.

The Senate, which earlier passed a bill much more lenient on the airlines, is expected to quickly approve the bill and send

it to President Carter, who is expected to sign it.

Numerous other changes were included in the compromise bill, including a requirement that airport operators develop noise-control programs. Homeowners acquiring property after enactment of the legislation would be prohibited from recovering damages unless there was a significant increase in the noise.

The bill would give owners of two-engine aircraft with less than 100 seats — certain models of the DC-9 and the B-737 and all BAC-111s — until 1988 to comply with federal noise

standards. Those with more than 100 seats would have until 1985, although the deadline could be extended to 1988 if the airline agreed to buy new quieter aircraft by 1983.

Under current regulations, deadlines for refitting various types of older two-engine jet aircraft for quieter operation would be 1981 or 1983, although the Federal Aviation Administration could extend these deadlines to 1985 if the airline agreed to purchase new quieter aircraft by 1985.

Opponents charged the bill was a sellout to airlines which had been dragging their heels on compliance, while proponents said the bill actually would result in quieter operation because it would encourage purchase of new aircraft.

Bogota to seek FAA probe at Teterboro

By Wendy Lin
Staff Writer

Bogota officials say they will petition the Federal Aviation Administration to investigate the maintenance and safety of planes leaving Teterboro Airport because of Saturday's crash of a single engine plane in the backyard of a home on Leonia Ave.

The crash killed the pilot and his passenger. No one on the ground was injured.

"We recognize the fact that the airport is there to stay," Mayor Pat Schuber said yesterday. "But we have the right to ask that the planes coming out of the airport are well maintained."

Schuber said he plans to contact officials of other towns beneath the flight patterns of planes using Teterboro Airport in a bid to jointly petition the FAA.

Some Bogota residents, who have long complained of the noise from nearby Teterboro Airport, were worrying about hazards. "Lately the noise has been getting worse," said Helen McShane of Leonia Avenue. "But I never thought this would happen. It was too close for comfort."

Meanwhile, a joint investigation by the National Transportation Safety Board and the Federal Aviation Administration was set to begin today.

Councilman Joseph Shuler called for stricter controls over weekend fliers. "There have to be tighter controls on licensing," said Shuler. "It shouldn't be like getting a license to drive a car. You've got a plane up there and it's loaded with fuel. It's like a bomb. There's a great potential for bad accidents."

The crash was the third involving a private plane in Bergen County in a little more than two months.

Three weeks ago, a student pilot es-

caped with minor injuries when he made an emergency landing in the parking lot of Fairleigh Dickinson University's Teaneck campus. On Nov. 16, three people died in a crash in the Carlstadt meadowlands.

Saturday's crash occurred at 1:30 p.m., five minutes after the single engine Beechcraft two-seater had left Teterboro Airport. The plane nosedived silently into the backyard of Andrew Brown's home at 206 Leonia Ave, and burst into flames.

Two bound for Long Island

The pilot, Nicholas Brousse, 31, of Brooklyn, and his only passenger, Margarita Bunge, 30, of Manhattan, died in the crash. They were en route to Montauk Point, Long Island.

Brown, along with his wife, mother-in-law, son, daughter-in-law, and 2-year-old granddaughter, had just sat down to lunch when they heard a "terrific impact," which broke several windows in the house and sent shattered glass flying a few feet from the kitchen table. Their wooden, unenclosed porch was smashed, the rear wall was battered and badly singed, and part of the roof was ripped off.

Brown and his son, Kevin, said they tried to pull the occupants from the plane but were forced to stand back before the plane exploded.

The charred wreckage of the plane was removed from Leonia Avenue and taken to Teterboro Airport. The area of the crash consists entirely of one- and two-family homes.

"We are in a very compact, heavily congested area," said Shuler. "Why can't the weekend fliers use some of the airports further south, where there are fields?"

Ringling can take a heavy toll

United Press International

About 36 million Americans have a little-recognized ailment that often makes them neurotic and can lead to irrational behavior — even suicide — according to a researcher at the Medical College of Pennsylvania.

Its formal name is tinnitus but is more commonly known as "a ringing in the ears," said Dr. Steven E. Berman, director of the college's audio department.

He said tinnitus is caused by a multitude of effects such as head injuries, viral infections, and constant exposure to loud noises, including those experienced by factory workers or disco enthusiasts.

The condition can also be aggravated by taking too much aspirin or smoking tobacco. According to Berman, "whatever the cause, there's no doubt the symptoms can drive a person mad."

"If I had a constant ringing for 24 hours a day for several years, I might be a little unfriendly or do irrational things," he said in an interview. "We've had people here saying they thought they were going crazy."

Generally, tinnitus merely annoys those afflicted, keeping them from a good night's sleep.

He said the great majority of tinnitus sufferers are forced to simply bear their affliction. A successful treatment is even less recognized than the problem itself.

"When a doctor looks and finds nothing wrong, he tells them they'll just have to get used to it, or to go see a psychiatrist. Friends tell them they're kooks."

There is little complete information about tinnitus.

Berman's center, which he says is the only tinnitus evaluation center in the eastern United States, has been operating for only nine months.

The American Tinnitus Association in

Oregon, which has certified MCP to do tinnitus work and has a major laboratory, has itself only been in existence since 1976.

Berman said most of his peers in the field "don't see many people for tinnitus, if any at all."

"I would say there are some suicides from it," said Berman. "There are probably a few people every year who do commit suicide and no one knows why."

Berman said a survey conducted by the National Institutes of Health showed 36 million people suffer from tinnitus — among them about 7 million with "severe" cases.

His research has revealed the ailment is most common in middle-age and older persons and with more cases among men than women. More than half have tinnitus in both ears and experience a high-pitched sound.

About 68 percent experience a constant ringing, with the remainder suffering a fluctuating, coming-and-going sound.

The means for relieving the bothersome ringing is perhaps even less known than the ailment itself.

A "tinnitus masker," a device which resembles and is worn as a hearing aid, emits a humming sound of the same pitch as the ringing, thus covering or "masking" the original ringing sound.

Berman said the device, whose volume can be controlled by the wearer, offers great relief and can sometimes result in a temporary alleviation or ridding of the original ringing.

The masker was invented almost 20 years ago, he said, but manufacture of a prototype did not begin until about two years ago. Berman said the device is now made by several companies and he is fitting about six to eight persons with them each month.

HACKENSACK, NJ
RECORD
FEB 5 1980

Secaucus to ask for airport probe

By Susan Servis Scilla
Staff Writer

Secaucus officials — alarmed by the number of private planes flying over the town — are planning to join Bogota in calling for an investigation into the operations at Teterboro airport.

Town Administrator Phillip Kieffer said he is sending a letter to Bogota Mayor William Schuber supporting his efforts to begin an investigation.

Schuber has called on towns around the airport to join in Bogota's request that air traffic be redirected from skies over residential areas, following a fatal

crash of a private airplane in Bogota Jan. 20.

Bogota officials met with airport and Federal Aviation Administration officials in Teterboro Jan. 30 to discuss the town's request.

Kieffer, who lives in the Hartz Mountain Industries Harmon Cove development said that residents living there and in the area from Fifth Street west to the Hudson River complain about the low-flying planes and the noise.

Councilman Augustus Hubert, who suggested that the town join Schuber's efforts, said that many residents have re-

ported low-flying airplanes over their homes in the past few months.

Secaucus Mayor Paul Amico said the problem is a periodic one, when the traffic at Newark and Teterboro Airports becomes heavy.

Schuber said he would actively welcome any help Secaucus could give him. Schuber has already contacted the FAA and state authorities, asking them to look into alleged violations in the licensing of pilots, plane rentals, and air-traffic control at Teterboro.

Schuber has met with Teterboro officials several times in the past two years, citing the threat of plane crashes due to the amount of traffic at the airport, which borders on Bogota.

Schuber began complaining again immediately following the Jan. 20 crash, which killed the pilot and his only passenger.

The plane crashed into the backyard of a Bogota home, and started a fire. It was the third private airplane crash in Bergen County in the past month. An earlier crash in Carlstadt left two persons dead, but no one was injured when a smallplane made an emergency landing in a parking lot on Fairleigh Dickinson's Teaneck campus.

HACKENSACK, NJ
RECORD
FEB 5 1980

Noise council fighting to be heard

By Diane Umansky
Correspondent

Pollution.
The word conjures up images of oil spills, poison-gas seepage, radio-active leaks, dirty air, dirty water.

But police alarms, fire alarms, the rumble of traffic, the roar of jet engines? Rarely — even though New Jersey has for the last nine years been calling such noise detrimental to hearing and as hazardous to the health as some of the more obvious forms of environmental pollution.

Since its creation in 1972, the New Jersey Noise Control Council has been waging a quiet campaign to alert people to the dangers of such community, as differentiated from industrial, noise.

But the council, which grew out of the Noise Control Act of 1971, is having a hard time getting its message across, because most people remain oblivious to noise near home — even though many people have already suffered partial hearing loss because of it.

According to Council Chairman Dr. Joseph Soporowski, a Rutgers environmental science professor, noise pollution is often on the "lowest rung of the ladder of pollution problems."

In fact, New Jersey has only one regulation concerning community-type noises. That regulation controls

noise levels coming from buildings.

"People are told about noise, but they don't really listen because they can't see it," says Soporowski.

Yet ordinary noise at too high levels, can permanently damage hearing, he points out. "You can reclaim water, but once the nerve endings in the inner ear are destroyed, damage is irreparable."

Many people have suffered hearing loss, but are not aware that they have, says Soporowski. "When people go for a medical exam, the doctor checks your heart and lungs, but not your hearing. If people had their hearing tested more frequently, they would be amazed at the hearing loss."

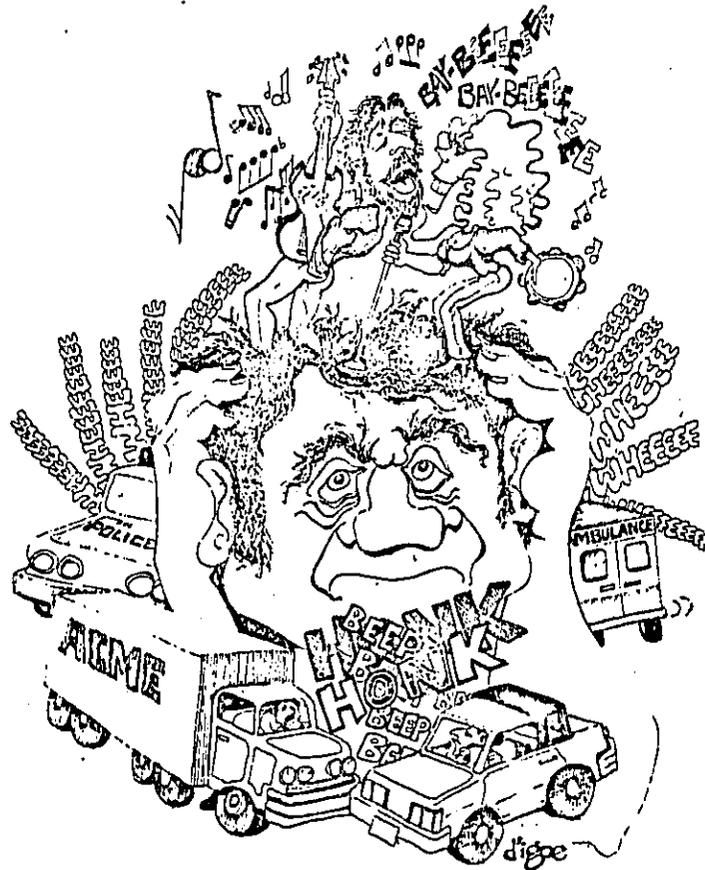
In addition to public apathy, the 13-member advisory council, which makes recommendations to the governor and state Department of Environmental Protection, also faces the problem of defining exactly what noise pollution is.

Soporowski defines it as "unwanted sounds."

"You may like to play loud rock

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and rock music, and I don't like it. It is noise pollution to me," he says.

More broadly, the council defines noise pollution as any sound of sufficient level or duration to damage human health or welfare or to interfere with the enjoyment of life or property. The council has drawn up

an example ordinance to be used as a model by local officials who want to regulate noise at the community level.

The council holds hearings and conducts surveys to find out what types of noise are bothering the public. Results of a survey on motorcycle noise

will be available this month.

Reducing noise from cars and trucks should be a council priority, according to new council member, Allan Tepitzky, of Paramus. Police, fire, and ambulance sirens also should become council targets, says Soporowski.

HASBROUCK HEIGHTS, NJ
OBSERVER
JAN 31 1980

EMERGENCY CALL

Four police cars responded to an emergency call on Jan. 22, from the Apollo Room of the Sheraton Hotel. A man was causing a disturbance by loud declara-

tions that he was campaigning for president and expected to be elected. When he refused to leave quietly, he was placed under arrest and complaints of disorderly conduct were issued against him

by Sheraton Management. Subsequent examination by the Police Surgeon, Dr. Louis Napolitano, resulted in his being transported to Bergen Pines for further evaluation.

JERSEY CITY, NJ
JERSEY JOURNAL
JAN 19 1980

Jet noise ban assailed

Port Authority Chairman Alan Sagner has written to both houses of Congress urging members to vote against an anti-noise law which, he claims, would allow some of the noisiest aircraft to continue using local airports for another eight years.

The proposed legislation is the product of the joint House-Senate conference on noise. Sagner also sent a Port Authority study to Washington in an attempt to rebut the conference's conclusions.

"As now written, the bill could allow the continued operation of most two-engined aircraft into the metropolitan airports until 1988," Sagner wrote.

"This is bad news for airport neighbors around LaGuardia and Newark International (airports) where there is heavy concentration of these aircraft," the letter continued.

Sagner said he favors the present Federal Aviation Administration fleet noise rule because it does not allow small noisy air carriers to slip through loopholes created by the proposed law.

The Senate-House bill mandates compliance with the noise levels for most carriers as early as 1981 and no later than 1985. There is a hardship provision however, which allows small companies that are making "good faith compliance effort" a 1988 extension.

JERSEY CITY, NJ
JERSEY JOURNAL
JAN 28 1980

Traffic lights make noise, but aid blind

SANTA CLARA, Calif. (UPI) — The traffic lights go cuckoo-cuckoo and cheep-cheep.

The bird sounds don't come from birds, and they aren't intended to be funny. They are designed to help the blind and visually impaired get across busy intersections.

"To be honest, I thought this would be a novelty item," says Frank Girardot, president of Traconix, Inc., a Santa Clara firm distributing the birdcall devices. "But lately things have really

started picking up."

Several of the devices have installed experimentally in the Santa Clara area. In nearby Cupertino, they were placed near a college with some visually impaired students.

"We used to have a buzzer there, but it didn't work," says Glenn Grigg, a traffic engineer. "Then we installed a bell, but it was loud and obnoxious."

Grigg says the bird-chirping contraptions, small megaphones sitting atop the lights, have worked out "great."

"They 'cuckoo' for north and south travel and 'cheep-cheep' for east-west movement," Grigg says.

Girardot imports the devices, which cost \$250 each, from Japan,

JERSEY CITY, NJ
JERSEY JOURNAL
JAN 30 1980

Beyond noise

In an urban area, it is difficult to escape traffic noise and Secaucus is right in the middle of highways big and small.

So the approval by the federal Housing and Urban Development Department for the old Lincoln School site for a senior citizens housing development is a mixed blessing.

Previously HUD had rejected the site because of the noise from nearby County Avenue, a busy thoroughfare. Now HUD tells Secaucus to devise plans to minimize such noise as part of its site development.

HUD also wants the Hackensack Meadowlands Development Commission to rezone the site from light industrial to residential.

Now if the town can get approval to recycle the old school for non-subsidized housing and build a new building for the senior citizens project, then there would be a double-barreled answer to obtaining full utilization of the property.

JERSEY CITY, NJ
JERSEY JOURNAL
FEB 1 1980

Hudson Urban League gets anti-noise pollution grant

The Hudson County Urban League has been awarded a \$97,362 grant from the U.S. Environmental Protection Agency for an information program aimed at helping citizens cope with noise pollution problems.

Elnora Watson, director of the agency's Seniors Program, said the purpose is to "educate residents of Jersey City, especially those from the low-income minority community, to the environmental and sometimes detrimental effects that noise pollu-

tion can have on their lives and well-being."

Urban League Executive Director Theodore Freeman said the program may begin by concentrating on an area in the downtown section of the city in and around a Conrail train yard.

"The volume of noise produced by those engines certainly isn't healthy," Freeman said.

According to Mrs. Watson, noise pollution can cause hypertension, in-

terfere with speech and thought patterns and cause temporary and permanent hearing disabilities.

"People living near places known to have consistently high noise levels such as major traffic thoroughfares, construction sites, trains, subway stations and airports tend to be affected most," Mrs. Watson said.

The program will provide information on noise controls so residents will be able to avoid the physical damage resulting from noise hazards.

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It will also seek to develop techniques and approaches to reach citizens and provide feedback to the Environmental Protection Agency office of Noise Abatement and control according to Mrs. Watson.

Under Mrs. Watson's direction the Urban League will implement a telephone "hotline" (452-8888) this month to answer questions concerning noise pollution, make referrals, conduct noise level studies and begin distributing noise pollution literature posters.

JERSEY CITY, NJ
JERSEY JOURNAL
FEB 6 1980

First there

When neighbors of Kennedy Airport in New York periodically complain about the noise of aircraft, the Port Authority, which runs the airport, sometimes counters that the airport was there before some of the residents.

The neighbors knew they were moving next to an airport when they chose to live there, the P.A. says.

The P.A. is the prime mover behind efforts to tear down the 8th Street railroad bridge in Bayonne, claiming it is a navigation hazard. Time after time, the P.A. refers to an accident that occurred more than a dozen years ago.

Its other argument is that the bridge inhibits the growth of Port Elizabeth. If true, the P.A. should recall its own words to the Kennedy Airport neighbors.

After all, the bridge was there before the Port Authority began developing Port Elizabeth. If that "prior knowledge" factor is valid when rebuffing the airport neighbors, it has validity in the bridge battle.

Savannah Noise Continues Unabated

Carlstadt residents of Hoboken Road and 8th, 9th, and 10th Streets are still combating parking and noise problems resulting from Savannah's Disco on Hoboken Road despite their efforts to alleviate pressure by appealing to the mayors and councils of Carlstadt and East Rutherford.

Carlstadt Mayor Dominick Presto announced Monday night the idea of valet parking for Savannah's in the Landmark II parking lot, devised as the result of a joint meeting of the boroughs, was never initiated. "Approximately 3 weeks after the November meeting Gene Schiffman, an attorney representing Savannah's, told me that their insurance company would not allow valet parking," Presto stated.

Presto informed residents that the ball was now in East Rutherford's hands. "There is nothing we can do to the establishment because its not getting enough pressure from East Rutherford."

Having no jurisdiction in East Rutherford Presto told residents, "The only answer is parking restrictions in Carlstadt and we don't know what kind of restrictions you want."

Rocco Pettaglia, an area

resident, suggested to the body that parking be restricted on Hoboken Road. After extensive discussion between the council and residents, it was decided that Pettaglia take a survey of all area residents according to blocks, and determine what kind of restrictions that should be initiated and enforced.

The report would be given to the council for examination. Action may be taken on it.

Carlstadt residents first brought their grievances to the Mayor and Carlstadt during the month of October. Approximately 50 residents attended the meeting in an attempt to alleviate the pressure Savannah's was putting on their residential lives.

All those who spoke at the meeting stated that people who patronize the disco are

keeping them up practically all night long because the establishment doesn't have ample parking and patrons are parking in front of their homes.

Residents further explained that this practice begins on Wednesday evening and continues until early Sunday morning.

Residents cited incidents where they witnessed patrons urinating in the streets, illegally blocking their driveways, breaking bottles, and using loud and abusive language to them as well as fellow patrons.

As the situation stands now 200 persons are allowed on the premises and the parking lot accommodates only 36 spaces. At the joint meeting, Schiffman stated that the disco is working on a deal to purchase land across the street from Savannah's for a parking lot that would add 48 spaces.

Recently off-duty police personnel have been hired by Savannah's as security guards on busy nights. Schiffman also reported that he and his clients are trying to eliminate the parking problems.

MENDHAM, NJ
OBSERVER TRIBUNE
JAN 24 1980

Noise Pollution Manual Offered

"Making Sense out of Sound" is a new publication available from the Association of New Jersey Environmental Commissions.

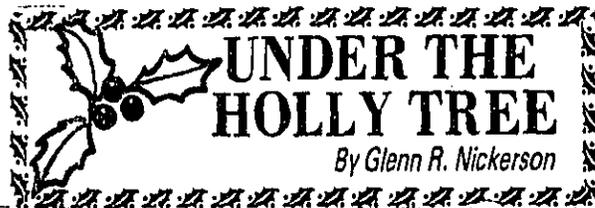
The manual can be used as a resource for communities concerned with present or future problems of noise pollution.

The purpose of the publication is to introduce the non-professional to the principles of sound and its effects on human health. In addition to describing the nature of sound waves and methods for measuring sound levels, the manual outlines legislation on noise control, and the procedure a community can follow to develop a sound quality map.

The effect of such factors as atmospheric conditions, distance, and physical barriers on noise levels is also discussed. Workbook-style exercises enable the reader to test his or her understanding of the material.

Copies may be ordered by writing the Association at P.O. Box 157, Mendham 07945, or by calling 539-7547.

MILLVILLE, NJ
DAILY
FEB 1 1980



The front lawn of the First Assembly of God Church shared something in common with Cape Kennedy and White Sands this week.

Wednesday afternoon and early Thursday morning the church lot on Wheaton Avenue served as the proving ground for a scientific test.

Sorry, no rocket ships were blasting off, but a sophisticated piece of electronic equipment was in place as a crew from the State Department of Transportation's Environmental Quality Control Office took samples of traffic noise produced by the vehicles roaring along that section of road in North Millville.

Bob Lane and Grant Ridolfino, the DOT specialists, told an inquisitive columnist that an overlay is planned for the road, plus a possible connector road in the Butler Avenue area may change the traffic patterns and volume.

So they are taking measurements of noise levels at several locations in the area. That data is fed into a computer which can

project what the new conditions will be like. Also, an air pollution team has set up a monitoring station somewhere in the neighborhood.

If you drove by the church served by the Rev. Gerritt Kenyon on Wednesday it's likely the noise of your vehicle was picked up by a microphone 50 feet away from the lane nearest the church and fed into a machine called a Community Noise Analyzer. The battery sized instrument housed in a white case logged the decibels produced by passing traffic.

The preliminary analysis: Wheaton Avenue is noisy.

To illustrate, Lane said a still, quiet evening produces noise at 35 decibels. Normal conversation is carried on in the 55 to 60 decibel range. Seventy decibels is enough noise to drown out talking at a normal level, as for every three decibel increase, the actual noise level has been doubled.

And the noise level produced at Wheaton Avenue was averaging 71 decibels. The lowest traffic noise reading was 47 decibels and the highest was 84.

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According to Lane, 70 decibels is the cutoff reading to meet federal government standards. The federal government says any house within 44 feet of a roadway would be impacted by the noise.

But the noise along Wheaton Avenue is low compared with some of the interstate highways they monitor from time to time, Ridolfino observed.

There's more to it than merely recording the decibel level.

The crew sat in their yellow state van and noted what types of vehicles were passing by, as trucks make the loudest noise, and used a hand-held radar gun to record vehicle speeds since that is another factor in the amount of noise produced.

Lane and Ridolfino don't give tickets, but when asked if motorists were speeding, Lane promptly replied, "Oh yeah. We had one lady go by at 72 (miles per hour).

MORRISTOWN, NJ
RECORD
FEB 1 1980

Jet Noise Controls Relaxed By House

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 yesterday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It appropriates \$15 million for planning new noise-reduction projects.

MORRISTOWN, NJ
RECORD
FEB 8 1980

Restrict Flights To Reduce Noise

BURBANK, Calif. (AP) — A judge has ruled the Glendale-Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

Superior Court Judge Thomas Murphy acknowledged that his decision yesterday may prompt other agencies to try similar rules.

NEWARK, NJ
AFRO-AMERICAN
FEB 9 1980

Anti-noise programs

NEW YORK — The National Urban League has been awarded a \$97,362 federal grant for an information program aimed at helping citizens deal with noise pollution problems.

The grant, awarded by the U.S. Environmental Protection Agency — Office of Noise Abatement and Control, will fund the NUL's Community Noise Counselor Program through mid-July of this year.

It will operate in 10 cities: Akron, Ohio; Binghamton, N.Y.; Birmingham, Ala.; Boston, Jersey City, N.J.; Minneapolis, Minn.; Oklahoma City, Okla.; Philadelphia, Phoenix and Portland.

NEWARK, NJ
STAR-LEDGER
JAN 19 1980

Watered-down bill may hamper airplane noise relief

NEW YORK (AP) — A federal bill on airplane noise dilutes 1976 regulations and could delay relief for more than a million residents of the metropolitan area whose homes are near Kennedy, Newark International and LaGuardia Airports, the Port Authority of New York and New Jersey said yesterday.

The authority predicted a year ago that under current regulations the "noise impact

zone" at LaGuardia Airport would be halved by 1983, reducing the number of people affected from 900,000 to 450,000.

But the anticipated relief won't come if Congress approves the bill, the Port Authority said in a letter to federal legislators.

"Because of loopholes in compliance schedules that the compromise legislation permits, these assessments no longer hold,"

the report says.

The loopholes will allow the Federal Aviation Authority to give small international airlines more time to comply with noise abatement rules, said Marcus Weisner, a Port Authority noise expert.

Weisner said it would allow international airlines operating noisy four-engine jets to plead financial pinch and get waivers from the FAA.

Another loophole, the authority said, exempts two engine aircraft with less than 100 seats from noise rules until Jan. 1, 1988, five years later than the present FAA deadline.

The reasoning behind the exemption was that the small planes provide transport to small cities and should not be pressed hard to comply with noise regulations.

NEWARK, NJ
STAR-LEDGER
FEB 1 1980

Airlines win round on noise curbs as House votes to extend deadline

By ROBERT COHEN

Star-Ledger Washington Bureau

WASHINGTON — In a victory for the airlines industry, the House yesterday voted overwhelmingly to extend the noise abatement deadline by as much as five years for some two-engine aircraft.

The bill, which is expected to easily pass the Senate, gives the airlines until 1988 to meet reduced noise standards for two-engine jets with fewer than 100 seats. Those with more than 100 seats would have until 1985, and in some cases 1986, to meet noise requirements.

Under Federal Aviation Administration (FAA) regulations, owners of all two-engine model aircraft must meet final noise control requirements by 1983 or order replacements which would be in place by 1985.

According to the Port Authority of New York and New Jersey, about 32 per cent of the flights to and from Newark International Airport involve two-engine jets with fewer than 100 seats. The bi-state agency also estimates that about 34 per cent of the flights at LaGuardia and 10 per cent of those at Kennedy International Airport involve these two-engine aircraft.

Alan Sagner, chairman of the Port Authority, called the House action "disappointing." Sagner, who lobbied against the delay, said there is no reason to scrap the FAA deadlines. He said the Port Authority will continue its fight for quieter skies.

Rep. James Florio (D-1st Dist.), who led the legislative battle against the delay, called the House vote a "step backward."

"This is a substantial setback for those of us concerned with airport noise and a relaxation of overly modest government regulations," Florio said. "It's an outrageous bill."

The noise control delay, approved by a 285-122 vote, was supported by six New Jersey congressmen: Reps. Frank Guarini (D-14th Dist.), James Howard (D-3d Dist.), Edward Patten (D-15th Dist.), Edwin Forsythe (R-6th Dist.), Harold Hollenbeck (R-9th Dist.) and James Courter (R-13th Dist.).

Courter said after the vote he favors strict noise standards but feels the House bill was a "reasonable compromise, under the circumstances."

The bill is the product of a House-Senate conference and "will result" in fewer noise control delays than a version proposed earlier.

Last October, the Senate passed an airport development aid bill with noise provisions attached. That version exempted most two- and three-engine aircraft from the FAA noise abatement regulations and waived noise standards for many four-engine planes through the 1980s.

The House also passed an airport development aid bill, but noise provisions were not included.

When the aid bill went to conference, legislation with many noise control delays was agreed to, but it met with opposition from Florio, several other House members and the Carter Administration.

The version voted on yesterday is the result of compromise, and delays dead-

lines only for two-engine aircraft. Florio, a member of the House-Senate conference panel, continued to object.

During the House debate, supporters said the deadline extensions are limited and designed to encourage the purchase of new, quieter aircraft, rather than the retrofitting of older planes.

They said the delay also will benefit smaller communities which rely on two-engine aircraft with fewer than 100 seats.

Opponents said the bill is a "sellout to the airlines" and will allow greater noise around the nation's airports. They also argued it will encourage lawsuits against airport operators and undermine the ability of the FAA and all other federal agencies to protect the public health.

They argued the bill rewards the airlines which have not made a good-faith effort to comply with the regulations, which were first adopted in 1976 after years of negotiations.

Since the FAA regulations were adopted, the airlines have waged an intensive campaign to avoid compliance and have lobbied vigorously in Congress.

They were opposed by most of the major airports, which have encountered numerous legal public relations problems as a result of noisy aircraft.

NEWARK, NJ
STAR-LEDGER
FEB 3 1980

Union High rockers sing the blues

Principal 'tunes out' band for class show because of noise level

By BEVERLY SAVAGE

The five members of the rock group Nightwing don't feel like rocking much right now.

The Union High School students are disappointed because they successfully auditioned for the junior class show but were told a few days later no rock groups are permitted to perform before students during school hours.

"These kids are really down. They practice every weekend and on the morning of the audition they were up at 6 a. m., loading up the van with their equipment," said Patrick Maccia, father of guitarist Patrick Maccia. "I think it's really unfair."

Union High School principal Harry Lawrence attributes the confusion about the audition to a communications gap be-

tween him and the show's organizer, Nicholas Wellner, who also is director of the township adult school.

"Based on problems we've had in the past, we haven't allowed rock groups to play during school hours for the past three years. Apparently Mr. Wellner was unaware of this when he allowed the group to audition," explained Lawrence.

"The music is just too loud -- we can't subject people to that much noise," he said. Nightwing offered to reduce its volume to maintain its place in the Feb. 13 show, but a compromise could not be reached.

"We've tried this before but invariably the music ends up blaring despite promises it will be kept down," said the principal. Three years ago, when a rock

group played at the class show, Lawrence said he received complaints from parents who reported their children objected to the noise level.

Petitions backing the group's performance are being circulated and guitarist Maccia hopes about 1,000 signatures can be collected. "Some kids are even wearing buttons saying 'Nightwing' to show their support," said Maccia, a junior.

To compensate for the misunderstanding, Lawrence said he has offered to let the group use the school auditorium to perform at night, perhaps to give a benefit concert.

"A senior group put on such a fundraiser and it worked out well when it's an optional thing," said Lawrence.

Nightwing feels its rights are being trod upon. "I really think the administrators are prejudiced against rock music and that's what it's all about. People have suggested we try and go to the American Civil Liberties Union or something like that but we don't want to do that. We just want to be in the show," said Maccia.

NEWARK, NJ
STAR-LEDGER
FEB 4 1980

External factors pose little danger to heart

WASHINGTON (UPI) — There is little evidence that air, noise, water pollution or even cigarette smoke from a neighbor play important roles in development of heart disease, according to an American Heart Association study committee.

The panel of experts says, however, environmental factors that people can control, such as diet and their own cigarette smoking, do appear to have a significant impact on common cardiovascular disease as has long been believed.

The heart association ordered the task force study because of increasing concern among the public and health professionals about the role of environment in causing disease.

The study group chairman, William Harlan, who also is chairman of post-graduate medicine at the University of Michigan, said determining whether the environment is a major contributor to cardiovascular disease — the nation's No. 1 killer — would be important for future research and regulation.

He reported the panel's findings at a heart association symposium. He said the group looked at six factors which have been linked one way or another with heart disease. They are drinking water hardness, trace metals in food or water, occupational air pollution, noise, microwaves and environmental stress.

Harlan said the committee found that the evidence that water hardness has a direct influence on cardiovascular disease is tenuous and inconsistent — and, if there is any effect, it is modest. He said there are no grounds to change water supplies.

Animal studies have suggested trace metals such as antimony, lead, cobalt and cadmium may be associated with cardiovascular abnormalities. But, except for a small number of people receiving high exposures on the job, the committee found the evidence is contradictory and fails to support a major effect.

CONTINUED

Considerable concern has been expressed about cigarette smoke that a non-smoker inhales in a closed environment containing smokers.

Harlan's report said increased concentrations of carbon monoxide may decrease exercise tolerance and instigate chest pains in people with coronary artery disease. But he said population studies fail to provide convincing evidence that carbon monoxide in non-smokers has a role in the development of artery disease which is the underlying cause of most heart attacks and strokes.

However, the report said, because of the pervasive nature of carbon monoxide, it needs more research attention than it now receives.

As far as noise is concerned, the report said it has been observed to cause temporary elevations in blood pressure. But Harlan said there is no convincing evidence noise has long-term effects on the heart and blood vessel system.

The most controversial area studied, the panel found, was environmental stress. Stress can cause a rapid pulse and pounding of the heart, but Harlan said:

"It becomes difficult to blame specifically environmental stress without considering associated factors as individual personality."

Harlan said it was clear from the evidence that personally controlled environmental factors are more important in cardiovascular disease than the outside environment.

NEW BRUNSWICK, NJ
HOME NEWS
JAN 25 1980

Lynch's message to tavern owners: City plans crackdown on noisy bars

NEW BRUNSWICK — The city administration will begin cracking down this year on owners of taverns who permit patrons to disturb residential neighborhoods, Mayor John A. Lynch said in his "State of the City" message yesterday.

His 20-minute message was delivered to about 80 persons, many city employees or otherwise associated with the administration, in the City Council chambers.

Lynch recalled instances of city and state action against tavern licenses and observed that unruly conditions at any of the 97 licensed bars in town "will not be allowed to exist."

In some cases, taverns are owned by absentee owners, he said. As in absentee landlords of housing, such conditions produce problems. These problems, Lynch emphasized, are going to be resolved.

Another problem, that of increasing burglaries, also will not be tolerated, the mayor said. "People are entitled to the security of their homes."

The new burglary squad in the police department has done "an outstanding job, making some very good arrests in recent weeks," but the problem still exists, the mayor said.

Following the mayor's message, the multi-media production called "The

New Brunswick Experience" was shown. Producers Ralph Ralph Genella of North Brunswick and John Kaczorowski of Spotswood set up 10 slide projectors to provide rear-projection viewing of the 24-minute celebration of New Brunswick's history and sights on a screen at the front of the council chambers.

"It's quite a show," said Lynch, who said the city will help celebrate its Tercentennial year with improvements to the production, such as adding a spoken narration to accompany its musical sound track.

"With some resources, 'The New Brunswick Experience' ought to have lasting significance to us," said Lynch.

Scientists say 'dig in' to avoid costs of staying hot and cold

By GALE TOLLIN
Associated Press writer

MINNEAPOLIS — The way to stay on top in the battle against soaring fuel prices and dwindling energy resources is to go back underground, say scientists at the Underground Space Center.

Since early days, living creatures have turned to the earth for protection against climatic extremes.

And now the time has come to reconsider what the earth offers, says Dr. Charles Fairhurst, a prime mover in the establishment of the center in the University of Minnesota's Department of Civil and Mineral Engineering.

The British-born department head says much technology for underground and earth-sheltered structures already exists and more is being accumulated steadily. The techniques of underground space use, Fairhurst says, are among the simplest, most cost-effective and readily available means of energy conservation.

Prospects for greater utilization of underground space are excellent, adds Charles Lane, the center's assistant director.

The center's experts assert that the advantages of people using the earth as a blanket are many.

—The earth is a natural insulator. Underground buildings attain 50 to 80 percent savings in energy consumption for heating and cooling, Lane says. There is no winter wind chill, and a properly located earth-sheltered home is shielded in the summer from the direct rays of the sun.

—During the summer, when the sun is high, solar collector panels above the roof may be adjusted to shade windows, on the exposed side of an earth-sheltered house. In winter, the lower sun angle provides direct sun warmth through windows.

—The environment is nearly silent. Noise pollution, including unwanted sound from airports and freeways, is greatly reduced.

—Urban congestion can be significantly lessened, and environmental quality is preserved by the retention of "green space."

—Laboratories and testing rooms requiring precision reduce vibrations

when they move underground. The danger of fire, radiation and explosions is lessened.

—There is protection from hail, tornadoes and windstorms. Snow on the overhead grass adds insulation. The intensity of earthquake vibration is less severe underground than on the surface.

—Earth-sheltered homes normally can be built for about the same cost as conventional houses and the total life-cycle cost is much lower because of savings in energy and maintenance. Painting, shingling and similar exterior maintenance is eliminated.

Major obstacles mostly are of the "feelings" type. People have an innate feeling that they "don't want to live like moles." There hasn't been enough resale experience to build a track record appealing to lending institutions. Architects and builders tend to want their work displayed in the open, above ground, for everyone to see and admire.

Fairhurst says a properly oriented earth-covered dwelling has as much sun exposure as an above-ground house. Underground space can be designed to include windows, natural lighting, views of attractive landscape and more room for living on the surface, he says.

Increasing numbers of department stores have increased display space by eliminating windows and Fairhurst says they've won acceptance. A psychological study showed no significant drawbacks to building the Abo Elementary School in Artesia, N.M., totally underground and, in some respects, the learning environment was enhanced.

Overwhelming commitment to the "surface" has tended to hold down underground construction. Banks have been concerned with initial costs and resale ability, rather than life-cycle costs. As energy costs increase, life-cycle costs will become more important. Fairhurst expects lending institutions will then become more receptive to making money available for earth-sheltered buildings. "No one likes to be first," he muses. "Everybody likes to be a fast second."

Fairhurst says achieving acceptance will require vigorous efforts and carefully drawn regulations. If the public is

correctly informed, he reasons, social objections to the underground will diminish.

The Underground Space Center was created as a research and information center. The staff of 20 includes civil, mineral and mechanical engineers. The center researches, plans and coordinates underground space use, provides a referral service and serves as a focal point for international cooperation.

There were a number of reasons why, in the past five years, Minnesota became the base for U.S. underground studies. "Obviously, climate was one," says Lane. "And Minnesota is totally dependent on outside sources for heating fuel. There is real need here to conserve energy."

Additionally, Fairhurst notes that the Department of Civil and Mineral Engineering had been involved in underground research for longer than 20 years, that close ties existed at the university between civil engineering and architecture, that Minnesota's geology was well suited to underground space use and that the legislature was willing to provide support.

Fairhurst observes, too, the state's traditional ties with Scandinavia, where underground space technology is well advanced.

In Sweden, hydroelectric power stations, heating and sewage plants, oil storage and nuclear waste deposits are underground, sometimes in abandoned mines. Norway has put its national archives below the ground water table, and also has underground swimming pools, athletic facilities and ice cream storage. Oil and gas are stored in 18 caverns in Finland, and Helsinki's Tempellilankko Church is excavated in rock.

In Switzerland, Geneva's largest airport car park is entirely underground. In Canada, Montreal's Underground Place Ville-Marie and Place Bonaventure contain attractive shops, restaurants and theaters. In the United States, large warehouses, cold storage facilities, manufacturing plants, offices and an International Trade Center have been located underground in Kansas City, Mo., and the University of Illinois-Urbana built its new library underground.

CONTINUED

The Underground Space Center currently is providing the expertise and administering construction of six earth-sheltered houses in Minnesota, including three residences for state park managers, and a 12-unit townhouse in Minneapolis. All were funded by the Minnesota Housing Finance Agency. Utilizing monitoring equipment, the Underground Space Center will do an analytical study after the dwellings are occupied.

The people involved in the Underground Space Center are looking forward to construction of a proposed earth-sheltered \$16.5 million Civil and Engineering Building. When the 140,000-square-foot building is occupied, the Underground Space Center itself will have gone underground.

NEW BRUNSWICK, NJ
HOME NEWS
FEB 6 1980

AT NEWARK AIRPORT

Jet noise issue gets new 'approach'

NEWARK (AP) — Community organizers are "cautiously optimistic" that noisy jets landing at Newark International Airport will no longer fly over their neighborhood.

The Federal Aviation Administration announced a plan yesterday for a new flight approach to one of the airport's busiest runways, avoiding the city's Ironbound section.

Aircraft will approach from a new angle, flying parallel to the Pulaski Skyway over the Meadowlands, said Louis Achitoff, an FAA environmental officer.

The plan "is in the process of evaluation" by airlines, Achitoff said, but the FAA anticipates "this can be adopted and provide noise relief."

Resident of Newark's Ironbound section demonstrated at the airport twice in six months against noise caused by low-flying aircraft.

Arnold Cohen, coordinator of the Ironbound Community Health Project, said at a news conference yesterday he is "cautiously optimistic" about the new airport approach.

Cohen, who organized the fight against the noise, said he met Monday night with representatives of the FAA, the airlines industry, and the Port Authority of New York and New Jersey, which operates the airport.

"It's been a long fight, and we've heard a lot of promises," Cohen said. "That makes us cautious."

Cohen said he hopes the new landing approach will be used by early May.

NEWTON, NJ
NEW JERSEY
HERALD
FEB 6 1980

Newark jets may be rerouted

NEWARK (AP) — Community organizers are "cautiously optimistic" that noisy jets landing at Newark International Airport will no longer fly over their neighborhood.

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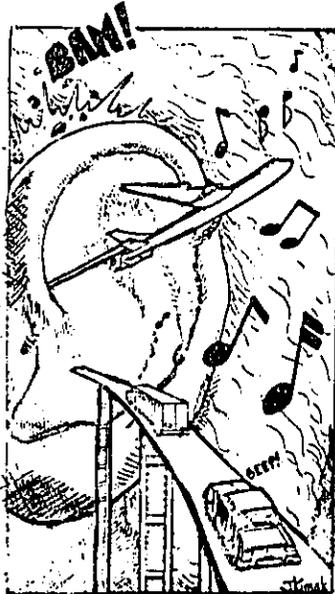
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Noise pollution



Keeping a level on noise

By JENNIFER E. BEAVER
Herald News Staff Writer

Jackhammers on the sidewalks, construction crews in the city, airplanes droning overhead and cars and motorcycles rumbling and roaring down the streets — wherever you go in the metropolitan area an annoying noise will follow you.

When a noise reaches a certain decibel level or becomes irritating because of frequency or pitch, it falls into the category of noise pollution.

Experts say that the noise level is on the rise because background noise, such as that made by cars, industry and mechanical devices, is increasing. To compete with background noise, people talk louder and turn up their stereos and radios.

Partial relief from this barrage of sound may come from a proposed Environmental Protection Agency regulation culling for noise labeling on devices that make or reduce noise.

KNOWN AS THE General Provisions for Product Noise Labeling, the regulation prescribes general guidelines for voluntary noise labeling programs, which the EPA is urging product manufacturers to undertake.

Hearing protectors will be the first devices to be labeled for their noise-reducing effectiveness, by the fall, said Fred Mintz of the EPA Office of Noise Abatement and Control. All hearing protectors will bear labels attesting to their effectiveness and will include the range of noise reduction ratings of available hearing protectors.

Prices for these products will not go up dramatically, the EPA said, even though extra expenses will be required to test the hearing protectors according to EPA standards and to repackage them. Disposable insert-type hearing protectors will go up five cents and muff-type devices will cost an additional 10 cents.

Though the EPA is encouraging industry to adopt voluntary labeling programs, support from the hearing protector manufacturers was not overwhelming.

But, after extensive discussions with industry representatives, the EPA has decided to ease off on some of the regulations to reduce the cost, said Mintz.

COMPANIES ALREADY have begun testing hearing protectors and are allowed to use existing data, which will cut down on the expense of the research incurred by the various organizations.

The intent of the regulation, according to the EPA, is to provide product noise information to a prospective user and/or purchaser so that a more informed decision could be made when using or purchasing products that either emit noise capable of adversely affecting health and welfare or are sold wholly or in part on the basis of their effectiveness in reducing noise.

A person's sensitivity to noise varies from individual to individual, according to Dr. Howard Hock, a Montclair car, nose and throat specialist.

Hearing damage can sometimes be the result of prolonged exposure to loud noise or a brief encounter with a noise such as an exploding firecracker, said Hock.

This nerve damage results in a loss of high-pitch hearing. The range most often damaged by loud noises is 4,000 cycles, or about two octaves above middle C.

"If a person shows a hearing deficiency in that range, we can usually assume that the damage was caused by some type of loud noise," he explained.

"ONCE THE CONDITION stabilizes, there is no form of treatment, no form of medication, no operation that can change it."

Many people are conditioned to loud noises, such as rock concerts and stereos, and don't regard them as a negative thing, said Hock.

"Workers who are supposed to wear ear plugs frequently don't because if someone yells a warning to them, like letting them know that bricks are about to fall on their heads, they can't hear them," he commented.

Psychological effects of noise also vary from person to person, said Dr. Kenneth Herman, a Bergen County psychologist.

"Some people have what we call a low frustration tolerance, which means they get upset more easily than other people," explained Herman. "They get upset if the traffic doesn't move or if they don't get waited on quickly. People have different levels of irritability."

A noise that bothers residents in the Ironbound section of Newark is the sound of airplanes at Newark International Airport.

LAST FALL, 100 members of the Ironbound Health Project turned up at the airport and protested what they call the terrible noise of planes above their homes.

"Planes are flying directly over our homes and the noise is intolerable," commented Arnold Cohen, director of the project. "One of the major problems is that the airport, since it became international, is pegged as the place to grow and build."

One possible solution of the problem will be discussed early next month, when Cohen and representatives from the Port Authority, the Aviation Development Council and the FAA meet to judge the merits of offset approaches to the airport. Offset approaches, explained Cohen, are angled to decrease the chances of planes flying over residential areas.

Some of the project's members have been disturbed by noise since 1950 when the airport was built. But Cohen claimed there are no universal regulations governing noise levels for planes at present.

Another way to soothe the shattered nerves of the Ironbound residents might be to lengthen the runway, a measure supported by Newark Mayor Kenneth Gibson.

"WE'RE IN FAVOR of a lengthened runway," said Bernie Morre, Gibson's press secretary. "We want to use the airport as much as possible, but we don't want to drive people crazy. The request has been formalized to the state, but the Port Authority has to handle it."

Ironically, lengthening the runway would simply increase the traffic and allow for bigger and heavier jets, Cohen claimed.

Direct pressure is the key to pranking the airport to get rid of the problem, he added.

"The airport has been cooperative in terms of meeting with us, but there has been no appreciable relief," he commented. "They claim to be sympathetic, but the two people they've submitted to alleviate the situation haven't done it yet."

Federal regulations adopted more than two years ago set deadlines of 1981, 1982 and 1983 for retrofitting airplane with engines that make less noise.

HOWEVER, A BILL under consideration by the House transportation subcommittee would waive compliance for the 777 and three other types of aircraft with the stipulation that the predominant number of their operations were out of smaller airports.

"Some congressmen who do not have a noise pollution problem in their states may be sympathetic to airport noise problem," commented Lewis Achitoff, FAA noise abatement officer. "I know congressmen from New York and New Jersey support it."

Delta Airlines has ordered equipment for retrofitting its DC-9s and United Airlines has a \$400 million order that it says will make its DC-9s the quietest in the sky.

Bogota to ask FAA for tighter regulations

BOGOTA (AP)—The third small plane crash in Bergen County within two months has prompted officials to ask federal aviation authorities to better regulate flight patterns for small planes flying out of Teterboro Airport.

For years, Bogota residents have complained about noise and possible danger from low-flying planes from Teterboro Airport, about two miles away.

"Our constant fear has become a reality," said Bogota Fire Chief William Kutsch, who led 40 firefighters Saturday afternoon in dousing flames from a small plane crash in which two New York City residents were killed.

The single-engine plane crashed into the back porch of a house in a residential neighborhood here. Fire from the plane spread to the house and caused damage to the porch

and a rear bedroom, officials said.

BOGOTA Councilman Joseph Shuller called on the Federal Aviation Administration to place stricter controls on the flight patterns of small planes.

The crash was the third involving a private plane in Bergen County in little more than two months. Three Saturdays ago, a student pilot escaped with minor injuries when he made an emergency landing in the parking lot of Fairleigh Dickinson University's Teaneck campus, crashing into three parked cars. On Nov. 16, three people died in a crash in the Carlstadt meadowlands.

The cause of the crash won't be known for at least a week, aviation authorities said Sunday.

Nicholas Brousse, 31, of Brooklyn, N.Y., the pilot of the rented Beechcraft, and Margarita Bunge, 30, of Manhattan, his passen-

ger, apparently died instantly when the plane crashed into the back porch of Andrew Brown's house, authorities said.

BROWN AND his family were eating lunch when the craft nose-dived into the backyard of the house. "We were saved by about 10 feet," said Brown, who along with family members unsuccessfully attempted to pull the occupants out of the plane.

"It's a miracle no one else was hurt," said Bogota Police Chief Anthony Vocovelli.

Frank Del Gaudio, an investigator for the Federal Aviation Administration, said the two-seat plane had been rented by Brousse, a licensed pilot, from Suburba Aviation at Teterboro for a trip to Montauk Airport on Long Island. He said the FAA and National Transportation Safety Board investigation would take about a week to complete.

WITNESSES said the plane dived silently at a very sharp angle. Some said they saw smoke streaming from its tail.

Robert Stalb, who lives two blocks away from the crash, said the plane "was coming down almost vertical and there was definitely no noise" from the engine.

The plane's silent descent prompted witnesses to speculate that the engine had gone dead.

Brown and his son, Kevin, said they were unable to open the canopy on the cockpit to remove the plane's occupants. "But then I saw the smoke and I said to my father, 'Let's get out of here. This thing is going to blow,'" Kevin said. "In about 80 seconds, it exploded."

PATERSON, NJ
NEWS
FEB 7 1980

Residents seek relief from quarry blasting

By RAY ALVAREZTORRES

Staff Writer

HAWTHORNE — Borough homeowners, their patience wearing thin, last night asked the Board of Commissioners to argue on their behalf against the operators of the Warren Brothers Quarry on grounds that blasting there damages surrounding property.

Especially during the past year, the group said, blasting at the Prospect Park quarry — which borders Hawthorne — has cracked walls, shattered windows and caused flooding conditions in nearby homes.

Borough Attorney Douglas Borchard, at Mayor Louis Bay's request, said although the borough has no legal jurisdiction in the matter he will ask state officials to investigate.

Hawthorne will ask state for random noise testing

"The property damage is getting worse," said Andrew Nazzari of Knoble Place.

"It's blocks and blocks, not just one or two people," said Anna Barks of Prospect Avenue. "Every time one of us complains to them (quarry operators), they tell us we're the only ones who complain."

One resident said blasts shattered 15 windows in her home this past year alone, while other homeowners itemized wall and ceiling cracks and flooding of basements. Damage swelled during the year because blasting operations have crept closer to their homes, it

was noted.

Borchard explained that last summer and fall officials from the Division of Mine Safety, of the state Department of Law and Public Safety, measured the noise level of the blasts, which they said registered far below the state-mandated safety level for such operations.

But residents charged that on testing occasions the state officials notified Robert Sherry, president of the quarry, exactly what time the tests would occur and hence the test blasts "sounded like nothing," compared to the usual explosions.

Borchard said over the past year most complaints centered on afternoon blasts. "I tried to compare the time of the complaints to the quarry's blasting records and the only connection was that the quarry was conducting surface blasting at those times," he stated.

Borchard said in an interview he will ask state officials to consider random tests and thus measure the blasting without informing quarry operators beforehand. However, he said, he has taken similar messages to the state before.

The attorney told residents their only recourse against the quarry may be a civil suit against the owners, a strategy which didn't please the group.

PLAINFIELD, NJ
COURIER-NEWS
FEB 1 1980

Nation

Noise controls are relaxed

WASHINGTON — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 yesterday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It appropriates \$15 million for planning new noise-reduction projects.

PRINCETON, NJ
LAWRENCE LEDGER
JAN 23 1980

Plainsboro police will be 'all ears'

PLAINSBORO — The Plainsboro Township Police Department launched a noise control program this month in an attempt to eliminate vehicles with faulty exhaust systems from township roadways.

The program is the result of a grant received from the New Jersey Department of Environmental Protection which addresses the problem of vehicular noise from defective equipment and also the resultant pollution emitted from these vehicles.

Officers of the township's police department attended a three day seminar in November coordinated by Edward Di Polvere of the state DEP. The seminar featured lectures on the principle of noise, the physiological effects of noise and the structure of the ear in relation to sounds. Dr. D.A. Delcso and Professor R.M. Munganelli of Cook College presented the lectures.

Ross Little of the California Department of Health lectured on the practical application of using the human ear to detect vehicles with defective muffler systems. Mr. Little has worked with the California Highway Patrol for the past 10 years in the noise control program.

Enforcement will occur through a local ordinance adopted by the Plainsboro Township Committee in December. The ordinance provides for a fine of not more than \$50 for vehicles having defective exhaust systems.

A one-month warning period is being conducted, this month in Plainsboro. If a motorist is stopped, he will receive a warning which describes the noise control program, its purpose and the penalty for violators.

The program, the only one of its type nationwide, will be in effect for a six-month period.

TEANECK, NJ
NEWS
JAN 23 1980



Teaneck Health Dept.

• Leo Wielkocz, Health Officer
• Doris Quarles, Health Educator

Noise

Noise around the house measured in decibels (db): Stereo systems as played by teenagers, 120; Chain Saws, 100; Power Mowers, 87-105; Motorcycles, 95; Some garbage trucks, 90; Certain dishwashers and hairdryers, 85; Vacuum Cleaners, 75; Normal Conversation, 60; Moderate Rainfall, 50; Whispering, 30; Rustle of Leaves, 10.

According to the United States Environmental Protection Agency noise is more than a nuisance, it constitutes a very real danger to people's health. Noise can produce serious physical and psychological stress which no one is immune to. Though we seem to adjust to noise by ignoring it, the ear never closes and the body continues to respond.

Of the many health hazards related to noise, hearing loss is the most clearly measurable at the present time. Alarming statistics show that in one class of college freshmen one half of

all the students tested had some degree of hearing impairment. Hearing damage usually depends not only on decibel level but the length of time one is exposed. Obviously, the higher level of the sound the less time it takes to damage hearing. The danger zone has been determined to be between 85-90 decibels.

The U.S. Government is so concerned about the effects of noise on health that manufacturers will soon have to label their products indicating noise levels. This plan includes all kinds of noise producing mechanisms from garbage trucks to hair-dryers.

Have you taken a noise inventory of your home environment? Are there ways of reducing noise where you live to save your family's hearing and health?

Please Note: Subsequent columns will emphasize other aspects of noise pollution. If you have a complaint about noise in your neighborhood please call The Health Dept. - 837-1600.

TOMS RIVER, NJ
OCEAN CANTY TIMES-OBSERVER
FEB 7 1980

Seaside Increases Noise Levels

SEASIDE HEIGHTS — Borough Council members voted Wednesday to increase the boardwalk's maximum noise limit by 30 percent — for the sake of legality rather than loudness, they explained.

Following several meetings with representatives from the borough's amusement district and a state noise pollution expert, the council agreed to raise the maximum volume from 60 to 75 decibels for commercial and industrial operations.

"All we're doing is making it legal," said Councilman Guy Mazzanti Jr. He noted that the boardwalk's volume exceeds the limit set by the previous ordinance and that the loudspeaker alone is currently at a decibel level of 68.

"I think the enforcement of it (the ordinance) will be much rougher now," Mayor George E. Tompkins said.

However, he said volume control will be "a self-policing job" for the amusement operations.

Councilman Robert Dionisio added that officials will know immediately whether the new regulation is being observed and will "come down heavy" if it isn't.

The noise level maximum for residential districts was not changed.

The council gave unanimous support to a Lavallette Borough Council resolu-

tion calling for a public hearing on the proposed Ocean County Utility Authority budget.

Lavallette officials agreed Feb. 1 to petition state legislators to enact a law directing the utility authority to hold a public hearing similar to those required for municipalities prior to adopting annual budgets, as well as to enact spending limitations.

"I think it would be good in light of the fact that we've been hit with such

large utility increases, and this is the only way to have control," the mayor said.

Hugh Waller and William Lami Jr. were appointed to seats on the Planning Board. Lami's term is for four years, while Waller was appointed for one year to coincide with the duration of his term on the Board of Adjustment.

Carmine DeStephano was approved for a seat on the Board of Adjustment.

WOODBURY, NJ
GLOUCESTER CANTY TIMES
FEB 1 1980

House passes noise-control bill

WASHINGTON (AP) — The House Thursday approved a controversial proposal that would relax noise-control regulations for two-engine jet airplanes.

The measure passed easily, 245-122, over opposition from environmentalists, local citizens groups, and lawmakers, including Rep. James J. Florio, D-1st Dist., who represents Gloucester County and part of Camden County.

The measure, which also includes \$569 million for airport development, was the product of a Senate-House conference committee, of which Florio was a member. It is expected to be

passed in the Senate.

The most controversial provisions of the bill would extend the time airlines may continue to fly two-engine jets that lack noise controls.

The planes were due to be replaced or refitted with quieter engines by 1983. The bill provides that two-engine jets with 100 or fewer seats will be exempt until 1988 and those with more than 100 seats will be exempt until at least 1985.

In arguing against the measure on the floor, Florio, of Runnemede, insisted, "This is especially unfair to those responsible carriers who took steps to ensure that their fleet would

meet federal standards. They're being put in a competitive disadvantage, punished for obeying the laws."

He said for those living near airports, the measure, "means several more years of being subjected to incessant, unaccessible levels of aircraft noise."

Florio said 37 percent of flights in and out of Philadelphia International Airport are made by two engine airplanes.

Rep. John W. Wyder, R-N.Y., denounced the bill for catering to "a few negligent airlines. If we give them this exemption, they'll be back for more," he said.

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Wydler is from Nassau County, N.Y., where there has been heated opposition to jet noise at Kennedy and LaGuardia airports.

Backers of the measure, who noted it was acceptable to the Carter administration, defended the eased restrictions as an energy-saving move.

They said that forcing airlines to refit their planes with heavier, quieter engines would use more fuel. They also argued that the airlines would retire some of the planes rather than make costly changes and that this could hurt small and medium-sized cities that

depend on the planes.

Environmentalists estimated that more than 500 two-engine jets would be affected by the exemptions. They said the planes are involved in more than 10,000 takeoffs and landings each day.

An earlier Senate version of the bill was considerably more lenient. It exempted three-engine planes from the noise control rules and relaxed them for some four-engine aircraft as well.

Administration officials had criticized that measure for penalizing airlines that had complied with noise controls and helping those that balked at following the new rules.

The two-engine planes covered by the legislation include McDonnell Douglas DC-9s, Boeing 737s and the BAC-111.

The measure tightened somewhat noise controls for three-engine planes, including the DC-10 and Lockheed L-1011, that are required to meet the new standards by 1985.

Included in the bill's appropriations are an additional \$57 million over previously approved funds for airport development and \$15 million to plan airport noise reduction.

WOODBURY, NJ
GLOUCESTER CANTY TIMES
FEB 8 1980

Noisy tenants could be in for short summer

TRENTON (AP) — The party may be over for rowdy tenants at summer beach homes. There is a new law to allow a judge to throw them out — fast.

Gov. Brendan T. Byrne signed a bill Thursday to allow a landlord to ask a judge to evict seasonal tenants within two days if he finds they have been disruptive or destructive.

The bill applies only to tenants who rent for 125 days or less and have a permanent home elsewhere.

It was sponsored by Assemblyman William Dowd, R-Monmouth, to protect Jersey Shore landlords who complained that they could not throw out tenants who damaged their property because lengthy court eviction procedures last longer than the summer renting season.

3rd crash

Bergen County airport needs better flight pattern regulation

BOGOTA (AP) — The third small plane crash in Bergen County within two months has prompted officials to ask federal aviation authorities to better regulate flight patterns for small planes flying out of Teterboro Airport.

For years, Bogota residents have complained about noise and possible danger from low-flying planes from Teterboro Airport, about two miles away.

"Our constant fear has become a reality," said Bogota Fire Chief William Kutsch, who led 60 firefighters Saturday afternoon in dousing flames from a small plane crash in which two New York City residents were killed.

The single-engine plane crashed into the back porch of a house in a residential neighborhood here. Fire from the plane spread to the house and caused damage to the porch and a rear bedroom, officials said.

Bogota Councilman Joseph Shuller called on the Federal Aviation Administration to place stricter controls on the flight patterns of small planes.

The crash was the third involving a private plane in Bergen County in little more than two months. Three Saturdays ago, a student pilot escaped with minor injuries when he made an emergency landing in the parking lot of Fairleigh Dickinson University's Teaneck campus, crashing into three parked cars. On Nov. 16, three people died in a crash in the Carlstadt

meadowlands.

The cause of the crash won't be known for at least a week, aviation authorities said Sunday.

Nicholas Brousse, 31, of Brooklyn, N.Y., the pilot of the rented Beechcraft, and Margarita Bunge, 30, of Manhattan, his passenger, apparently died instantly when the plane crashed into the back porch of Andrew Brown's house, authorities said.

Brown and his family were eating lunch when the craft nose-dived into the backyard of the house. "We were

saved by about 10 feet," said Brown, who along with family members unsuccessfully attempted to pull the occupants out of the plane.

"It's a miracle no one else was hurt," said Bogota Police Chief Anthony Yocovelli.

Frank Del Gandio, an investigator for the Federal Aviation Administration, said the two-seat plane had been rented by Brousse, a licensed pilot, from Suburba Aviation at Teterboro for a trip to Montauk Airport on Long Island. He said the FAA and National Transportation Safety Board investigation would take about a week to complete.

Witnesses said the plane dived silently at a very sharp angle. Some said they saw smoke streaming from its tail.

Robert Stalb, who lives two blocks away from the crash, said the plane "was coming down almost vertical and there was definitely no noise" from the engine.

The plane's silent descent prompted witnesses to speculate that the engine had gone dead.

Brown and his son, Kevin, said they were unable to open the canopy on the cockpit to remove the plane's occupants. "But then I saw the smoke and I said to my father, 'Let's get out of here. This thing is going to blow,'" Kevin said. "In about 90 seconds, it exploded."

BROOKLYN, NY
BROOKLYN GRAPHIC
JAN 23 1980



News & Noise

by Carmine C. Santa Maria

Just as 1979 was called the year of the "Child," we will call 1980 "The Year of the Screech." This will be the year that we will push for all the promises that were given to us these past two years. Especially the New York City Transit Noise Code from the State Legislature. This past week, I took a week's vacation off from work so that I could start formulating plans and activities for "The Year of the Screech." Assemblyman Alexander B. Grannis and State Senator Donald Halperin have taken measures to re-introduce their respective Bills for the Noise Code. We contacted State Senator Chris Mega from Bay Ridge to help us get his Republican colleagues to help push the Bill. We were finally able to contact George Clark Jr., Chairman of the Kings County Republican Party, to get his commitment to help us push the Bill. We contacted Senator Anthony Gazzara from Queens to help us with the Bill. He's on the Senate Transportation Committee. The Committee that last year didn't release the Bill, thereby in effect "killing it." Senator Gazzara is a very interested ally—he lives adjacent to an Elevated Structure in Queens. We will contact all our New York State Legislators that live in New York City, to start pushing for the long overdue Bill. Assemblyman Grannis and State Senator Halperin have requested a meeting with the MTA to iron out any objections that might occur. This column will print names and addresses of those that we have to apply pressure to. We cannot dilly dally any longer—each and every week some other priority breaks out, and noise is pushed behind. We are systematically having our health ruined with the constant unrestrained noise that is causing stress and tension to deteriorate our bodies. Our health demands that we SCREECH OUT for the necessary measures to abate the noise. The Federal Government has had studies made on EI noise. We are in constant touch with that Department, and are anxious for the results of the study. This year we will expand into Queens. We have contacted some of our Screechers in Queens to set up a Big Screecher Meeting. Ed Frowley, V.P. of the Woodside Chapter, will start making necessary arrangements—more from Ed later on. Queens has more mileage of EIs than any of the other Boroughs. We should get a lot of Screechers from there. We also contacted Assemblywoman Gerd Lipshitz who is on the Screecher Executive Advisory Board, to get her input from her area of Jamaica and Broad Channel. A lot has been accomplished this past week—we will inject them as separate items.

BROOKLYN, NY
BROOKLYN GRAPHIC
JAN 30 1980

News & Noise

by Carmine C. Santa Maria

ITEM: City Councilman Henry Stern has invited me to join a Noise Task Force that is being established by The New York League for the Hard of Hearing. Serving as Co-Chairman with Councilman Stern will be Dr. Frank Field, WNBC-TV's Health and Science Editor. The Task Force (the only one of its kind in the nation) will meet periodically and issue reports and recommendations on the subject of Noise Pollution. The Task Force will consist of distinguished individuals from the fields of education, science, government, business, medicine, the arts, and one from the Post Office. Inasmuch as the New York Subway System is the largest Noise Polluter in the world, of course I will join and express our views and recommendations. Happy to have the help from these dedicated people.

BROOKLYN, NY
BROOKLYN GRAPHIC
FEB 13 1980



News & Noise

by Carmine C. Santa Maria

On Monday, February 4, I brought to the agenda of the Permanent Citizens Advisory Committee to the MTA (PCAC) the problem of the non-existence of a Noise Abatement Program for the Elevated Structures. The Meeting was held at MTA Headquarters at 347 Madison Avenue. There was a large turnout of the members of the PCAC, and as usual the Chairman, Mike Gerrard did a great job of chairing the meeting, so that after all the regular business of the PCAC was finished, El Noise was discussed. I spoke first, after distributing a three-page history of the problem. It wasn't that extensive, because the first page was a cover page—the second page had the history of the Noise Abatement Program of the TA and the third page had a complete listing of what the Transit Authority had done, is doing and planned to do. The third page was completely blank. This didn't hit home, until a few members brought to my attention that the third page was blank, and that's exactly what the program is for noise abatement for the Els. Blank-Zero-Zilch-Naught-Nada, no matter how you say it, we haven't got it.

Our good friend Tony Paolillo who heads the Environmental Division of the NYCTA, gave a magnificent presentation of the Transit Authority's Noise Abatement Program. The man really knows his stuff, and I think he's missing his calling. He should really head the Public Relations for the Transit Authority. He made the TA come out smelling like a rose. First he told in detail what the TA did do, has done and will do in regard to Noise Abatement. Quickly agreeing that nothing has been done on the Els, and quickly moving to what the TA has done on the subways. There the TA has (for the benefit of the Rats underground), plans to weld 52 miles of rail within 7 years at the cost of about 55 million dollars—the bulk of the Noise Abatement Money. Of course, not only the Rats in the tunnels will benefit, but those Subway riders who happen to be on one of the stations that have welded rail. But most of the welded rails are in between stations. Who besides the Rats live down there? We Screechers want to know why they can't weld rails on the Els. This was a question that I posed to Tony, and then added, if they can't weld each Rail joint because of the problem of differential expansion, why not try every other one, so as to half the noise. Tony said it was possible, and that he would look into it.

At this meeting a typical disinterested statement was made by a Nassau County member of the PCAC. "If the TA says it can't do welded rails on the Els, why not just tell the people that it can't be done and forget about it." This statement enraged me. I retorted in a very upset voice, "You tell the half million people living by the Els nothing can be done." This brought that the TA and well as the NYC Bureau of Noise Abatement hasn't done everything they could do, or should do in regard to the noise problem. Citing that welded rails has been used in Chicago, and that at one time used in NYC, I asked "have these agencies fully investigated these Els. I also brought up the fact that the TA claims it doesn't have the technical know-how, and when technology is brought up that can be used such as the Ring Damped Wheel—they still haven't ordered a single ring damped wheel to examine, and help the situation.

Mike Dinning from the Transportation Systems Center in Cambridge, Massachusetts, flew in for this meeting. Mike stated after the meeting, that as an engineer who deals with facts and figures, he never realized the emotional impact that the problem of noise had on the affected public. When he witnessed my emotional outburst, he reevaluated the intensity of the problem and is determined now more than ever to seek solution. He stated that the meeting was extremely interesting and was very glad that he came—it was most informative from a technological viewpoint as well as emotionally enlightening. Mike addressed the PCAC and spoke of plans to come to New York this summer with presentations of the Transportation Systems important work.

Bob Wokanick represented the Bureau of Noise Abatement (BNA) at this meeting. What has the BNA done to quiet what former Commissioner Eihan Eldon of the Department of Air Resources has called the biggest noise polluters in the City of New York, the NY Subway Elevated System?" I asked. Wokanick stated that with such a small staff at the BNA, very little could be done. I emphasized that if in fact the Els are the noisiest *cu pri's*, why shouldn't the BNA really get into the problem?

Then the NY City Transit Noise Code Legislation was brought up. This is the bill that Assemblyman Pate Grannis and State Senator Donald Malperin have been fighting for these past two years. The BNA apparently doesn't think much of the "warning sign" provision of the bill that would have the TA place warning signs in those areas where the noise level would have a harmful effect. The Federal Government requires the Air Force to post such signs, why shouldn't our Citizens be so alerted. One of the most important functions of the Big Screechers is to alert the public of the dangers of Subway Noise—sure as Bob Wokanick stated, that everyone knows the Subways are noisy, but do they know that the Subway noise is dangerous as well as harmful.

When you address a body like the PCAC which has members from all over the Metropolitan area, and where the problem of Subway Noise doesn't really have an impact on all of them, you can understand why people like Senator Caemmerer from Nassau County CHAIRMAN OF THE Senate Transportation Committee that is holding up the Bill (it is interesting to note that the PCAC member is also from the Senator's area) isn't too concerned with the problem nor the need for the Bill. Chairman Gerrard recommended that the Transit

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Authority Service Committee look fully into the Transit Noise Code Bill and on the EI Noise problem and report its findings to the full committee. Incidentally, I was named Chairman of this committee, which deals with the New York City Transit Authority service. I will ask Assemblyman Grannis to give the Committee a full presentation of his bill.

ITEM: Councilwoman Alter had the Brooklyn MTA meeting last Thursday night at her district office at 4318 18th Avenue. In case you don't know what the Brooklyn MTA is, it stands for Mass Transit Activists. Brooklyn's version of the New York Task Force of the Committee for Better Transit. Dr. Steve Dobrow, CBT President was in attendance as well as our Bunny Schnelder, who came up with her own version of the Fiscal Crunch that the MTA is crying about. Bunny served fiscal crunch candy bars, these delicious candy bars she made are just like our Subways—crammed with nuts, bumpy inside and noisy to eat. However, Bunny they were delicious—perhaps you should market them and give the profits to the MTA to help them out of their Fiscal Crunch. After choosing a letterhead and logo to identify the organization, the BMTA was ready to start on Transit issues. One of the first items to be attacked is the debris and garbage on the "D" line tracks that is causing a "RAT" infestation problem for the adjoining homeowners. The unkempt condition of the tracks have led to many fires on the roadway. Another item to be investigated, was the loss of revenue that the Transit Authority was losing from the riders sneaking into the different "D" line stations. As mentioned in previous columns, spotting different problems such as broken doors, dark trains, and broken heales were to be correlated, investigated and reported on. The group is anxious to get started on these projects, and we should expect some results soon.

ITEM: Our affiliated Narrows Civic Association is having a Fashion Show Dinner at the newly decorated Chateau Gorme, 49 Avenue T. The fundraising affair which helps the NCA do what they do best—keeping Bensonhurst strong and viable—is on February 29 at 8 P.M. The tickets can be obtained by calling Frances De Franco at 232-8658 or Rosemary Oliva at 833-9692. Tickets are only \$15 each and help out a great organization. Screacher Spotlight on the Narrows Civic Association, a great organization that is always there when we need them.

SEE YOU AT YOU NEXT WEEK!

BROOKLYN, NY
BROOKLYN RECORD
FEB 8 1980

Sounds Off On Noise

Alan Sagner, Chairman of the Port Authority of NY & NJ sends a roaring message to all members of Congress, shouting that the House-Senate noise bill conference results in bad news for the airport neighbors around LaGuardia and Newark International.

As matters now stand, bill could allow the continued operation of most two-engine aircraft into metropolitan airports until 1988, views Sagner who has a report that those two-engine jobs do make noise. A

BROOKLYN, NY
CANARSIE COURIER
FEB 14 1980

Rep. Scheuer Blasts Efforts To Delay Aircraft Noise Relief

Representative James H. Scheuer recently joined other members of New York City Congressional delegation in criticizing congressional efforts to prolong the use of noisy aircraft.

"In 1976, after seven years of extensive study and debate, the Federal Aviation Administration concluded that it was 'economically reasonable and technologically practical' to require that all older generation aircraft be retrofitted or replaced so that there would be a noise-certified fleet by 1983," stated Scheuer.

"The FAA was overly generous to the airlines in telling noise impacted communities to wait nine long years for relief," continued Scheuer. "Further compromise at the eleventh hour is indefensible."

By a vote of 285 to 122 the House passed the Airport and Aircraft Noise Reduction Act which extends FAA noise compliance deadlines for two-engine aircraft.

"The unfortunate passage of this bill is an affront to the six million Americans—living in the shadow of airports from John F. Kennedy International to Chicago's O'Hare and Los

Angeles International—whose quality of life and very health are seriously threatened by excessive aircraft noise, and to those carriers—Delta, Continental, North Central, and United—who in good faith and enlightened corporate decision making, had undertaken the costs of complying with the FAA rules," stated Scheuer.

While expressing vehement opposition to the noise bill, Representative Scheuer noted the significant concessions which he and other members of the New York Delegation were able to extract from the proponents of

less stringent noise standards.

"The bill we originally were confronted with totally gutted the FAA noise rules," stated Scheuer. "We were able to avert disaster by amending the bill so that three and four engine jets must still be retrofitted or replaced in accordance with FAA regulations. Our efforts to preserve the FAA noise standards for 3 and 4 engine planes will mean radically reduced noise levels for communities around Kennedy Airport." A

BROOKLYN, NY
CANARSIE DIGEST
FEB 18 1980

Airport Noise Criticized

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"The bill we originally were confronted with totally gutted the FAA noise rules," stated Scheuer. "We were able to avert disaster by amending the bill so that three and four engine jets must still be retrofitted or replaced in accordance with FAA regulations.

"While I have long opposed any weakening of the FAA guidelines, it is important to note that planes with 100 seats or less comprise only 9.6 percent of the total take-offs and departures of two-engine planes at Kennedy," said Scheuer. "Our efforts to preserve the FAA noise standards for three and four-engine planes will mean radically reduced noise levels for communities around Kennedy Airport."

Scheuer noted that the noise impacted area around John F. Kennedy International Airport will be reduced from 48 square miles to 27 square miles and the number of residents living within that impacted area from 485,000 to 252,000 people.

"We have made it unequivocally clear that the

any more waivers. Our challenge will be to keep the airlines' feet to the fire' to assure total compliance with the FAA regulations as amended by the noise bill," concluded Scheuer.

BROOKLYN, NY
JEWISH PRESS
FEB 1 1980

Manes Calls For Defeat Of Bill To Weaken FAA Aircraft Noise Controls

Queens Borough President Donald R. Manes has called for the defeat of pending legislation which, he says, "calls for too great a weakening and delay of scheduled retrofitting or replacement of noisy aircraft."

Manes labeled a proposal developed by a House-Senate Conference Committee "unacceptable" and urged no changes in existing FAA requirements for the retrofitting or replacement of noisy airplanes.

"We must stand firm and determined. We must obtain the long-overdue relief which our communities and residents fully deserve," Manes said in letters sent to all Queens Congressmen.

The Queens Borough President has long fought for the adoption and enforcement of efforts to quiet or replace noisy aircrafts, citing, as he did in his letters to the Representatives, that "many communities surrounding John F. Kennedy International and LaGuardia Airports suffer under the unhealthy and unattractive impact of aircraft noise pollution."

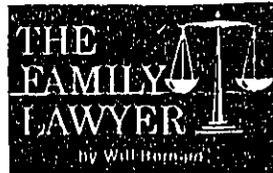
Manes acknowledged that the Conference Committee plan was an improvement over the original Senate bill, which contained a waiver of the FAA requirements.

Manes said the "adverse, impact of the pending legislation is most obvious in the delays proposed for two-engine aircrafts.

"Full implementation of FAA requirements is delayed from 1985 to 1988. Approval of this aspect of the bill would have a most serious, and harmful effect on communities and residents near LaGuardia Airport because a very high percentage of the planes using this airport are two-engine crafts," he said.

Manes asserted the "FAA schedule for retrofitting or replacement is reasonable and equitable. I do not believe it should be delayed or reduced." The Borough President urged defeat of the compromise measure "and any other attempts to delay or weaken the existing FAA noise control requirements."

EAST AURORA, NY
ADVERTISER
JAN 24 1980



Nocturnal Noise

At first, the Millers were delighted to see an elegant mansion going up on the lot next door. But they began to have second thoughts when the neighbors installed a powerful, commercial-type air conditioning system.

Appalled by the noise, they finally went to court for relief.

"Those people run that heavy motor all night long," the Millers told the judge. "It not only disturbs our sleep but also is depreciating the value of our property."

Even though the judge found the air conditioner "suitable" for such a large house, he ordered the neighbors to lower the noise level during the night. The judge said no one has a right to use his property without regard for the sensibilities of others.

Of course, there is nothing unlawful about air conditioners as such. Consider, by contrast, another case in which a neighbor's air conditioner was standard in size and quieter in operation.

Here, too, the plaintiffs complained about the noise and the harm to their health. But this time the court, after "balancing the equities," decided they would have to put up with the annoyance. Noise isn't automatically wrongful, said the court, just because somebody is bothered.

Similar questions have arisen with regard to ventilators. One man filed suit because the exhaust fan over a neighbor's kitchen stove wafted warm air and cooking odors in his direction.

But again the court ruled that he had no legal grounds for complaint, since the emissions were "little more than would come from an open window."

The judge added: "Membership (in organized society) involves a tolerance of certain elements of urban living. Among these is the everyday function of food preparation."

A public service feature of the New York State Bar Association.

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EAST ROCKAWAY, NY
EAST ROCKAWAY-LYNBROOK OBSERVER
FEB 14 1980

Berman Drives For Jet Noise Bill Veto

State Sen. Carol Berman has appealed to all prominent Democratic leaders in New York State, who are supporting President Carter's re-election campaign, to join her in securing a Presidential veto of legislation that would water down standards for jet noise. She said a veto is "our only hope for preserving the health and well-being of the millions of people who live near major airports and who are subjected day after day to the intolerable barrage of

aircraft noise."

Sen. Berman, who was widely known as the leader of the "anti-SST Jet Noise Coalition" in the Kennedy Airport area, addressed her appeal to Lt. Gov. Mario Cuomo, Mayor Ed Koch, State Democratic Chairman Dominic Baranello, Queens Borough President Doanid Manes and Nassau Democratic Chairman Stanley Harwood. All are supporting Carter in the battle for the Democratic nomination and presumably can bring influence to bear in the White House. Berman also sent a memo to all the Democrats in the State Senate and Assembly who have joined the Carter bandwagon asking them to join her call for a veto.

FAR ROCKAWAY, NY
ROCKAWAY BEACH WAVE
FEB 9 1980

Scheuer Blasts Delay In Aircraft Noise Reduction

James H. Scheuer has joined other members of the New York City Congressional delegation in blasting passage in the House of Representatives of the Airport and Aircraft Noise Reduction Act, which extends Federal Aviation Administration noise compliance deadlines for two-engine aircraft.

Congressman Scheuer thus has joined an outcry in all areas around John F. Kennedy International Airport that Washington's promulgating jet-noise regulations for more than a decade has not made life any easier on jet alleys.

"Nobody has to tell anyone living beneath a flight path how irritating jet noise can be," shout residents of Rockaway, Howard Beach, Inwood and Rosedale. In some areas around the airport, it's necessary to read lips every minute and a half, as planes fly by.

Improvements promised in 1977—when the FAA issued its latest set of aircraft noise regulations—have yet to be realized.

In fact, with last week's 285 to 122 vote in the House, fulfillment of promises made appears to be farther in the future than ever.

Under the FAA's timetable, it is noted, many of the bigger jets that fly in and out of Kennedy Airport are slated for engine renovations. However, with the House trying to move back certain jets from 1985 to 1988 compliance, hope for scheduled relief is fading.

Some people are pointing out that the bill (a com-

promise worked out by a Senate-House committee) still has to be passed by the full Senate. (Meanwhile, it is said, the airline lobby is pressing for delay, as it has been doing from the beginning.)

The best hope now, say these people, is a Presidential veto—if airport neighbors can get the right message across to the White House.

Meanwhile, Scheuer is explaining that in 1976, "after seven years of extensive study and debate, the Federal Aviation Administration concluded that it was economically reasonable and technologically practical to require that all older generation aircraft be retrofitted or replaced, so that there would be a noise-certified fleet by 1985.

"The FAA was overly generous to the airlines in telling noise-impacted communities to wait nine long years for relief," he continues.

"Further compromise is indefensible.

"The unfortunate passage of this bill is an affront to the six million Americans living in the shadow of airports... whose quality of life and very health are seriously threatened by excessive aircraft noise, and to those carriers—Delta, Continental, North Central and United—who in good faith and enlightened corporate decision making had undertaken the costs of complying with the FAA rules."

While expressing vehement opposition to the noise bill, Scheuer noted what he described as "the significant

concessions which he and other members of the New York delegation were able to extract from the proponents of less-stringent noise standards... The bill we originally were confronted with totally gutted the FAA noise rules... We were able to avert disaster by amending the bill so that three and four-engine jets must still be retrofitted or replaced in accordance with FAA regulations."

As it stands, he continued, "the most significant breach of FAA noise rules is the roll back of the current deadlines for two-engine jets. The Airport and Aircraft Noise bill rolls back the deadline for two engine jets with 100 seats or less from January 1, 1983, to January 1, 1988. The deadline for two-engine jets with over 100 seats is rolled back from January 1, 1983, to January 1, 1985.

"While I have long opposed any weakening of the FAA guidelines, it is important to note that planes with 100 seats or less comprise only 9.6 per cent of the total takeoffs and departures of two-engine planes at Kennedy.

"Our efforts to preserve the FAA noise standards for three and four-engine planes will mean radically reduced noise levels for communities around Kennedy Airport."

According to Scheuer, "the noise-impacted area around John F. Kennedy International Airport will be reduced from 48 square miles to 27 square miles, and the number of residents living within that impacted area from 485,000 to 252,000 people."

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Furthermore, "we have made it unequivocally clear that the airlines will not receive any more waivers. Our challenge will be . . . to assure total compliance with the FAA regulations as amended by the noise bill."

FAR ROCKAWAY, NY
ROCKAWAY BEACH WAVE
FEB 9 1980

ASSEMBLY HOT LINE

Strong Call For Airport Noise Curfew

New York State's Assembly and Senate pass a legislative resolution last week calling on Congress to establish an airport noise curfew commission. The purpose of the commission is to make recommendations regarding the establishment of curfews on nonmilitary aircraft operations over populated areas of the United States during normal sleeping hours.

"The proliferation of aircraft usage in recent years has resulted in substantial increase in airport arrivals and departures of commercial airplanes producing noise and peripheral inconvenience," said Assemblywoman Gerdi Lipschutz.

The legislative resolution is meant to put Congress on notice that the New York legislature recognizes the inherent dangers and adverse consequences to the people of New York who reside in areas near airport locations as a result of the increasing numbers of aircraft arrivals and departures.

Assemblywoman Lipschutz was a co-sponsor of this resolution.

FAR ROCKAWAY, NY
ROCKAWAY BEACH WAVE
FEB 13 1980

Veto Stop Noise Delay! -- Fetscher

Four hundred members of the Hammel Holland Seaside Civic Association "residing in close proximity to the J.F. Kennedy International Airport" are asking President Jimmy Carter to veto legislation set up to delay the retrofitting or replacing of jet engines in the present fleet.

"We feel FAA (Federal Aviation Administration) regulations requiring the noise curtailment by 1985 is fair, equitable and merited by those who live close to jet airports. The program should also help the economic picture of the nation," John J. Fetscher, president of the Hammel Holland Seaside Civic Association, informed Carter this week by mailgram.

FAR ROCKAWAY, NY
ROCKAWAY JOURNAL
JAN 29 1980

PA chief anti noise bill

A letter urging the defeat of the House Senate Noise Conference bill that would weaken jet noise restrictions was sent to all members of Congress by Alan Sagner, chairman of the Port Authority of New York and New Jersey. Mr. Sagner stated that full implementation of the present Federal Aviation Administration-Department of Transportation fleet noise rule still represents "a distinct advantage over the proposed legislation in terms of quiet to our communities." He continued that as now written, the measure could allow the continued operation of most two engine aircraft into metropolitan airports until 1988 "which would be bad news for airport neighbors." He noted that the conference report urging the FAA to consider exempting four-engine aircraft when retrofit or replacement could cause hardships for "smaller" carriers is a threat to anticipated noise improvement around Kennedy.

FAR ROCKAWAY, NY
ROCKAWAY JOURNAL
FEB 12 1980

Cong. Scheuer blasts efforts to delay air noise relief

Representative James H. Scheuer joined other members of the New York City Congressional delegation in criticizing congressional efforts to prolong the use of noisy aircraft.

"In 1976, after seven years of extensive study and debate, the Federal Aviation Administration concluded that it was 'economically reasonable and technologically practical' to require that all older generation aircraft be retrofitted or replaced so that there would be a noise certified fleet by 1985," states Scheuer.

"The FAA was overly generous to the airlines in telling noise impacted communities to wait nine long years for relief," continued Scheuer. "Further compromise at the eleventh hour is indefensible."

By a vote of 285 to 122 the House passed the Airport and Aircraft Noise Reduction Act which extends FAA noise compliance deadlines for two-engine aircraft.

While expressing vehement opposition to the noise bill, Representative Scheuer noted the significant concessions which

he and other members of the New York Delegation were able to extract from the proponents of less stringent noise standards.

The bill we originally were confronted with totally gutted the FAA noise rules, said Scheuer. We were able to avert disaster by amending the bill so that three and four engine jets must still be retrofitted or replaced in accordance with FAA regulations.

We have made it unequivocally clear that the airlines will not receive any more waivers. Our challenge will be to keep the airlines feet to the fire, to assure total compliance with the FAA regulations as amended by the noise bill, concluded Scheuer.

GARDEN CITY, NY
NEWSDAY
FEB 3 1980

Purcell and Cohalan Ask Carter To Veto Delay on Jet-Noise Rules

The Nassau and Suffolk County executives have called on President Carter to veto legislation that gives some airlines an 8-year extension for meeting stiffer standards on jet-noise abatement.

A bill allowing the extension passed the House Thursday and is expected to be approved by the Senate soon and then go to Carter. The extension applies to older, two-engine commercial jet aircraft. The airlines have said they cannot currently afford to make the changes included in the new standards.

"People on Long Island have been waiting 25 years for noise relief and now Congress is condemning them to wait another eight years," Nassau County Executive Francis Purcell said in a Mailgram to Carter. "The technology is already available to retrofit the older jets and make them quieter."

Suffolk County Executive Peter Cohalan agreed that "the new standards should be imposed now," saying they could alleviate some problems near Islip-McArthur Airport in Bohemia. Elected officials from Queens are also opposed to the extension.

For many years, Queens and Nassau residents have complained about the noise from planes using LaGuardia and Kennedy Airports.

GLEN GROVE, NY
MANHASSET PRESS
JAN 31 1980

OPPOSES PARKING LOT

To the Editor:

Abraham & Straus emphatically stated that they would not need additional parking when the store was revamped.

I am one of the residents directly involved with any downzoning of the property intended for use as a parking lot for A&S. I protest vehemently. Noise pollution is at its worst. The delivery area is regularly used for open traffic, which it was not intended for. I demand that action be taken to close the delivery area to delivery trucks only.

We have and we are still suffering in this residential area because of A&S. I do not want an air polluted parking lot facing my property. What has Manhasset benefited from A&S? Lower taxes? No. Beautification? No. Traffic problems? Yes. Most Manhasset residents will agree on that. Northern Boulevard is an obstacle course.

I am sure A&S was provided with all the necessary facilities when their plans were formulated. I believe that the majority still rules in this country, so friends and neighbors please be present at the Feb. 5 meeting at Town Hall. Make yourselves heard and be counted.

Never at any time, even on their busiest days, have I seen their parking lot filled. If granted this variance, not only will they want the parking lot, they will want an additional story, warehouse, stores, etc.

No, let's stop it where it is now. We need improvements to existing conditions, not additional indignities.

Frances Wroblewski
85 West Dr.

LISTS OBJECTIONS

To the Editor:

(The following is a copy of a letter sent to North Hempstead Town

Supervisor Michael J. Tully Jr.)

This is being written to protest strongly the Federated Department Store's (A&S) request for a change of zone from R-AA District to a Parking District on premises situated 895.16 feet southerly of North Hempstead Turnpike, Manhasset, described on the Nassau County Tax Map as Section 3, Block E, Lot 1051, School District 6.

There can be nothing positive gained by the proposed change. As a resident of Terrace Manor, which is now bounded on the east by Bloomingdale's complex, the west by A&S, the north by Northern Boulevard, and the south by a field which would become a parking lot, I can only list my objections for you.

1. Noise Pollution. This would occur seven days a week, from early morning when the lot is cleaned and cars arrived until late at night when the store closes. Furthermore, this is every day of

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the year with the exception of Christmas, New Year's, Labor Day, Easter, Thanksgiving.

2. Air Pollution. Five hundred additional parking spaces mean 500 car exhausts poisoning the air.

3. Artificial Light. Again, this would be a constant source of irritation because the present lot is lit by very bright floodlights all night.

4. Lowering of Property Values. When it is time to sell my home, I shall not receive as much for it if the proposed parking lot is two doors away. I may even have a difficult time selling the house which is presently in a very quiet neighborhood.

5. Increased Traffic. One can never rule out the possibility that the small side streets off of South Dr. would be opened to the lot as a convenience to shoppers. Presently, our neighborhood is extremely quiet. Children, of which there are many young ones, are able to ride their bikes and play ball in the streets. More traffic means an unsafe environment for our families. We in Terrace Manor have already had to deal with the many cars parked every day on our streets by student drivers by having the streets posted with unsightly "no parking" signs.

6. Building Expansion. Once the zoning is changed, there is nothing to stop Federated Stores from expanding into the upper field where the Mitchell House once stood. More space means more buildings means more cars.

7. Vandalism and Burglary. A parking lot so close to our residential area is a temptation for potential burglars to park their cars, hop the fence, enter our homes,

and get away again with no one the wiser. Inasmuch as many of the Terrace Manor residents are away during the day (husbands and wives who work, myself included), there would be no way any of us could be on the lookout for suspicious cars or loiterers. It would be very difficult for the police to patrol an area where there are 500 additional cars on the other side of the fence.

8. Wildlife Destruction. The field presently sits unused by humans. It is a home for redwinged blackbirds, pheasant, grouse, swallows, and other birds which nest in meadowland. The field is also the source of food for myriad other birds and small animals, from millet and thistle for the smaller chickadees and finches to berries for mockingbirds and even raccoons and rabbits. It is a beautiful sight when the wild flowers bloom, when the snow covers it, and when the grasses dry in the autumn. In other words, the field in its wild state is aesthetically pleasing.

It is my hope, sir, that this letter will help to convince you that the change from residential zoning to a parking district is not in the interests of our town, our community or our neighborhood. Please won't you help us defeat the proposal?

Claudia L. Rogers
18 South Dr.

GOSHEN, NY
INDEPENDENT REPUBLICAN
FEB 6 1980

Hamptonburgh Residents Request Noise & Nuisance Ordinance

by Nickie Knape

The Hamptonburgh Town Board met Feb. 4, with much improved attendance. Troopers from New York State Police Troop F. attended the meeting to hear and answer questions concerning a Noise and Nuisance Ordinance. The Troopers explained to the public and the Board that it would be up to the Board to implement their own ordinance. Supervisor Flynn asked for and received committee members to look into setting up such an Ordinance.

A Resolution was made and passed to accept Local Law #1, 1980, Senior Citizens Exemption which was originally set at \$7,200 and is now \$8,000 and is effective for the September 1980 taxes.

LAWRENCE, NY
MEADOWBROOK TIMES
FEB 14 1980

Jet noise bill veto sought

In a telegram sent today to the White House, Hempstead Town Presiding Supervisor Al D'Amato, Chairman of the Town/Village Aircraft Safety & Noise Abatement Commission, is calling for the presidential veto of the Aviation Noise Abatement Bill approved by Congress Tuesday afternoon.

Labeling the measure "a disgraceful muckery of our efforts to control and reduce the level of jet noise," Mr. D'Amato is requesting that President Carter block

the implementation of the proposal that would push the date of compliance for reduced jet noise levels into the year 1988 and possibly beyond.

"The long-suffering residents of the Town of Hempstead who are forced to endure the daily flights of the older noisier jets on final approach into neighboring Kennedy Airport are now being asked to shoulder that burden for years to come," continued the Presiding Supervisor. "We urge the President stand by the people of the 'Five Towns' which neighbor Kennedy Airport, and reject this ill-advised plan."

D'Amato's call was seconded by Hempstead Town Councilman Eugene Weisbein, Vice Chairman of TVASNAC.

LAWRENCE, NY
NASSAU HERALD
JAN 24 1980

PA chief anti noise bill

A letter urging the defeat of the House Senate Noise Conference bill that would weaken jet noise restrictions was sent to all members of Congress by Alan Sagner, chairman of the Port Authority of New York and New Jersey. Mr. Sagner stated that full implementation of the present Federal Aviation Administration-Department of Transportation fleet noise rule still represents "a distinct advantage over the proposed legislation in terms of quiet to our communities." He continued that as now written, the measure could allow the continued operation of most two engine aircraft into metropolitan airports until 1988 "which would be bad news for airport neighbors." He noted that the conference report urging the FAA to consider exempting four-engine aircraft when retrofit or replacement could cause hardships for "smaller" carriers is a threat to anticipated noise improvement around Kennedy.

LAWRENCE, NY
NASSAU HERALD
FEB 7 1980

Assembly ok's noise curfew

A special legislative resolution sponsored by Five Towns Assemblyman Arthur J. Kremer to help curb aircraft noise especially

over the Five Town area has been unanimously approved by the State Assembly. The measure requests that Congress adopt proposed federal legislation which would establish an Airport Noise Curfew Commission. This panel would then make recommendations setting up curfews on non-military aircraft operations over populated areas during normal sleeping hours which are 11 P.M. to 7 A.M.

LAWRENCE, NY
NASSAU HERALD
FEB 7 1980

Fight for quiet skies is stymied with measure easing noise curbs

Five Towns residents who live near the local airports or whose homes are situated in the flight paths of the noisy jet liners will have to endure many more years of noise and inconvenience if the House Senate Noise Conference bill passes the Senate. The House of Representatives in a 285 to 122 vote approved a compromise measure last Thursday that would give some airlines an eight-year extension on meeting federal noise-abatement standards for older, two-engine com-

mercial jet aircraft. The measure is expected to be approved quickly by the Senate and sent to President Carter for his signature.

Five Towns Representative John W. Wydlar was among the New York Congressional delegation vocal in his opposition to the measure. He urged defeat of the

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bill. Mr. Wydler noted his objection to the heavy lobbying by the airlines in a strongly worded plea circulated to members of the House prior to the action. He stated that the airlines ignored the "7 million Americans whose daily lives are devastated by aircraft noise."

State Senator Carol Berman of Lawrence, long a foe against aircraft noise pollution at John F. Kennedy said that she has tried to organize local opposition to a "watering down of standards but now ... it's up to the President."

Several major airlines have pushed for the compromise, which was opposed by operators of 16 of the country's largest airports. The airlines have fought for the delay in the deadlines which were to go into effect in 1983 saying that they could not make the federally mandated modifications in their aircraft. United, Trans World, Eastern, and American would benefit from the delay. Two-engine planes covered by the legislation included McDonnell Douglas DC-9s, Boeing 737s and the BAC-111.

In a related development, Nassau County Executive Francis T. Purcell called on President Carter to veto legislation giving the nation's airlines an eight-year extension on meeting stiffer jet

noise-abatement standards.

"You abandoned us on the welfare reform that you promised during your first campaign," Purcell told Carter in a mailgram. "Now you are our last hope for relief from excessive jet noise. I hope you won't abandon us on this, too."

Purcell praised Rep. John W. Wydler and the other members of New York's congressional delegation for their fight against the deadline extension. But he condemned the House majority for selling out to the airline industry.

"Congress caved in to the industry and pulled the teeth from the anti-noise act it passed in 1975," the county executive said. "People on Long Island have been waiting 25 years for noise relief and now Congress is condemning them to wait another eight years."

Purcell said that a Carter veto would be a clear message to the airline industry that the federal government means to enforce strict anti-noise standards. He added that it would be a clear message to the airports' neighbors that the federal government cares about them.

"The technology is already available to retrofit the older jets and make them quieter," Purcell concluded. "Instead of listening to the airlines' excuses, Congress should have grounded the noise jets until the airlines are willing to spend the money to make them meet the standards."

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LONG ISLAND, NY
NEWSDAY
FEB 1 1980

Delay Voted on Jet-Noise Standards

By Sheryl Kornman

The House yesterday approved a compromise measure that would give some airlines an eight-year extension on meeting federal noise-abatement standards for older, two-engine, commercial jet aircraft.

New York's congressional delegation was vocal in its opposition to the measure during House debate. The bill, which passed 285 to 122, is expected to be approved quickly by the Senate and sent to President Carter, who is expected to sign it. The measure was the product of a Senate-House conference committee compromise.

Five families from Queens and Nassau, who claim the noise from LaGuardia and Kennedy Airports has lowered their property values and has made them ill, have a \$3.9-million noise-pollution lawsuit pending in federal court. One of the plaintiffs in the suit said he was not surprised by the action, because airlines have waged a strong lobbying effort in Congress.

Several major airlines pushed for the compromise, which was opposed by operators of 16 of the country's largest airports. The airlines fought for a delay in the deadline and a softening of some noise standards, saying they simply could not afford to make the federally mandated modifications in their aircraft. United, Trans World, Eastern and American would benefit from the delay.

Rep. John W. Wydler (R,C-Garden City), who urged defeat of the bill in a strongly worded plea circulated to members of the House last week, railed against it during floor debate. Wydler said

he objected to heavy lobbying by the airlines which, he argued, ignored the "7 million Americans whose daily lives are devastated by aircraft noise."

Rep. Jerome Ambro (D-East Northport) called the bill "a travesty" and later blamed its passage on the airlines, which, he said, "lobbied furiously."

A spokesman for Rep. Geraldine Ferraro (D-Forest Hills) said the bill was portrayed as a compromise, but it wasn't at all. "It was a lousy piece of legislation," she said. Ferraro voted against it.

Robert LaVigna, a plaintiff in the suit against Kennedy and LaGuardia Airports, said last night he was not surprised by the House vote.

"We knew it was coming," he said from his Elmont home. LaVigna is suing for \$100,000 in damages, claiming he and his family don't sleep well with a steady stream of jets flying overhead.

LaVigna said every time a new deadline approaches on the regulations, which were first approved in 1969, the airlines lobby heavily and Congress extends the deadline "another 3 or 5 years. They have the money to fight it. We [home-owners] don't."

State Sen. Carol Berman (D-Lawrence), who has been a leader in the fight against aircraft noise pollution at Kennedy and LaGuardia, said she has tried to organize local opposition to a "watering down of standards . . . but now it's up to the President. We've been waiting far too long [for tougher noise abatement legislation]."

Two-engine planes covered by the legislation include McDonnell Douglas DC-9s, Boeing 737s and the BAC-111.

LONG ISLAND, NY
NEWSDAY
FEB 4 1980

02 No Delay in Jet Noise Rules

Washington has been promulgating jet-noise regulations for more than a decade, but that hasn't made life easier on Long Island's jet alleys.

If you live beneath a Kennedy Airport flight path, no one has to tell you how irritating jet noise is. In some areas around the airport, it's still necessary to read lips in order to follow a television program. The improvements promised in 1977—when the Federal Aviation Administration issued its latest set of noise regulations—have yet to be realized.

Under the FAA's timetable, many of the bigger jets that fly in and out of Kennedy are slated for engine renovations that will make them quieter by 1985. That's if the timetable holds. But the House last week approved legislation that sounds ominous for the entire effort to reduce jet noise as quickly as possible. The measure exempts certain two-engine jets from the FAA timetable and moves their noise reduction deadlines back to 1988.

The bill, which is a compromise worked out by a Senate-House conference committee, still has to be passed by the full Senate. The airline lobby has been be-

hind the delay from the beginning and has enough support to make sure of favorable Senate action.

So the best hope for heading off this discouraging alteration in the federal noise-abatement timetable is a presidential veto.

The timetable was not established without careful, even exhaustive, consideration. Before the FAA even began to develop a noise-abatement program in 1969, the National Aeronautics and Space Administration had done a comprehensive, \$20-million study of the problem.

The FAA, in fact, was so slow to face up to the need for quieter planes that there was a move in Congress in 1972 to shift the responsibility for jet-noise regulation from the FAA to the federal Environmental Protection Agency. The airline lobby managed to help the FAA dispose of that threat.

If this new revision stands, the pressure for further delay is sure to increase. There's no justification for it. To demonstrate that the government really means it when it says it wants quieter jets, the President should veto this bill.

MANHASSET, NY
MAIL
FEB 7 1980

Town Reserves A&S Decision at Marathon Meet

by Matt Quinn

It was standing-room-only at 10:30 a.m. in the North Hempstead Town Hall Board Room - packed with people who live in the neighborhood next to Abraham & Straus of Manhasset, the applicant for a zone change involving 6.9 acres of land, mostly open meadow, which lies between

the department store, located south of Northern Blvd. and east of Community Drive, in Manhasset. A & S wanted to turn the plot of ground into a parking lot, and its prospective new neighbors weren't exactly jumping on the welcome wagon.

But it wasn't till about 2:00 that the board, with its other

business behind it, turned to the matter of the zone change, and it wasn't till 9:30 that evening that the board ended the hearing with a vote to reserve its decision.

The application by A & S had been made in order to provide space to accommodate an expected need for parking which the department store feels will accompany anti-

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pated 25 percent increase in sales capacity, as the result of renovation in the store, involving a space increase of approximately 60,000 square feet.

The store wanted to turn the property, most of it open meadow adjoining Terrace Manor, a residential neighborhood on A & S's west side, into 498 parking spaces, pledging to maintain a 75 foot buffer between the parking lot and the neighborhood.

But many residents, most notably the Terrace Manor

Civic Association, opposed the zone downgrading. Of more than 150 present, numerous individuals testified against the proposed plan on the following grounds: noise and air pollution; irritation by floodlight; increased traffic; possibility of building expansion; vandalism and burglary, as well as the destruction of a natural wildlife.

Meanwhile, A & S had experts testify that a parking lot was the best possible use, that it was necessary for

shoppers, and that its presence would have minimal impact on traffic, the environment, and property value.

At meeting's end, Councilwoman Barbara Blumberg quipped, "For those of you who wanted a night hearing, this is a hell of a way to get one."

In other business, the board reserved a decision on the question of whether or not to authorize Avant Garde Optics, Inc. to permit alternate use in leasing some of the space in a new building being constructed in a Planned Industrial Park, located on the north side of Harbor Park Drive, in Port Washington. At present, buildings under the PIP are zoned for single use. The New Hyde Park-based firm, which wants to relocate to larger headquarters because of anticipated expansion, has been seeking tenants to help it defray an unexpected, additional \$1.4 million expense resulting from necessary measures taken to correct below grade problems created by an underground stratum of clay, which forms a precarious base upon for the foundation of any building.

MERRICK, NY
LIFE
FEB 7 1980

Noise abatement

Nassau County Executive Francis T. Purcell has asked President Carter to veto legislation giving the nation's airlines an eight-year extension on meeting stiffer jet noise-abatement standards.

Purcell said that a Carter veto would be a clear message to the airline industry that the federal government means to enforce

strict anti-noise standards. He added that it would also be a clear message to the airports' neighbors that the federal government cares about them.

MOUNT VERNON, NY
ARGUS
JAN 20 1980

Turbulent times ahead for Westchester Airport

By MICHAEL RODDY

THERE is turbulence over Westchester County Airport, and to a large extent the unsettled conditions are not in the air.

The county's only airport, which is the fourth busiest in the state, is in a period of transition. Rather than expanding — in the way the airport's

noise-conscious neighbors in Rye Town, Purchase and North Castle fear — the airport's traffic volume actually is declining. During 1979 there were about 190,000 landings and takeoffs, the airport administration reports, which is about 20,000 fewer than in 1978.

In 1979 the airport also saw the end of service by its only trunk-line air car-

rier, Allegheny, which flew its last jet from Westchester in September. Allegheny left claiming it was not making an adequate profit on its Washington and Syracuse-Rochester-Detroit service from Westchester.

But some observers theorized that Allegheny, which has since changed its name to USAir and is seeking to develop an image as a national car-

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rier, wanted to dedicate its Westchester planes to different routes.

Adding to the airport's uncertain future is the debate over a new master plan for airport development. A \$235,000 study of the airport's facilities has recommended that the terminal building be torn down and an entirely new, and larger one, be built in its place.

The plan also recommends building a new runway for light planes, parallel to the existing main runway, so that light planes could land independently of large aircraft. The purpose of this is to reduce the waiting time for landings and to avoid the potentially hazardous mix of large and light planes.

Whether any of the planners' recommendations will be included in the final version of the plan, due to be completed sometime this year, will depend upon the public response. And actual implementation of any recommendations will be the province of the County Board of Legislators, which has final control over airport construction projects.

Any plan to expand Westchester Airport to become the fourth major jetport serving the New York City metropolitan area is probably not in the cards. Arthur Ludwig, the county's director of transportation facilities, has said that said recently the traffic volume has not yet warranted the switch. "We're getting close to that point," C. Devon Bingham said, but the company has no definite plans for a change.

Despite industry claims that the small, commuter-style planes are as safe as larger jets, there is some apparent reluctance among the public to fly the

small planes. Janeczko points out that at the very least, most of the small planes have the drawback of lacking cabin attendant service or restrooms.

However, Lynn Bezilla, a transportation analyst in the planning division of the state Department of Transportation, points out that commuter airlines, with their smaller planes, often are able to offer more flexible schedules and more frequent service than the large carriers. "We have found that when the commuters move in they give comparable or even superior service," Bezilla adds.

The state, which has been conducting a survey of the state's small airports, has had plenty of opportunity to examine the service commuter lines offer after larger airlines leave. Most small airports around the state have, in recent years, lost major air carrier service.

Bezilla says there now appears to be little likelihood of major air carriers returning to most of the airports. Airline deregulation, which opened up new routes to many carriers, combined with the impact of increased fuel prices, which make large loads an important factor, have tended to make the airlines aim for the major markets and for longer trips.

But Bezilla points that among small airports Westchester could be an exception because of the large corporate community in the vicinity.

And the major air carriers confirm that they are interested in making a comeback in Westchester. The County Executive's office has conducted negotiations with a number of major airlines, although none has yet announced plans to serve the county.

One of these carriers is Trans World Airlines. "We

would like to service this area, and the local TWA office is actively pursuing that end," John Hula, a commercial account manager for TWA, said recently.

But one of the factors that weighs heavily against TWA service at Westchester is a restriction, set by the County Board of Legislators, prohibiting commercial jet flights from Westchester to destinations more than 600 miles away. The restriction puts Chicago, the major gateway city to the Midwest, and Atlanta, a major gateway to the South, just slightly beyond the reach of Westchester commercial flights.

Bezilla says it's hard to judge the impact of the 600-mile restriction. It rules out Chicago, he notes but permits flights to Washington or Pittsburgh.

"The whole thing is up in the air, it's hard to see where the airlines are going to go," Bezilla comments.

MICHAEL RODDY is a staff writer for the county bureau of the Gannett Westchester Newspapers

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NEW HYDE PARK, NY
HERALD COURIER
JAN 25 1980

Letter To The Editor

To the Editor:

This is in answer to a letter which appeared in the January 18th edition of the **Herald Courier**, Local Issues Column, with regard to jet planes over New Hyde Park on Friday, January 11.

Since October, 1979, New Hyde Park and surrounding villages have had considerable relief from jet noise due to weather conditions and increased use of other runways other than runway 22 left which affects this area.

On January 11th due to very high winds from the South and Southwest, the airport had no alternative but to bring arriving planes in over New Hyde Park. The traffic started at 2 p.m. on January 11 and continued until 2:20 a.m. on January 12th. During this period the winds were 15 to 40 miles per hour with gusts up to 60 miles per hour, with light and heavy rain. Under these conditions the control tower at Kennedy was forced to use runway 22 left. From January

12th at 2:20 a.m. until late in the afternoon on January 18, runway 22 left was not used for arrivals.

The Town-Village Aircraft Safety and Noise Abatement Committee (TVASNAC) of which the Village of New Hyde Park is a member, has been working very closely with the F.A.A. to reduce the number of flights over our village and our neighbors. As a result we have had longer periods of peace and quiet. From time to time we can expect some traffic due to adverse weather conditions or to bring some relief to other areas.

With regard to the SST (Concorde), TVASNAC has monitored the approach and found that the SST is not any noisier than the regular Subsonic jets on landings. Takeoff is another matter.

Here again are the complaint numbers to be used to report excessive noise or low flying. The Port Authority 516-747-1417
The F.A.A. 516-285-6880

A George Schnabel
Director, Noise Abatement
Village of New Hyde Park

NEW HYDE PARK, NY
HERALD COURIER
FEB 8 1980

Aircraft Noise Foe Complains To Carter

George Schnabel, director of Noise Abatement for the Village of New Hyde Park, will protest to President Carter pending legislation which would allow noisy aircraft to operate for eight more years.

The measure, which would give the nation's airlines an eight year extension on meeting stiffer noise-abatement standards, passed the House of Representatives on January 31. It is expected to pass the Senate soon and then go to the President.

Critics of the legislation believe it takes the teeth from an anti-noise act passed by Congress in 1975. They say the technology is already available to retrofit older jets and make them quieter.

In a statement to this newspaper, Schnabel said he presumed the airlines must have brought "awful pressure" on Congress. He said the legislation is enough to make people "lose faith in the people representing us" who went to such pains "to help airlines rather than the people".

NEW HYDE PARK, NY
HERALD COURIER
FEB 8 1980

Jet Debris Over New Hyde Park

The Village of New Hyde Park and surrounding Villages have been bombarded with jet noise and low flying for many years. Now it is falling objects. On Monday, January 28, the New Hyde Park Post Office along the Railroad on Second Avenue called the Village Hall and advised that sometime on Sunday, January 27, one of the postal vehicles stored in the lot had been damaged by a large chunk of ice. The Director of Noise Abatement for the Village examined the dent in the roof of the truck and also viewed some of the ice still remaining on the truck. It has now been determined that the ice, green in color, contained a chemical used to dissolve sludge and waste in the

toilet facilities on the planes. It appears that when a plane was serviced for departure somewhere else a valve on the bottom of the plane was not closed properly, and a leak ensued. While in flight at a high altitude the leaking waste froze. When approaching Kennedy for a landing on Runway 22 left, the ice started to melt, and the result was, a large part fell at the Post Office. This could just as well have fallen on a resident and caused serious injury or worse. A letter has been forwarded to the F.A.A. requesting that they send a directive to all airlines to properly service the planes before takeoff to make certain that our Village or other Villages are not subjected to this type of danger.

NEW HYDE PARK, NY
HERALD COURIER
FEB 15 1980

A Letters to the Editor

Hon. James E. Carter, President
The White House
1600 Pennsylvania Avenue
Washington, DC 20500

Dear Mr. President:

We ask your veto of Compromise Bill HR2550.

On December 18, I forwarded a letter to your office concerning the Aviation Noise Abatement Policy and the efforts of Congress to delay the deadlines for the replacement of planes that do not meet noise standards. This letter was answered by Mr. John Wesler of the Department of Transportation who very clearly explained the contents of the

House Compromise Bill HR2440 which extends the replacement dates far into the future. Mr. Wesler states that the administration is in favor of HR2440 since it represents the best agreement possible, and therefore does not oppose its enactment.

Mr. President, I fail to see where there is any compromise, since the people who must suffer from jet noise were never taken into consideration.

The Fleet Noise Rule was issued in December 1976. At that time all airlines were made aware of their responsibility to reengine

or replace their noisy planes. Three years have passed without any improvement in noise abatement by the airlines. Now the airlines are appealing for a further extension of time. The airlines are obliged to re-engine or replace certain classes of planes at various times by January 1981 and to complete the program by January 1985. The older generation engines, while being noisy are not as fuel efficient as the newer engines which are far quieter and use up to 50% less fuel. Now the airlines are rejecting your energy programs and have prevailed upon Congress to allow them to operate their fuel guzzling jet planes until 1985 and 1988. This sure is some compromise bill.

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I wonder why Congress is so concerned about the airlines rather than the seven million people that have had to endure intolerable jet noise for over twenty years? The Airline lobby sure must have a powerful influence over the majority of the members of both Houses to have them vote for constant delays on jet noise regulation. Members of the House and Senate from the New York area have been most active in their efforts to bring relief from jet noise around the three major airports in this area. Since the airline lobby has not been able to sway our elected representatives from New York they have concentrated their efforts on members of Congress that represent districts not troubled by jet noise or States that do not have major airports and thus do not have to endure irritating jet noise.

Technology has finally caught up to the noisy jet by the production of the new quiet jet engines built by General Electric and Pratt and Whitney. Since we now have the means of bringing relief from jet noise to residents surrounding our major airports, I fail to see why the airlines would be permitted any further extension of time, and should be duly obligated to adhere to the deadlines outlined in the Aviation Noise Abatement Policy.

Mr President, since we cannot depend on the members of the House or Senate to assist us in our fight for quieter skies, we hopefully appeal to you for a resounding veto of this House Compromise Bill.

Most respectfully yours,
George Schnabel
Director of
Noise Abatement
Village of New Hyde Park

NEW HYDE PARK, NY
NASSAU ILLUSTRATED NEWS
FEB 7 1980

Manes Urges Noisy Aircraft Replacement

Queens Borough President Donald R. Manes has called for the defeat of pending legislation which, he says, "calls for too great a weakening and delay of scheduled retrofitting or replacement of noisy aircraft."

Manes labeled a proposal developed by a House-Senate Conference Committee "unacceptable" and urged no changes in existing FAA requirements for the retrofitting or replacement of noisy airplanes.

The Queens Borough President has long fought for the adoption and enforcement of efforts to quiet or replace noisy aircrafts, citing, as he did in his letters to the Representatives, that "many communities surrounding John F. Kennedy International and LaGuardia Airports suffer under the unhealthy and unattractive impact of aircraft noise pollution."

Manes acknowledged that the Conference Committee plan was an improvement over

the original Senate bill, which contained a waiver of the FAA requirements.

"Full implementation of FAA requirements is delayed from 1985 to 1988. Approval of this aspect of the bill would have a most serious and harmful effect on communities and residents near LaGuardia Airport because a very high percentage of the planes using this airport are two-engine crafts," he said.

NEW HYDE PARK, NY
NASSAU ILLUSTRATED NEWS
FEB 7 1980

Green UFO Hits NHP Post Office

On January 28 the NHP Post Office along the railroad on Second Avenue reported one of the postal vehicles stored in the lot had been damaged by a large chunk of ice, according to NHP Director of Noise Abatement George Schnabel.

Schnabel examined the dented roof of the vehicle and determined the damaging green ice contained a chemical used to dissolve sludge and waste in the toilet facilities on an airplane.

"It appears that when a plane was serviced for departure somewhere else a valve on the bottom of the plane was not closed properly, and a leak ensued," Schnabel stated.

Schnabel said at a high altitude the leaking waste froze, and while approaching Kennedy Airport for a landing on Runway 22, it melted and

fell on the Post Office.

"This could just as well have fallen on a resident and caused serious injury or worse," Schnabel warned.

He noted he sent a letter to the Federal Aviation Administration requesting they direct all airlines to be properly serviced so New Hyde Park and other villages wouldn't have to worry about this danger.

NEW YORK, NY
DAILY NEWS
JAN 31 1980

NOISE LAW — Assemblyman Edward Abramson (D-Jamaica) has sponsored a legislative resolution urging Congress to establish an Airport Noise Curfew Commission. One of its provisions calls for a curfew on non-military aircraft operations over populated areas of the United States during normal sleeping hours. Call (212) 657-5770 if interested.

NEW YORK, NY
JOURNAL OF COMMERCE & COMMERCIAL
JAN 31 1980

Too Good to Be True

HAVE YOU BEEN listening to the skies lately and wondering if the world has returned to the days of the Sopwith Camel? Chances are you are hearing less jet noise and more propeller-driven planes. That's because of the federal aircraft noise regulations that went into effect in 1978, requiring new jets to operate more quietly.

Things, however, may have gone about as far as they will go — for a while yet, at least. A year ago, the Port Authority of New York and New Jersey, which operates the three major airports in the New York metropolitan area, predicted that the "noise impact zone" at LaGuardia Airport would be halved by 1983, reducing

the number of people affected by aircraft noise from 900,000 to 450,000.

Now, however, the agency is less certain. If the aircraft noise bill now before Congress is approved, it says, the expected relief won't come. That's because international airlines that operate noisy, four-engine jets will be permitted to plead poverty, permitting them to obtain a waiver of the noise rules. Also because operators of two-engine aircraft with fewer than 100 seats won't have to comply until Jan. 1, 1988, five years later than the present deadline.

Oh, well, we didn't really want to be able to hear ourselves think. If we were able to, we might have to.

House Passes Bill On Noise Standards

Journal of Commerce Staff
WASHINGTON — The House late last week passed a compromise bill giving owners of some 500 commercial two-engine jets more time to meet federal noise standards.

The bill is expected to easily pass the Senate later. It would give owners of two-engine aircraft with fewer than 100 seats until 1988 to comply with

the standards and larger planes until 1985, although the deadline could be extended to 1986 if the airline agrees by 1983 to purchase quieter

planes.

The current regulation requires refitting or retirement of the smaller planes by 1981 or 1983, with a provision for extension until 1985; and for the larger planes 1983, with a similar extension provision for 1985.

The compromise bill is more strict than an earlier version, which would have entirely exempted two-engine planes from the standard.

It retains the existing Federal Aviation Administration timetable for four-engine planes, which requires compliance by 1985.

Suit Filed Against Atlanta

*By CRAIG DUNLAP
Journal of Commerce Staff*

ATLANTA — Residents of an Atlanta suburb adjacent to Hartsfield International Airport — the nation's second busiest — have filed a \$15 million suit against the city of Atlanta, contending that noise and pollution from the airport's low-flying aircraft have reduced their property values by as much as 25 percent, as well as causing them mental anguish.

The approximately 250 College Park residents are seeking the \$15 million for the following reasons:

— The residents have not been compensated fairly for the reduced property values of their homes.

— The "noise, smoke, raw fuel and noxious odors" from the arriving and departing aircraft have injured the physical and mental health of the plaintiffs.

— The flight paths are so low that they "interfere with the existing use of the proper-

ty for residential purposes, rendering the flights unlawful trespass upon Plaintiff's property."

— "Corrosive pollutants," vibrations and shock waves have physically damaged the plaintiffs' homes.

Gene Burkett, the attorney handling the suit for the plaintiffs, said the suit seeks to recover only for the damages to the properties. He added that many of the residents have been trying unsuccessfully to sell their homes, and those that did sell often lose money.

A similar suit has been tied up in the courts for several years, and is thought to be still months away from trial.

Although Georgia has no law regarding responsibility for such damage, Mr. Burkett said the plaintiffs were encouraged by a California Supreme Court ruling that local governments could be held liable for property damage caused by their airports.

The cities of Atlanta, College Park and Forest Park, another community located next to the airport, are conducting a study to determine which areas are affected most by airport noise, expected to be completed this spring, the study may provide the basis for a program to buy the most affected properties and convert them to such other uses as manufacturing.

Senate Approves Air Legislation

United Press International
WASHINGTON — The Senate approved legislation this week which would sharply cut the airline ticket tax and eliminate the nation's largest airports from the government's program of grants for planning and development.

The Senate also approved, by voice vote, and sent to the White House a bill delaying for up to five years federal noise standards for older two-engine commercial jet aircraft.

The bill approved by the Senate — also by voice vote — and sent to the House would cut the present ticket tax of 8 percent to 2 percent and would make ineligible for grants 72 large- and medium-size hub airports.

The radical changes in the

airports program were included in a five-year extension of the aviation trust fund and development program at an estimated cost of \$6.2 billion. Part of the money will come from the trust fund, which now has a \$3.2 billion surplus, and part will come from appropriations.

The 40 largest airports will become ineligible for grants after Oct. 1 and the 32 medium airports will be ineligible a year later. All these airports board at least 700,000 passengers a year each.

Under the revised program, the ticket tax reduction would provide passengers with money to pay increased user fees — with the airlines as the conduit — at the large and medium hub airports.

The amount of the user fees would be negotiated between the airlines and the airports. On the average, the large and medium hub airports only get about 10 percent of the capital and operating costs from the federal government.

A Cross-Sound Bridge: The Case for Nassau

By I. WILLIAM DIANCHI Jr.

THE recent article on a Long Island cross-Sound bridge, "That Oyster Bay Bridge Again" [Politics column, Opinion Page], necessitates further comment. I believe that some day a bridge from Suffolk County to New England will be built. However, a Nassau crossing from Oyster Bay (Bayville) to Rye (Westchester County) is the first cross-Sound bridge that must be built.

For these reasons, a Nassau cross-Sound bridge is the most logical choice for the 1980's:

¶It is the shortest route across the Sound and so would be the cheapest to build. Bridges farther east would cost, in estimated 1988 dollars, anywhere from \$794 million (for the 10-mile East Marion-Old Saybrook bridge) to \$1.5 billion (for the 23-mile Orient Point-

Watch Hill bridge). These estimates are the lower, more conservative ones. Cost estimates for the Bayville-Rye bridge at Oyster Bay would have to be updated to 1988 figures for comparative purposes, even by proponents of a bridge farther east. Remember how

I. W. Bianchi Jr. of Bellport is State Assemblyman for the Third District, the Southwest Sewer District and the Long Island Lighting Company nuclear power plant in Shoreham doubled in cost from inception to near completion?

¶It could be built and ready for traffic in 1984 if approval were obtained today. Bridges farther east would not be ready until at least 1988.

¶It is where the traffic volume is. Estimates are that there would be three times as much traffic around the Bayville terminus as around Port Jef-

erson, the nearest proposed bridge terminus to the east. Estimates are that 85 percent of the traffic needed to sustain a cross-Sound bridge from Bayville to Rye is already there. And, studies show, Whiteside and Throgs Neck Bridge traffic right now is primarily not New York City-oriented; it is Nassau, Suffolk, Westchester and western Connecticut traffic headed across the Sound by way of this long detour — a detour that puts motorists on roads that are among the most congested in the nation.

¶It would be self-supporting. A Bayville-Rye bridge could be built with revenue bonds sold through the M.T.A.-Triborough Bridge and Tunnel Authority and paid off with toll revenues, not government subsidies. Every other bridge proposed farther east would re-

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quire higher tolls and government subsidies to pay for construction. But for a Bayville-Rye bridge, potential traffic volume is already high, and its use by Sound-crossing motorists already is a certainty. At the Bayville site, the bridge tolls would be less than the estimated \$4 one-way toll for the Port Jefferson-Bridgeport bridge, the cheapest alternative; how much less would be determined in an update of the 1972 state report.

¶Most access roads to a Bayville-Rye bridge are already built. A major part of the cost of bridge construction is the cost of getting traffic quickly and safely onto and off the bridge. A Bayville-Rye bridge could be linked quickly and economically to the Seaford-Oyster Bay Expressway, which now ends at Jericho Turnpike (the state already owns most of the right-of-way north to the Sound), and to the Cross-Westchester Expressway and the New England Thruway. In Westchester the distance to the hookup is less than a mile. In contrast, the proposed bridges farther east lack modern, safe, high-speed access routes. Even the Wading River site comes up short in this respect. The William Floyd Parkway can hardly be considered a limited-access highway.

¶Bayville offers immediate reduc-

tions in air and noise pollution. Several million pounds of carbon monoxide from engine combustion are released daily into the atmosphere along the route of the Long Island Expressway and other major traffic arteries. Estimates are that a Bayville-Rye bridge, by cutting the distance cars would travel to and from the Island, would reduce such emissions into the atmosphere by 10,000 pounds a day. The other bridge sites, because they are in the areas where traffic is now light, offer no such potential to reduce air and noise pollution.

¶A Nassau bridge would be in the most energy-efficient location. A 1975 estimate put gasoline savings from a Bayville-Rye bridge at 16 million gallons a year. The figure now would be higher.

Our increased dependence on foreign oil dictates conservation. A Bayville-Rye bridge would help save gas.

And, with the price of gas soaring, motorists would be motivated to use a Bayville-Rye bridge because the cost of the toll would be more than offset by the savings of fuel and time and because there would be less aggravation for the driver and less wear and tear on his automobile. ■

NEW YORK, NY
TIMES
JAN 28 1980

Miss Bellamy Quits Post On City Concession Unit

By RONALD SMOTHERS

Rarely does an elected official seek to leave a decision-making role. But that is just what Carol Bellamy, City Council President, did last Friday when she directed her representative to walk out of a meeting of the Concession Review Committee and subsequently resigned from the six-member body.

The committee reviews the awarding by city agencies of lucrative concessions that are granted without public bidding.

What triggered her decision, Miss Bellamy said, was that the committee did not agree to keep a stenographic record of its monthly meetings, but she said that issue was just one reflection of her dissatisfaction with the committee.

The committee, made up of the Mayor, the Corporation Counsel, the

Budget Director, the City Council President, the Comptroller and the majority leader of the City Council, was set by mayoral order in 1978.

Its establishment grew out of allegations of widespread abuses when city agencies exercised broad discretion over concessions for such things vending machines on city property, parking lots on city land and sales by food vendors in city parks. According to Franklin J. Havelick, the Mayor's representative on the committee since it was formed, approximately 75 concession contracts have been reviewed by the group since it was formed, with the committee directing that public bids be sought in 20 percent of them.

Explaining her decision to quit the committee, the City Council President

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said the stenographic record issue was only symbolic of a growing sense that she was irrelevant to the whole process of review.

Because two members of the board are mayoral appointees rather than elected officials, Miss Bellamy said, "It seemed guaranteed that neither I nor anyone else other than the Mayor could put together the four votes needed to pass anything."

Mr. Havelick, however, said he could remember only one occasion in the past two years when a vote was not unanimous.

City Hall officials said Mr. Koch had taken what was essentially an executive function and opened it up to other elected officials when he did not have to. Mr. Havelick said the Mayor benefited as well by structuring a committee that might command greater credibility than one made up of his own appointees.

Mr. Havelick said the cost of a stenographic record, as opposed to the written minutes that are kept, seemed prohibitive since the committee's deliberations were rarely crucial. Even groups such as the Municipal Assistance Corporation and the Financial Control Board keep written minutes only.

Although Miss Bellamy insists that she is not implying that the committee is doing anything wrong, in a letter to the Mayor last month she did raise some questions about a series of committee actions on a concession at Flushing Airport in Queens. She questioned whether the committee had held agency heads strictly accountable for structuring concessions so that the city would be getting as much rent as she thought it should be.

In general she criticized what she said was the committee's lack of clear authority to direct actions on particular concessions.

The Mayor was not pleased. Some visitors to the city had been quoted in

news reports as being "unenthusiastic" about the time they were spending in New York City and critical of their hotel accommodations, the cost of meals, the noise and the high-rises, which somehow were not a fit substitute for the trees back home.

The visitors — 22 judges from up-state and suburban jurisdictions — were among the first batch of judges to be assigned in the city for four-week periods by the state's deputy chief administrative judge for New York City, E. Leo Milonas, in an attempt to clear up a backlog of cases in the city's courts.

Mr. Koch wanted to do something to make the visitors feel more welcome. So he directed his aides to arrange a dinner at Gracie Mansion for the visitors.

"It was a classic Koch idea," recalls Robert B. Tierney, the mayoral counsel. All who were around the Mayor could tell that he did not want to leave his office that day without knowing that the arrangements had been made, Mr. Tierney said.

The dinner was held last Tuesday, complete with the Mayor taking the judges on a tour of the official residence. It was so successful, said Judge Milonas, that one judge scheduled to come into the city with the next group asked if he, too, would be treated so grandly.

"I think they all realized that the Big Apple has a big heart as well," said Judge Milonas.

In April the city is scheduled to have other important visitors. The exact date has not been set, but New York will be the host of a spring meeting of the executive committee of the United States Conference of Mayors.

The conference chairman, Richard E. Carver, the Mayor of Peoria, Ill., a Republican, last week asked Mayor Koch to be the host for the midyear session to set lobbying strategy for obtaining Federal funds for urban areas.

NEW YORK, NY
TIMES
JAN 29 1980

A Design Priority: Safer Machines

By Matt Witt

WASHINGTON — Workers' efforts to promote safety and health on the job have focused on forcing action by employers. In the coming decade, increasing pressure may also be put on the manufacturing firms that design and supply equipment.

Already, equipment manufacturers are feeling the same heat from product-liability lawsuits that has affected producers of consumer goods. Although under state workers' compensation systems an injured worker usually cannot sue the employer, he or she can sue the equipment manufacturer if poor design, construction, or instructions for machine use caused a hazard. No statistics are compiled on the number of such suits, but the rapid increase in recent years is apparently reflected in the jump in all product-liability cases. Commerce Department experts say that increased numbers of cases and larger settlements have contributed to a doubling of product-liability insurance premiums during the last four years, to a current level of more than \$2.5 billion per year.

Equipment manufacturers and other business groups are responding to this legal pressure by trying to persuade state legislatures to make it more difficult to sue. In October, the Commerce Department published a "model" state product-liability law that would toughen the standards plaintiffs must meet. Business groups have already lined up sponsors for those proposals in Florida, Washington, Wisconsin, California and Hawaii.

Instead of attacking the victims, equipment producers ought to be confronting the more fundamental problem: poor machine design. No equipment manufacturer in America has a systematic program for consulting about machine design with the workers who actually use the equipment.

Virtually every industrial workplace contains equipment that has had to be jerry-rigged by the workers. No industry even has a program to standardize design and placement of operators' controls for different brands and types of machines — a simple step that would reduce much so-called "human error."

Joel Hembree, a local union safety committee chairman for the International Woodworkers of America, describes workers' common experience: "Equipment has been designed by only taking into account what it's supposed to produce. Then at the end they find some place where they can stick the poor son of a gun who has to run the machine. A lot of times when we ask the employers to cut down on the noise we work around, or the dust or the fumes, they put the blame on the equipment companies. They say it costs too much to change the machines once you've bought them, and that safer equipment just doesn't exist."

The Woodworkers, representing workers in two of the nation's most hazardous industries, logging and sawmills, are apparently the first United States union to concentrate on the safety performance of equipment suppliers as well as employers. The union is attempting to establish a joint committee of workers and their representatives, forestry employers, Government and university health and safety experts, and equipment producers, to study and improve the design of logging equipment. The union is already surveying its own members to identify their design concerns and will draft and lobby for legislation mandating design specifications for logging machines.

The union's program is inspired by even more far-reaching efforts by woodworkers' unions in Sweden, which were observed during a recent study tour. The Swedish unions are represented on national machine-de-

sign committees that conduct surveys of machine operators, do practical research to find solutions to design problems, disseminate their findings to all manufacturers, employers, and local unions, and set legally binding design standards.

As a result of this system, noise limits for Swedish logging equipment are set at 85 decibels, half as damaging to the ear as the 90 decibels allowed in the United States. Chain-saw hand and wrist injuries in the Swedish logging industry were reduced by 90 percent between 1967 and 1976, primarily because of new design requirements.

Consumers, as well as the workers directly affected, have a stake in the success of programs like that of the American union.

Improved machine design would lower the costs of injuries and illnesses and of insurance premiums, all of which are now passed on to the consumer by the equipment suppliers and industrial employers.

Safer consumer products could also result. The International Woodworkers of America have offered expertise, for example, to help the Consumer Product Safety Commission evaluate safety standards for chain saws, which injure more than 50,000 nonprofessional users per year.

Matt Witt directs the American Labor Education Center and edits its newsletter, "American Labor."

NEW YORK, NY
TIMES
JAN 30 1980

DISCOVERIES | Angela Taylor

some folding glasses that nestle nicely into their own cases and take up no more room than a change purse. The glasses come in several shapes and are \$30 to \$35. Bendel's Gilded Cage will have them at the end of the week.

Dandy for the Disco

Disco earmuffs? They make a lot more sense than most of us think. There's a good deal of medical evidence that noise — particularly the loud and vibrating music played in discothèques — can cause serious ear damage. Esther Schwartz, an artist, discovered the harm noise can do when she suffered an ear problem caused by construction noise

near her home. It was suggested she try the sort of earmuffs worn by workers in noisy environments, which inspired Mrs. Schwartz to make the muffs attractive to disco denizens. Starting with the Willson Sound Barrier earmuffs, she made interesting accessories by covering the ear pieces with fabric and then adding feathers or beads. One pair, for instance, is covered with sparklers that look like hands cupping the ears. The earmuffs screen out dangerous decibels, but still one can hear music and even normal-toned speech through them. Mrs. Schwartz makes them to order, priced from \$55 to \$125. She can be telephoned at 877-1716 or 267-5484.

NEW YORK, NY
TIMES
FEB 1 1980

House Votes to Loosen Rules on Jetliner Noise

WASHINGTON, Jan. 31 (AP) — The House easily overcame opposition from environmentalists and some local citizen groups today and approved, 263 to 122, a compromise bill that would relax noise control regulations for two-engine jetliners.

The measure also provides \$37 million more for airport development, including \$13 million for smaller general aviation airports that serve private planes, and appropriates \$15 million for planning new noise-reduction projects.

The bill is a product of a Senate-House conference committee compromise. Last year the Senate approved a version that was more lenient toward the airlines. The compromise measure is expected to be passed in the Senate.

Proponents of the bill said that forcing airlines to refit their planes with heavier, quieter engines would use more fuel. Opponents criticized provisions of the bill that would extend the time airlines may continue to fly two-engine jets that lack noise controls.

The jets were to be replaced or refitted with quieter engines by 1983. The bill provides that two-engine jets with 100 or fewer seats will be exempt until 1986, and those with more than 100 seats will be exempt until at least 1983. The larger two-engine jets could fly for an additional year if replacements are ordered by 1983 and delivered by 1986.

NEW YORK, NY
TIMES
FEB 6 1980

Noise-Control Bill to Carter

WASHINGTON, Feb. 5 (AP) — A compromise bill relaxing noise-control regulations for two-engine jet airliners passed the Senate and was sent to President Carter today.

The Senate also approved and sent to the House a bill curtailing Federal aid to airports, which its sponsors said would save airline passengers \$5 billion in taxes in five years.

The airport noise bill, which was worked out by House-Senate negotiators, amends an existing law that would have required the jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The aid-to-airports bill would eliminate from the Federal aid program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports. It would also reduce the Federal airline ticket tax of 8 percent to 2 percent. Sponsors said passengers would still pay airport costs through user fees, but the costs could be lower.

NEW YORK, NY
TIMES
FEB 8 1980

Church Fights Move to Muffle Sound of Its Music

"Rock of Ages" was turning into "Rock Around the Clock," according to residents in the vicinity of the Greater Solid Rock Church of God in Christ in Portland, Ore.

Responding to complaints by local residents about the mounting decibels of church services, the city of Portland took the case to County Court for the second time since the dispute began four years ago.

Under a local noise ordinance, the judge ruled that the amplifier, which carried the sound of organ music, hymns, a full set of drums, a tambou-

rine and an electric guitar, must be muffled. But the Rev. Archie Hopkins, pastor of the church, said he would not comply.

"I have to make my stand on my convictions," Mr. Hopkins said. "The judge upholds the law of the land. I uphold the laws of God."

NEW YORK, NY
TIMES
FEB 10 1980

M.T.A. Role At Airport Draws Fire

By JOHN T. McQUISTON

FARMINGDALE

ALTHOUGH Republic Airport is one of the busiest general aviation airports in the Northeast, with nearly 300,000 landings and takeoffs a year, it is running in the red, raising questions about its management and operation.

Most of the complaints, however, have come from Albany, where the State Department of Audit and Control has recommended that the Legislature consider divesting the Metropolitan Transportation Authority of its responsibility for the operation of the airport.

The airport had an operating deficit of \$390,000 last year and has a projected deficit of \$422,000 for this year. However, the M.T.A. hopes to make up nearly all the loss by instituting a new system of landing fees, which could win final M.T.A. board approval this week.

While some Republic Airport customers argue that the new fees may encourage business to go elsewhere, most agree that a few extra dollars would be far outweighed by the convenience of — let alone the necessity for — an aviation facility in the heart of the Island's fast-growing technological industry.

The airport is built on 500 acres at the base of Route 110, which runs parallel to the Nassau-Suffolk border. It was sold by the Republic Aviation Corporation in 1965, when Republic was taken over by Fairchild Industries. Within four years, it was acquired by the M.T.A., a state agency that also operates Stewart Airport in Rockland County, the Long Island Rail Road, the New York City Transit Authority and the Metropolitan Suburban Bus Authority.

The M.T.A. subsequently spent nearly \$50 million — proceeds from the 1967 transportation bond issue — to improve and modernize the airport. More recently, the Federal Aviation Administration, with Congressional approval, appropriated \$900,000 to replace an aging control tower.

Meanwhile, the M.T.A. proposes to generate new revenue by instituting a landing rate of \$2.50 for every aircraft having a maximum gross weight of 12,500 pounds or less, and an additional 20 cents for every 1,000 pounds, or any fraction thereof, for aircraft having a maximum gross weight of more than 12,500 pounds.

The fee would be charged to all planes based at Republic, as well as those based at other airports.

The schedule of fees was discussed at public hearings held by the Long Island Committee of the M.T.A. over the last three months. The committee last week voted approval of the fees, after deciding that the airport was important to the continued economic development of the Island and that the M.T.A. should continue to oversee its operation.

The hearings drew a strong turnout from the Island's business community, which has grown to rely on the airport. Fairchild Republic, for example, runs two business aircraft a day out of the airport, linking its Air Force A-10 production facility in Farmingdale with its A-10 assembly and testing operation in Hagerstown, Md.

The committee's findings are to be formally presented to the M.T.A. board of directors this Friday, at M.T.A. headquarters in Manhattan, with the recommendation that the board approve the new landing fees. However, implementation of the fees could take several months, according to Benjamin Jones, manager of the airport.

Republic is the only general aviation facility serving both Nassau and Suffolk Counties. It services not only business aircraft but also private-plane owners, chartered craft and student pilots, such as those trained by the aviation department of the State University at Farmingdale.

There are also a growing number of businesses at the airport that sign leases with the M.T.A.. The most recent among them was Edo-Aire, which put up a new building on three leased acres to manufacture and install floats on sea planes.

Frank Tarbell, director of aviation of the M.T.A., said the agency was promoting the development of at least 75 other acres at Republic, the busiest general airport in the state, to help reduce its operating deficit.

He said the airport served as a direct reliever for Kennedy International and La Guardia Airports and was an essential part of the New York area's air transportation system. Without Republic, he said, most of the small planes that now use it would have to fly in and out of Kennedy or La Guardia.

Richard Ravitch, chairman of the M.T.A., attended one of the recent public meetings and promised to explore ways to trim Republic's deficit. He said there was "no choice" but for it to remain an airport under the operation of the M.T.A.

"We have to generate more revenue through greater uses of the airport and through greater uses of the property," he told a hearing at the Polytechnic Institute of New York at Farmingdale.

Some residents who live beneath the approaches to the airport were also present at the hearing. They complained of the noise and expressed the fear of plane crashes, despite plans for the new control tower.

Others urged that the airport be turned over to private operators so that public tax dollars would not be used to support deficit operations. They also argued that private operators would have to pay property taxes, noting that Republic's former operators had paid up to \$1.2 million a year in taxes to the surrounding community. ■

End of the Boom?

Closed Assembly Lines For Concorde Signal Halt in Supersonic Era

Aerospace Experts Don't See
A New Commercial SST
For Decades at Least

Flying Full, Losing Millions

By JUNE KRONHOLZ

Staff Reporter of THE WALL STREET JOURNAL

PARIS—Twenty years ago, France and Britain envisioned a grand success for the supersonic jetliner called Concorde.

President Charles de Gaulle proudly predicted it would end "American colonization of the skies" and restore *la gloire* to France. Prime Minister Harold Macmillan expected it to give jobs to England's aerospace workers and become Britain's entry ticket to the Common Market.

If it also sold a few hundred planes, turned a profit and revolutionized air travel by zipping passengers across oceans and continents at twice the speed of sound, well, that would be nice too.

But poor planning and plain bad luck bedeviled the Concorde almost from the beginning, and ultimately changes in the industrial world's priorities and economies doomed the graceful plane. The unfolding environmental movement made the noisy Concorde unwelcome on most routes, and supersonic speed became a conspicuous luxury at a time of dwindling and increasingly expensive fuel supplies.

The decision by the French and British governments last September to close their twin Concorde assembly lines after building only 16 planes seems to ensure that the commercial supersonic age is coming to an end, for this century at least.

Painful Lesson

"Anyone who calls Concorde a commercial success is daft," says Brian Trubshaw, test pilot for Britain's Concorde and now head of the Concorde program for British Aerospace Corp., which built Concorde jointly with France's Aerospatiale. "It will be quite a long time before anyone tries a supersonic transport again," he says.

No airline except the captive French and British national carriers ever bought the Concorde. The SST costs about as much to operate as a jumbo jet that carries five times the passengers. It hasn't ever turned a profit for British Airways or Air France, even though it is flying full on some routes.

Still, the Concorde hasn't been a complete failure. Pan American World Airways recently dropped its morning New York-to-London flight, partly because the Concorde has been steadily stealing away its first-class passengers.

More important, aircraft makers say the Concorde kept the aerospace business alive in Western Europe and thus paved the way for the development of the hugely successful Airbus Industrie, a consortium of five European countries that already has 400 planes sold or optioned.

Lingering Cachet

"Concorde is a symbol of French and British strength and technological ability," contends Michel Lagorce, Concorde director in the French Office for Civil Aviation. "Now when our aircraft salesmen travel, they carry the cachet of Concorde."

When Britain and France agreed in 1962 to pool their resources and build a supersonic passenger plane, fuel was cheap, the industrialized countries that would buy the Concorde were prosperous, air travel was growing, a powerful environmental movement was years away, and subsonic jets were small, noisy and short-ranged.

Britain and France devalued their currencies and endured rounds of inflation during Concorde's development, so it is hard to compute the price of the project in dollars, but building the Concorde today would cost about \$10 billion, Britain's Department of Industry says.

If the Concorde had met its original timetable, it would have begun carrying passengers in 1970. Instead, the manufacturers redesigned it three times—to make it bigger and give it a greater range, but also making it six years late. By then, most airlines had bought fleets of jumbo jets instead, and their traffic had fallen as a result of the 1973-1975 recession. They were simultaneously short on cash and long on capacity.

Falling Behind

Worse, the Concorde hadn't kept pace with the technological improvements that its subsonic rivals were making in fuel efficiency and noise control. The Concorde was slightly noisier than the Boeing 707 and the McDonnell Douglas DC8, its major competitors during its design stage. That was to be expected, because the Concorde needs engines with a huge thrust—first to lift the tremendous weight of all the fuel it carries and then to power the plane at 1,300 miles an hour.

Before the Concorde reached the market, though, the U.S. and Canada had written noise-abatement requirements that newer subsonic planes easily bettered but that the Concorde could barely meet. Today, it thunders along at a noise level four times louder than a Boeing 747.

Outraged environmentalists kept the Concorde from landing in New York for two years because of its engine noise, and Tokyo still won't let it land. "We made tremendous efforts to reduce the noise," says Mr. La-

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force, "but the best we could do was make it comparable to the first-generation subsonics."

Meanwhile, the 1973 Arab oil embargo had worsened the Concorde's already dismal operating economics. The International Air Transport Association, an industry group, says fuel costs for a conventional airplane have jumped to 25% of its operating costs today from just 8% in the early 1970s. But 30% of the Concorde's operating costs now go for fuel, and each fuel-price increase makes it even more expensive to fly than a subsonic plane.

"The challenge of the '80s is cheaper seats," says an executive of the air-transport group. But Concorde hasn't many seats—only about 100 to divide the operating costs. Adding more seats, even if there were room, would shorten Concorde's range, which now is just enough to reach from Paris to Washington, D.C., about 3,500 miles. The new long-range jumbos can fly twice as far.

"The biggest obstacle of all was that we had to run very hard to keep pace with the subsonics and make Concorde a viable commercial plane," says Mr. Trubshaw of British Aerospace.

"The Halo Effect"

It never did keep pace. British Airways says its first-class transatlantic traffic is up about 16% this year, in part because the Concorde is attracting new customers to the airline's subsonic flights as well. "The halo effect is considerable," says Jerry Draper, British Airways' director of commercial operations.

But offsetting the halo are the Concorde's enormous costs. British Airways says it lost the equivalent of about \$35 million on its five Concordes in 1978, and Air France lost \$25 million on its four planes. The French government pays about three-quarters of Air France's Concorde losses in return for costly promises of three-quarters of any future profits.

Last year, Britain allowed British Airways to fully depreciate its Concorde fleet and cancel the \$320 million in notes it issued to the government to raise money to buy the planes. The government also agreed to pay 80% of the Concorde's losses in return for 80% of any future profits. So British and French taxpayers, most of whom won't ever fly in the plane, subsidize every passenger who does.

With that kind of public help, and barring crippling fuel-price increases, British Airways says it expects its Concordes to operate at the break-even point in April. If that happens, it also will be because British Airways flies the London-New York route—the most lucrative business route—and because almost all Concorde passengers are businessmen, less sensitive to high fares than most tourists.

Paris attracts fewer business travelers, so Air France depends on other carriers to

funnel from, say, Frankfurt and Geneva, a third of its Concorde traffic; then the French carrier has to share its revenues with those airlines. Even though Air France Concordes to New York and Rio de Janeiro are flying almost full, Jean-Claude Martin, the airline's senior vice president, says he can't foresee when they will make a profit.

In the early days of the Concorde's development, France and Britain talked of selling 300 planes or more, twice what they would have to sell to recover their development costs. By 1971, 16 airlines had signed options for 74 planes. United Air Lines even wanted to zip passengers across the U.S. in the Concorde.

But then, protests over the Concorde's sonic boom ended all thoughts of flying at supersonic speeds over, or even near, land. Malaysia forced British Airways to stop its flights to Singapore for a year because they passed over the Straits of Malacca, miles from the Malaysian mainland.

Politics precluded other routes. The Soviet Union won't let the Concorde use its air space or refuel at its airports on the way to the Far East because its own troubled TU-144 supersonic, which is mostly making test flights, doesn't fly over Britain or France.

Black Africa won't let the Concorde fly through its air space to reach white South Africa, and the airlines are leery of starting new South American routes that might have to be canceled by a change in governments along the flight path.

Now there aren't more than about a dozen routes in the world that skirt all those problems and still have enough business travelers to fill the plane regularly, says Gordon Davidson, who was British Airways' Concorde project manager and British Caledonian's Concorde consultant. And even those routes probably wouldn't show a profit.

So instead of sweeping subsonic planes from the skies, as President de Gaulle envisioned, the Concorde flies only seven routes to nine cities.

No Serious Customers

There hasn't been a serious customer for the unsold Concordes in five years. So this fall, the two governments announced plans to tug the tarpaulins off five unsold planes and give them to their national airlines. (Two more planes built are development aircraft and aren't suitable for passengers.)

The problem for British Airways and Air France is what to do now with seven Concordes each. Both plan more flights to New York next year, and maybe to Singapore and Rio. The British talk of extending their London-Singapore route to Hong Kong.

But beyond that, says Mr. Martin of Air France, "There are no other routes in our networks with enough business travel to fill a Concorde." Instead, the two airlines will have to arrange more joint operating agreements with other airlines.

Braniff Airways now flies Concordes at subsonic speeds on its Washington-Dallas route, then turns them over to Air France and British Airways to fly to Europe. British Airways wants a similar agreement with Australia's Qantas Airways for flights to Melbourne, and Air France wants an agreement with a Middle East airline, perhaps Saudi Arabian Airlines. Both also are talking to Braniff about flying Concordes on Braniff routes to South America.

The airlines predict that unless there are tremendous new fuel-price increases year after year, the Concorde will keep flying for another 15 years or so. British Aerospace, Aerospatiale and McDonnell Douglas Corp. have small research projects under way for a supersonic successor after that.

Formidable Problems

"I'm convinced we'll have a second generation, and I'm certain British Airways would buy it," says Mr. Draper of British Airways. But the problems facing a Concorde II are formidable.

An engine powerful enough but also properly quiet and fuel-efficient doesn't exist and would take at least 10 years to develop, the manufacturers say. U.S. and European firms are so busy building subsonic planes that they haven't the capacity for a supersonic project.

Moreover, developing Concorde II would be so complex that U.S. manufacturers and the National Aeronautics and Space Administration would have to be included, British Aerospace and Aerospatiale officials say. Since the airlines couldn't buy enough planes to cover the enormous development costs, governments would have to underwrite the project, and U.S. public support doesn't seem likely. The U.S. supersonic transport project was killed by Congress in 1971 after it already had cost \$1 billion.

At any rate, Concorde I is likely to be retired long before a successor—if there is one—is ready for customers. Says Mr. Davidson, the British Caledonian consultant, "The supersonic silence is coming."

NEW YORK, NY
WALL STREET JOURNAL
FEB 1 1980

Congress Approves Bill Delaying Some Aircraft Noise Rules

By a WALL STREET JOURNAL Staff Reporter
WASHINGTON—Congress approved legislation to delay federal aircraft-noise standards scheduled to take place over the next three years.

The House approved a conference report on the measure yesterday by a vote of 285 to 122. The Senate approved the report without objection and sent it to President Carter.

The measure is less generous to the airlines than an earlier version, which would have exempted two-engine planes from the standards, issued by the Federal Aviation Administration. The earlier conference agreement, approved last Dec. 12, was altered after objections from some House members.

The legislation approved yesterday would apply various waivers from the FAA noise-control timetable, depending on the type of aircraft.

—Two-engine planes with 100 or fewer

seats won't have to comply with the standards until 1988. However, if such planes are sold after Jan. 1, the planned effective date of the FAA regulations, they must comply with the standards.

—Two-engine planes with mt 10 at won't have to with the noise standl 1985, rather than the previous 1983 date, unless there are old three-planes must comply with the FAA's Jan. 1, 1983, effective date for the noise standards, unless their owners sign contracts by that date to purchase new planes that meet even tougher standards. If so, the noise standards will be waived for these three-engine planes until Jan. 1, 1985.

—Four-engine planes won't get any break from the current FAA timetable, which requires noise-control compliance by 1985.

The bill retains an earlier compromise dealing with flight service from Love Field in Dallas. Airlines will be allowed to fly from Love Field to the four states bordering on Texas, but they won't be able to offer direct interstate service from the Dallas airport to any other states.

The restrictions are intended to discourage use of Love Field and encourage use of larger Dallas-Fort Worth International Airport halfway between those cities.

NEW YORK, NY
WALL STREET JOURNAL
FEB 6 1980

Senate Clears Bill To End Subsidies For 70 Airports

Measure Also Would Allow Reduction of the Current 8% Tax on Tickets to 2%

By a WALL STREET JOURNAL Staff Reporter
WASHINGTON — The Senate approved legislation that would end federal subsidies for about 70 large U.S. airports and allow reduction of the current 8% tax on airline tickets to 2%.

The measure, backed by Senate Commerce Committee Chairman Howard Cannon (D., Nev.), was passed by voice vote yesterday by the Senate. A House committee currently is drafting its own legislation to deal with airport funding. Congress also sent President Carter two bills that would ease fare-setting and noise-control rules for U.S. airlines.

The current 8% tax on domestic airline tickets is paid into a trust fund used to provide airport subsidies. But the fund pays only about 10% of the costs of the approxi-

mately 70 large airports whose subsidies would be cut by the bill, according to air-industry officials.

These large airports—defined in the bill as those that board over 700,000 passengers annually—currently meet most of their costs through direct payments from airlines and other users.

Passing Fees to Passengers

Under the Senate bill, the large airports would make up the lost federal subsidies by increasing the fees they charge airlines. These higher fees would be passed along to airline passengers, but supporters of the Senate bill contend that a reduction of the current 8% ticket tax will save passengers up to \$5 billion over the next five years.

Several hundred smaller U.S. airports could continue to receive subsidies from the federal trust fund, financed by a reduced ticket tax.

Congress also has sent President Carter two other measures affecting the air-transport industry. One bill would give U.S. carriers some flexibility to raise international fares to cover rising costs. The other measure would delay the effective date of new federal noise-control regulations for two-engine and three-engine planes.

Fare-Setting Flexibility

The international aviation bill would allow U.S. airlines to adjust fees for international flights 5% above or 50% below standard fares set by the Civil Aeronautics Board. This fare-setting flexibility would be allowed six months after President Carter signs the bill, but in the meantime, the U.S.

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airlines could immediately recover increased costs for fuel and other operating expenses on international flights.

A House-Senate conference report on the international aviation bill was approved Monday by the House by voice vote, following approval by the Senate last week. President Carter is expected to sign the bill, which is similar to the 1978 legislation that deregulated domestic airlines.

The noise-control measure endorsed by

Congress and sent to President Carter would delay Federal Aviation Administration standards set to take effect in 1983 until 1988 for two-engine planes with fewer than 100 seats; until 1985 for two-engine planes with more than 100 seats; and until 1985 for three-engine planes whose owners agree to purchase quieter planes.

NYACK, NY
JOURNAL-NEWS
JAN 24 1980

Insulation on rise to meet noise levels

By AL FLEMING

DETROIT — Insulate your house, the energy savers tell us. A thick layer of fibrous material in your attic and walls will keep the thermostat from running rampant in winter months.

Automotive insulation also is gaining popularity. One reason: To keep pace with federal acoustical standards for vehicles.

Trucks and off-highway equipment must meet Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency noise standards now. They will get tougher in 1982. At that time, also, EPA has proposed a noise standard for cars and light trucks.

"Manufacturers may have to increase the insulation in their products to meet the new, more stringent standards," says Peter Machin, market manager, Transportation Insulation Marketing Div., Owens-Corning Fiberglas Corp., Toledo, Ohio.

A complicating factor that also could promote insulation use by vehicle manufacturers is engine down-sizing to reduce weight and hike fuel economy. Nothing is free, it seems. Although lighter-weight engines usually yield more miles per gallon, they often are noisier than bigger engines.

Thermal protection is another spur to greater use of insulation in cars and trucks. Air conditioners and emission control equipment, most notably catalytic converters, push up engine-operating temperatures. And diesel engines, coming into more widespread use in all kinds

of vehicles, generate more heat than regular gasoline engines.

All these developments seem to call for new, more sophisticated uses of insulation in cars and trucks coming out of U.S. assembly plants.

Motor vehicles use two kinds of insulation. One is an uncured type for molded products such as auto ceiling headliners; interior trim panels; underhood firewall and dash insulators; and insulation for die-cut products in doors. The uncured material also is used in quarter panels, trunks, package trays and rear decks.

The other kind of auto insulation is a specialty variety of high-temperature jobs such as catalytic converters.

Owens-Corning, which manufactures glass fiber insulation, is increasing production capacity of the material.

A recent four-day seminar in Dearborn, Mich., near Ford Motor Co. headquarters, drew overflow crowds of designers, engineers and purchasing people from Detroit auto companies to Owens-Corning exhibits.

While acoustics and insulation were prime subjects of discussion, it was also overheard that:

—Fiberglass hoods will appear on a number of "weight sensitive" cars by the 1983 model year.

—Detroit is stepping up development of so-called "friendly fenders" made of flexible materials that yield but do not dent in a low-speed collision.

—Lightweight plastic leaf springs may show up on the 1981 Chevrolet Corvette.

OCEANSIDE, NY
OCEANSIDE BEACON
FEB 14 1980

KREMER MEASURE PASSES

A special legislative resolution sponsored by Assemblyman Arthur J. Kremer (D-Long Beach) to help curb aircraft noise, especially over the Oceanside area, has been unanimously approved by the State Assembly. The measure requests that Congress adopt proposed federal legislation which would establish an Airport Noise Curfew Commission. This panel would then make recommendations setting up curfews on non-military aircraft operations over populated areas during normal sleeping hours.

Kremer said, "In recent years

the increase in aircraft usage has led to almost intolerable noise conditions for the residents of Oceanside, who have the misfortune of being located under major flight routes into and out of Kennedy Airport. My resolution would hopefully help to prod Congress to adopt a bill creating a special panel which, in turn, would set strict limits on these noisy air operations during normal sleeping hours (11 pm to 7 am)."

The federal bill, H.R. 170, is sponsored by Congressman Benjamin S. Rosenthal. Copies of Assemblyman Kremer's resolution have been sent to members of the New York State Congressional delegation, to the Chairmen of the appropriate House and Senate Congressional Committees, to the Chairman of the Port Authority and to the Chairman of the State Department of Environmental Conservation.

OCEANSIDE, NY
OCEANSIDE-ISLAND PARK HERALD
FEB 6 1980

Air curfew proposed

A special legislative resolution sponsored by Assemblyman Arthur J. Kremer (D-Long Beach) to help curb aircraft noise especially over the Oceanside area has been unanimously approved by the State Assembly. The measure requests that Congress adopt proposed federal legislation which would establish an Airport Noise Curfew Commission. This panel would then make recommendations setting up curfews on non-military aircraft operations over populated areas during normal sleeping hours.

Commenting on the increase in aircraft usage, Kremer said it "has led to almost intolerable noise conditions for the residents of Oceanside, who have the misfortune of being located under major flight routes into and out of Kennedy Airport." He expressed the hope that this bill would set limitations on "noisy air operations" between the hours of 11 P.M. to 7 A.M.

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Guiding Eyes to curb yelping dogs

By GARY J. CAHILL
Staff Reporter

YORKTOWN HEIGHTS — Representatives from Guiding Eyes for the Blind's Yorktown facility on Granite Springs Road told the Yorktown Town Board Wednesday that they have taken steps to prevent noise levels from their kennel area from increasing when a second kennel structure is opened—doubling the resident capacity to about 220 dogs.

Guiding Eyes' Director of Training Jeff Locke, said the staff will walk the dogs which are housed on the facility's nine acres one hour later on weekends, as a means of appeasing complaining neighbors.

For years, neighbors have been complaining in telephone calls and letters to Yorktown Town Hall, and, reportedly, Guiding Eyes itself, of the "noise pollution" caused by barking dogs. While the problem appears to be most prevalent while the dogs are being walked (twice a day weekdays, three times per day weekends), some have alleged to have been bothered by the sounds of barking and yelping canines while housed in the existing kennel structure. Up to 110 dogs are said able to be housed at Guiding Eyes at one time.

Guiding Eyes, a non-profit organization which trains seeing-eye dogs and pairs them with blind persons, has owned its property for about 23 years, according to Locke.

In 1969, application was made to the Yorktown Zoning Board of Appeals for a variance to "extend-modify" a "non-conforming" use in the residentially zoned area. Guiding Eyes wished to construct two kennels (one immediately), dormitory facilities and expand the parking area. The variance was subsequently granted, subject to the planning director's list of recommendations to the ZBA at the time, which included one which states: "the question of objectionable noise is being studied by the (Guiding Eyes') architect who has declared an intention to

maintain a noise level below what would exist for normal development of this parcel."

In 1978, the building inspector received a request for a building permit for the second kennel, but because of known complaints of "noise pollution," the application was referred to the Yorktown Planning Board for review.

At a Sept. 11, 1978 public hearing by the planning board, discussion featured on the question of noise with the applicant, according to Town Attorney Arthur Selkin, saying that accoustical materials could not be used inside the new kennel (as interior walls are washed daily with cleansers). Construction of accoustical walls on the exterior were said to be too costly by the applicant. Planning board member George Lloyd suggested that "baffles" could be situated in locations where there was potential for traveling noise to create a disturbance to nearby residential property owners. The building permit was approved subject to the town engineer approving plans for "a satisfactory noise buffer system to be submitted (in written plans) by the applicant," according to Selkin.

On Oct. 25, 1979 Town Engineer Jack Goldstein took noise level readings; the highest reading was reported Wednesday to have been about 75 decibels.

After the second kennel is completed, another noise level testing must take place—and the maximum reading cannot exceed the previous maximum in order for Guiding Eyes to get a certificate of occupancy. Dogs will be permitted to be placed in the second kennel only on a "temporary" basis for testing purposes.

Locke reported Wednesday at the town board's regular open work session that the accoustical "baffle" is a 110-foot perforated double-steel wall with accoustical material contained within. It is intended to stand six feet from the western wall of the second kennel—attached overhead by concrete planks.

The design for the accoustical wall came from a Connecticut engineering firm, he added. However, because

neither he nor Guiding Eyes attorney and board of directors member Jack Ward, who accompanied him Wednesday, have expertise in such an area, Locke said he could not guarantee the new wall will suffice—even though Guiding Eyes will spend at least \$50,000 for it. "And that's a conservative figure," Locke said.

"We all have to realize there is going to be a certain amount of noise" in the immediate area, even with the eight-foot-high accoustical wall, Ward told board members—as more than a half dozen area residents looked on from the sidelines.

Ward, who with Locke was invited to meet with the board, said that Guiding Eyes is prepared to spend additional funds "within reason, if needed," to dampen sound to residential property owners.

On the other side of the coin, added Locke, "I didn't consider that reasonable," referring to the \$50,000 "minimum" cost for the accoustical wall barrier.

Still with respect to another interpretation of what is "reasonable," continued Ward, in terms of sound, "What is reasonable to one person is probably not to another."

Ward said a school bus traveling up a local road might make louder a noise than barking dogs—as heard by an area resident in his home. But the type of noise, including its duration, can only be determined to be reasonable or not on a person-by-person, subjective basis.

In terms of "reasonable" procedures to alleviate alleged disturbance of neighbors, Locke said that the facility had stopped having staff begin giving dogs their morning walks at 7:30 a.m. weekdays and moved the time to one half hour later. However, this change in scheduling "has been absolutely disastrous on the staff," and the 7:30 a.m. walks are to be reinstated. Still, the first walk on weekend mornings, which currently begin at 8 a.m. will be pushed forward by one hour, he said, indicating a sort of compromise to

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many neighbors who've said they like to sleep late on the weekends.

Just when the town engineer will be back to test noise levels again is uncertain—due to the uncertainty of the completion date of the second kennel. Locke says it will cost at least \$1 million to construct. Construction has already begun. But because of Guiding Eyes' financial picture, which heavily relies on donations, the organization is uncertain as to when it will have sufficient cash on hand to complete and open the second kennel. Locke would not speculate as to whether it would only take several months—or a period of years—to complete the second kennel.

Meanwhile, area residents who attended Wednesday night's meeting appeared unsatisfied at the representatives' comments.

"The sound levels right now are unbearable," said a Colonial Street resident.

Because the board meeting was a work session, public comments were not permitted to be made to the board. Supervisor Nancy Elliott claimed that comments could be made at the board's regular semi-monthly public meetings which fall on first and third Tuesdays of each month. As well, area residents can request a work session meeting with the board in the supervisor's office.

The residents said many of the affected properties in the area have houses on them which pre-date Guiding Eyes' establishment on the site more than 20 years ago.

Locke, speaking to an area resident who apparently has been living in the area only a few years, said, "You knew

what an area you were coming into... right?"

The resident responded that he'd purchased his home from an 83-year-old man, who said that Guiding Eyes was "No problem."

Reports indicate that as Guiding Eyes has grown in service to the blind community, so has its dog population at the Yorktown facility over the past decade. Dogs at the facility are transported to training centers in other areas of Westchester County on weekdays to be paired with new owners—who pay for their sighted companions, training and personal transportation to Westchester from all over the country "only" if they opt to do so, says Locke.

PELHAM, NY
SUN
JAN 31 1980

Ross Asks for Input On Thruway Noise Problem

by Assemblyman Richard C. Ross

Over the past few years, I have heard from many Pelham residents expressing concern over the problem of noise abatement on the New England Thruway.

In an attempt to find a solution to this very serious matter, I have been meeting with Phillip Lee, Executive Director of the New York State Thruway Authority, Senator Joseph Pisani, Village of Pelham Manor Mayor John Higgs and many other interested citizens and officials.

A meeting will be scheduled shortly to discuss possible solutions with the mayor, members of the village board and officials of other districts affected by the close proximity of the Thruway in attendance.

Several suggestions have been offered for reducing noise pollution including:

— Strict enforcement of the existing anti-pollution laws, in addition, to proposed changes in the

laws to further reduce noise;

— Erection of noise barriers, such as trees, high bushes or other vegetation; and

— Appointment of an advisory committee with representatives from each of the affected communities. It has been suggested that this advisory committee would have legislative sanction so that the Thruway Authority would have to present all renewal, renovation and construction plans to the committee for their opinion before the appropriation of substantial public funds.

In order to make sure the opinions of the residents of Pelham Manor are expressed when we meet to discuss the situation, I am requesting that residents write expressing their opinion and suggestions on solutions for the reduction of noise associated with the New England Thruway. Please write to my Albany Office, Room 458, Legislative Office Building, Albany, New York 12248.

PELHAM, NY
SUN
FEB 14 1980

Manor Seeks Aid On Thruway Noise

Village of Pelham Mayor John Higgs announced Monday night that the Board of Trustees is seeking help from concerned citizens in the Manor to deal with the problem of excess noise coming from the New England Thruway.

The Mayor said the board is looking for residents that are willing to work with the trustees at coming up with a solution to the noise problem, and that any suggestions would also be welcome.

Mayor Higgs said the board is especially interested in any acoustical engineers.

At Monday night's board

meeting, Mayor Higgs said he was distressed over the problem of noise in the village from the thruway, and the state's apparent inaction to help solve the problem.

On February 25, William Hennessey of the Department of Transportation will meet with James Martin, Deputy Executive Director of the Thruway Authority, to discuss the situation.

Also at Monday's meeting of the Board of Trustees, two new members of the Pelham Manor Volunteer Fire Department were sworn in. Richard E. Lucey of 420 Fowler Avenue and Clark E. Walter of 88 Reed Avenue officially became members of the department, raising the total number of volunteers in the village fire department to 37.

ROCKAWAY PARK, NY
ROCKAWAY RECORD
FEB 1 1980

'MANES: JET NOISE PROPOSAL 'UNACCEPTABLE'

Queens Borough President Donald R. Manes has called for the defeat of pending legislation which, he says, "calls for too great a weakening and delay of scheduled retrofitting or replacement of noisy aircraft."

Manes labeled a proposal developed by a House-Senate Conference Committee "unacceptable" and urged no changes in existing FAA requirements for the retrofitting or replacement of noisy airplanes.

"We must stand firm and determined. We must obtain the long overdue relief which our communities and residents deserve," Manes said to all Queens Congressmen through letters.

The Borough President has long fought for the adoption and enforcements of efforts to quiet or replace noisy aircraft, citing that "many communities surrounding JFK International and LaGuardia Airports suffer under the unhealthy and unattractive impact of aircraft noise pollution."

Manes acknowledged that the Conference Committee plan was an improvement over the original Senate bill, which contained a waiver of the FAA requirements.

Manes said the "adverse impact of the pending legislation is most obvious in the delays proposed for two-engine aircraft. Full implementation of FAA require-

ments is delayed from 1985 to 1988. Approval of this aspect of the bill would have a most serious and harmful effect on the communities and residents near LaGuardia Airport because a very high percentage of the planes using this airport are two-engine crafts," he said.

Manes asserted the "FAA schedule for retrofitting or replacement is reasonable and equitable. I do not believe it should be delayed or reduced." The Borough President urged defeat of the compromise measure "and any other attempts to delay or weaken the existing FAA noise control requirements." A

ROCKVILLE CENTRE, NY
LONG ISLAND NEWS AND OWL
JAN 18 1980

EPA Report Says Noise Causes Emotional Stress

According to the Rockville Centre Environmental and Beautification Committee, a Federal Environmental Protection Agency report indicates that noise around the home not only causes annoyance and emotional stress, but can also gradually bring about permanent hearing impairment. "Stress can lead to physical disabilities: ulcers, heart disease, headaches and other bodily afflictions. Noise increases adrenalin secretions, heart rate and blood pressure. Since these changes may increase the heart's

oxygen demand, promote blood platelet adhesiveness and damage arterial walls, it is postulated that noise exposure can lead to serious cardiovascular disorders. Noise also amplifies aggression, deadens learning and seems to muffle nobler instincts."

Local neighborhood noises caused by barking dogs, loud radios, television sets, amplifiers, sound conveyors, motorcycles and air conditioners can be disturbing problems and the committee spokesman says are in violation of some Rockville Centre ordinances. An E.P.A. book, "Quiet in the Home" notes that dogs that bark make fine burglar alarms inside the house should not be left in the yard. A

TARRYTOWN, NY
NEWS
JAN 24 1980

Insulation muffles noise

By AL FLEMING

DETROIT — Insulate your house, the energy savers tell us. A thick layer of fibrous material in your attic and walls will keep the thermostat from running rampant in winter months.

Automotive insulation also is gaining popularity. One reason: To keep pace with federal acoustical standards for vehicles.

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"Manufacturers may have to increase the insulation in their products to meet the new, more stringent standards," says Peter Machin, market manager, Transportation Insulation Marketing Div., Owens-Corning Fiberglas Corp., Toledo, Ohio.

A complicating factor that also could promote insulation use by vehicle manufacturers is engine down-sizing to reduce weight and hike fuel economy. Nothing is free, it seems. Although lighter-weight engines usually yield more miles per gallon, they often are noisier than bigger engines.

Thermal protection is another spur to greater use of insulation in cars and trucks. Air conditioners and emission control equipment, most notably catalytic converters, push up engine-operating temperatures.

And diesel engines, coming into more widespread use in all kinds of vehicles, generate more heat than regular gasoline engines.

All these developments seem to call for new, more sophisticated uses of insulation in cars and trucks coming out of U.S. assembly plants.

But a treasure may be buried under that growing mountain of insulation. "Increasing the thermal efficiency of a vehicle also may help reduce its overall weight," Machin says. "For example, it may be possible to use a lighter compressor, a smaller heating core, a smaller radiator, which holds less water, and lighter brackets. The weight savings can range from a few ounces to several pounds."

Motor vehicles use two kinds of insulation. One is an uncured type for molded products such as auto ceiling headliners; interior trim panels; underhood firewall and dash insulators; and insulation for die-cut products in doors. The uncured material also is used in quarter panels, trunks, package trays and rear decks.

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-Detroit is stepping up development of so-called "friendly fenders" made of flexible materials that yield but do not dent in a low-speed collision.

-Lightweight plastic leaf springs may show up on the 1981 Chevrolet Corvette.

WELLSVILLE, NY
REPORTER
SPECTATOR
JAN 22 1980

McCulloch builds testing enclosure

McCulloch Mite-E-Lite has constructed an enclosure in its testing area on South Brooklyn Ave. to cut down on noise caused by outside tests, general manager Daniel Gleason announced today.

The enclosure was built in response to a request aired at the last Wellsville Village Board meeting to reduce the noise in the outside testing area.

Mr. Gleason said that although the area is zoned commercial and that therefore the reduction of noise is not

required by law, McCulloch Mite-E-Lite "is interested in being a good citizen of the community and a good neighbor to those who live close to our plant."

"We have tried to make our plant an attractive addition to the neighborhood and the community, and in fact we had been working on solutions to the noise problem ever since we were first contacted by our residential neighbors and were made aware that a problem did exist."

WILLISTON PARK, NY
WILLISTON TIMES
FEB 8 1980

No heliport in Mt. Pleasant

The Town Board of the Town of Mt. Pleasant is expected to soon begin consideration of the Savin Business Machines proposal to build a heliport at its Valhalla corporate headquarters.

The citizens of the Town of Mt. Pleasant can be expected to rise up and demand that this proposal be rejected. Already many community leaders have spoken unequivocally against it. The proposal was passed from the Planning Board to the Town Board by the slimmest possible majority (3 to 2).

Savin's earlier proposal was denied. The current proposal should also be denied for the following reasons:
Lack of demonstrated need.

Westchester County Airport is 15 minutes away.

Safety.

Flight paths will bring aircraft into close proximity to homes and schools.

Noise. Low-flying choppers will add significant noise to the community.

Domino effect. Allowing one corporate entity a helicopter will surely lead to other petitions which cannot be denied.

Mt. Pleasant finds itself with choice commercial property which is close to major arteries. The citizens of the town will not allow this gold mine to be polluted. The facts in this issue will be clearly stated to the Town Board by a cross-section of citizens from all areas of Mt. Pleasant.

M.J. McLAUGHLIN
Valhalla

WHITE PLAINS, NY
REPORTER DISPATCH
JAN 25 1980

Once again aircraft noise is in the news. A bill exempting airlines from controlling excess din for the next eight years is being hustled through Congress. Let your legislators know that your peace and security should come first, not the airlines. A

REGION III

DELAWARE, DISTRICT OF COLUMBIA, MARYLAND,
PENNSYLVANIA, VIRGINIA, WEST VIRGINIA

DOVER, DE
DELAWARE STATE NEWS
FEB 8 1980

WILMINGTON, DE
JOURNAL
FEB 7 1980

WILMINGTON, DE
NEWS
FEB 8 1980

Airplane noise

BURBANK, Calif. (AP) — A judge has ruled the Glendale-Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

Superior Court Judge Thomas Murphy acknowledged that his Thursday decision may prompt other agencies to try similar rules.

The airport authority filed suit against Hughes Airwest last July when Hughes increased its flights between small airports. The authority said an increase at Hollywood-Burbank Airport would exacerbate noise problems. Hughes claimed the rule discriminated against them and pre-empted federal authority over flights.

Shhhhhh

Associated Press

WASHINGTON — A compromise bill relaxing noise-control regulations for two-engine jet airliners is on its way to President Carter.

Noise rule upheld

BURBANK, Calif. (AP) — A judge ruled yesterday that the Glendale-Burbank-Pasadena Airport Authority has the right

to restrict an airline's number of flights in order to reduce noise. Acknowledging that his ruling would prompt "other agencies around the country . . . to try similar rules," Superior Court Judge Thomas Murphy said the authority's noise rule was not discriminatory, arbitrary or unreasonable. But, he said, if he had ruled for the airline, or if it prevailed on appeal, "there won't be an air carrier in the United States that won't say, 'What's sauce for them is sauce for us.'"

WASHINGTON, DC
POST
JAN 21 1980

Issues That Distract

Regarding a letter ["Walks Between People," Letters, Jan. 8], I feel open classes are a disadvantage to the student. At the moment I am attending an open-room high school, and it is very difficult to achieve a good grade because of the noise. It is difficult to concentrate while a teacher is discussing something with her class. How can a person work up to his ability when he is being disturbed by the things around him?

RODNEY CUMMINS,
Meade High School

Ft. Meade, Md.

WASHINGTON, DC
POST
JAN 23 1980

Ear Pollution

As a normally enthusiastic movie fan, I've recently noticed that the decibel levels produced by the sound track in several local theaters are uncomfortably high. I've been prompted to protest to management, to consider investing in earplugs for use in future movie-going, and to ponder the reason for this assault.

Are there others who share my hunch that it results from a growing incidence of impaired hearing, one cause of which is patrons' attending one-too-many rock concerts, or otherwise subjecting themselves to "ear pollution"?

In any event, some kind of vicious circle is apparent.

ANNES. MCCOOK

Washington

WASHINGTON, DC
POST
JAN 24 1980

Court Rejects Fairfax Bid to Block Concorde Flights Using Dulles

By Laura A. Kiernan
Washington Post Staff Writer

The U.S. Court of Appeals in Washington yesterday rejected the latest effort by Fairfax County officials to block Concorde supersonic jetliner flights into and out of Dulles International Airport.

In a one-sentence order, the appeals court refused to review noise standards set by the Federal Aviation Administration in June 1978 that exempt the Concorde from noise limits set for other supersonic aircraft.

CONTINUED

noise, traffic and pollution problems at National Airport, Virginia for Dulles, Maryland. Citizens Concerned About Aircraft Noise (MCCAN) and a D.C. group, Neighbors Opposed to Irritating Sound Emissions (NOISE), are among the member organizations.

"The obvious flaw," says Bernthal of the previous efforts of the individual organizations, "was that there were groups on both sides of the river, and in the District, but we were not organized. Finally, it became apparent that there was no hope of dealing with the problem in a rational way if we didn't bury our differences and work together."

The coalition had its beginnings when members of Virginia for Dulles, the oldest of the groups involved in the 11-year battle over National, invited members of MCCAN to sit down and discuss common goals. When NOISE was formed in the district, it also was asked to take part in the discussion. From there, information about the alliance spread, and the umbrella organization was developed.

Bernthal, a Cabin John, Md., attorney whose own home is on the pattern of National take-offs and landings, says the group is not entirely satisfied with a recent FAA proposal to limit passengers at National and divers some of the jet traffic to Dulles and Baltimore-Washington International airports. He agrees with the assessment of CAP second vice president Eric Cronquist, a Palisades resident who says the FAA proposals are "bitten and rosnetic."

Coalition members are unimpressed by part of the plan that calls for a 20 percent reduction in the 640 jetliner flights currently permitted each day at National. Bernthal and Cronquist say this is not enough. They would like to see a 50 percent reduction in the flights.

"Reducing the traffic by four slots per hour is a modest step," Bernthal said. "No one will hear any difference unless he's standing outside counting the jets."

But residents of the affected areas consider any reduction in flights a step in the right direction. Rita O'Connor says fewer jets might mean a reduction of what she sees as a potentially serious pollution problem. "I'm as worried about what I can't see as I am about what I can," O'Connor says of the air pollution. She says the lead count in the blood of some of her neighbors' children has been found to be abnormally high, and although they cannot prove it, residents believe pollution caused by the planes may be partially responsible. O'Connor added that her own children — who learned to say the word "airplane" before anything else — have no such problems, "but why take the risk?"

O'Connor says she and her husband used to call National to complain about the noise, but they have given up. "You always get some slick P.R. guy on the phone who either tells you you're mistaken or manages to calm you

down, but, of course, can't do anything about it."

O'Connor describes herself as a fairly frequent air traveler, and says she would be willing to make greater use of Dulles International Airport — if the flights were available.

"I think diverting some of the flights to that airport is a good idea, and I would certainly support an FAA proposal to do that. I don't know how much the most recent plan would bring, but at least it's a start."

But a 50 percent reduction, coalition spokesmen say, would force the airlines using National to divert flights to Dulles and Baltimore-Washington.

Bernthal says he considers the suggestion a reasonable one, although he allows that the major airlines are not likely to see it as such.

"I realize that the FAA is caught in the middle here," he says, "and I'm sympathetic. But I'm not sympathetic to the businessman in Chicago who wants the convenience of National, because when I go to his city, he makes me land at O'Hare."

"I agree that National is far more convenient for some people, and I'm not saying that it down. But the old argument is just not true anymore — the population center has radically expanded. Everyone who takes a plane out

of National isn't leaving from D.C., although the congressmen still feel that they must have their say."

In addition to a reduction in the amount of traffic, the coalition seeks:

- Retention of short-haul commuter airline slots at National. Coalition members fear that a mandatory cut in scheduled flights may have a more serious effect on commuter service than on the major airlines.

- Improved public transportation to Dulles International Airport.

- A tougher, more restrictive mandatory curfew at National. Although the airport closes at 10 p.m., the coalition alleges that flights scheduled for what they call the "magic minute," between 8:50 and 10 p.m., often do not leave the runway until as late as midnight.

- The establishment of an advisory committee of citizens and local officials who would discuss airport-related issues with the FAA.

While saying the number of planes using National is the "critical question," the coalition spokesmen also see potential problems in two other aspects of the proposal. They feel expansion of the 850-mile perimeter, in which nonstop flights between National and other cities are allowed, and the possibility of wide-body jets land-

ing at the airport, would eventually create a need to expand National.

Bernthal and Cronquist admit that while the FAA proposal does not satisfy the coalition's demands, it represents a victory of sorts. They say it is the first time a secretary of transportation has been willing to acknowledge that there are problems with National.

They also say coalitions such as theirs, which they believe may represent as many as 100,000 people, can be very effective once they are able to generate a widespread interest in the issues. Cronquist says the "political interests" (meaning Congress) that have kept National overcrowded represent "only a small, albeit heavily weighted group."

James Willing, director of Metropolitan Washington Airports, agrees that such groups can have a very strong impact on the policy-making process. He would not comment on the coalition's stance on the FAA proposal, saying he is "quite anxious not to enter into a debate with them" during the 60 days in which the proposal is open to public comment.

The comment period extends through April 15. Persons wishing to express an opinion may do so by writing to the Director, Metropolitan Washington Airports, Hangar 9, Washington, D.C. 20001. Copies of three documents pertaining to the plan, the Notice of Proposed Rule Making, the Notice of Proposed Policy, and the Environmental Impact Statement will be on the reserve shelves of Washington Metropolitan libraries at the end of next week. Personal copies of the rule-making and policy notices are available from the FAA Office of Public Affairs, Public Information Center, 800 Independence Ave., S.W., Washington, D.C. 20581. The Environmental Impact Statement may be obtained from the director's office, Metropolitan Washington Airports. There is no charge for these materials, which also may be requested by calling 432-8600.

Willing added that he is eager to hear the coalition members' comments within the proper forum, because, "when you get opinions from a large group like that, you're really dealing with the people. I would certainly say that they are a force to be reckoned with."

WASHINGTON, DC
POST
FEB 5 1980

Fairfax Ends Fight to Ban Concorde

Fairfax County supervisors decided yesterday to end their fight to stop the supersonic jetliner from flying to Dulles International Airport.

The supervisors' action came after the Court of Appeals in Washington refused to review a suit brought by the county challenging the Federal Aviation Administration's exemption of the Concorde from noise levels set for other supersonic aircraft.

The county had contended that an environmental impact statement developed by the FAA failed to assess fully the impact of Concorde noise levels on areas near the airport.

Noting that the appeals court had handed down a one-sentence rejection of the county's suit, Fairfax Board

Chairman John F. Herrity said it "would be a waste of taxpayers' money" to appeal the decision to the Supreme Court. The appeals court acted late last month.

The supervisors voted 6 to 2 to end the suit, with supervisors Martha V. Pennino (D-Centreville) and Marie B. Travesky (R-Springfield) casting no votes. Supervisor Sandra L. Duckworth (D-Mount Vernon) was absent at the time of the vote.

The FAA's decision to exempt the Concorde's flight from existing noise level standards followed a determination that Concorde noise levels were as low as possible for the airport. Concorde jets currently fly into New York, Dallas and Washington.

WASHINGTON, DC
STAR
FEB 13 1980

Today's News In the Region

'Share-the-Noise' Debate Reopens

Montgomery County citizens who live along the Potomac River path of National Airport flights have reopened a share-the-noise campaign.

They asked the County Council yesterday to help them get a federal test of a so-called scatter pattern of landings and takeoffs. The Federal Aviation Administration is willing to do a test this summer if the Metropolitan Washington Council of Governments asks it to, a citizen spokesman said.

The council two years ago asked COG to support such an experiment but other jurisdictions voted against it. Since then, the president of the Maryland Citizens Concerned About Aircraft Noise said yesterday, more people have indicated "they are willing to take their fair share" of flight noise.

WASHINGTON, DC
STAR
FEB 13 1980

Share-Jet-Noise Drive Is Reopened

Montgomery County citizens who live along the Potomac River path of National Airport flights have reopened a share-the-noise campaign.

They asked the County Council yesterday to help them get a federal test of a "scatter pattern" of landings and takeoffs.

The Federal Aviation Administration is willing to conduct a test this summer if the Metropolitan Washington Council of Governments requests it, a citizen spokesman said.

The council two years ago asked COG to support such an experiment, but other jurisdictions voted against it.

Since then, the president of the Maryland Citizens Concerned About Aircraft Noise said yesterday, more people have indicated "they are willing to take their fair share" of jetliner noise.

But the council was told later by a spokesman for county residents of neighborhoods not along the river that they, at least, want no part of any overflights.

"We invested in good neighborhoods and are selfish enough to want to keep them," said Herbert J. O'Connor of Chevy Chase. He represents a coalition of civic groups from the southern end of Montgomery, primarily in the Connecticut Avenue and Wisconsin Avenue corridors.

The neighborhoods along the river in Montgomery that have been bombarded with noise from National flights for nearly half a century include Cabin John, Glen Echo and Bannockburn.

Residents of Arlington, Alexandria and Prince George's counties also are troubled with jet noise, MCCAN President Eric L. Bernthal of Cabin John told the council.

Bernthal described residents of his area being interrupted in conversation as often as every 40 seconds by an airliner overhead.

"The flight path now used at National Airport unfairly discriminates against those county residents who must bear its entire burden, and we must turn to the County Council for help," he said.

The FAA is planning to reduce the number of flights to and from National by almost 20 percent — sending them mostly to Dulles Airport instead — and to close National between 10:30 p.m. and 7 a.m. It has asked for comments on this plan by April 15.

But these steps will not equalize the noise from the flights, Bernthal noted. He asked the council to take the lead in fighting for a COG request to the FAA for a scatter-pattern test.

Most airports use a scatter pattern of landings and takeoffs, Bernthal said. The flights here have been kept over the river, he said, in a belief that this limits plane noise to a relatively uninhabited strip.

But the river "isn't much wider than the beltway at that point," planes taking off often can't see it and residents several miles from the river regularly feel sonic booms, Bernthal said.

COG is planning to discuss next month what approach it will make to the FAA, and Montgomery Council President Scott Foster said he would schedule a council discussion in the next weeks.

BALTIMORE, MD
AFRO AMERICAN
FEB 9 1980

Anti-noise programs

NEW YORK — The National Urban League has been awarded a \$97,362 federal grant for an information program aimed at helping citizens deal with noise pollution problems.

The grant, awarded by the U.S. Environmental Protection Agency — Office of Noise Abatement and Control, will fund the NUL's Community Noise Counselor Program through mid-July of this year.

It will operate in 10 cities: Akron, Ohio; Binghamton, N.Y.; Birmingham, Ala.; Boston, Jersey City, N.J.; Minneapolis, Minn.; Oklahoma City, Okla.; Philadelphia, Phoenix and Portland

BALTIMORE, MD
SUN
FEB 6 1980

Senate OKs looser control on jet noise

Washington (AP)—A compromise bill relaxing noise control regulations for two-engine jetliners passed the Senate yesterday and was sent to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size.

The airport noise bill was worked out by House-Senate negotiators after the two houses passed different versions. The compromise was approved by the House last week.

It amends a law that would have required jetliners to use quieter engines by 1983.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

The aid-to-airports bill would eliminate from the federal aid program airports, such as Baltimore-Washington International, at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

In approving the bill, the Senate Commerce Committee recommended Congress reduce the federal airline ticket tax from 8 percent to 2 percent. The tax reduction, however, must pass through the Finance Committee, which has not acted.

BETHESDA, MD
MONTGOMERY JOURNAL
FEB 13 1980

Noise-Weary River Towns Push Air Traffic Scattering

Journal Staff

Beleaguered and noise-weary residents of Cabin John and other towns along the Potomac River asked the County Council yesterday to re-open its push to scatter air traffic throughout the county rather than bombard their towns with 300 jet bursts a day.

Distributing the burden of noise and pollution through a scatter plan that would divert flights from their course up the Potomac failed in 1977.

But, according to Erick Bernthal, an anti-noise activist, the scatter plan is being revised and could be tested this summer.

The council three years ago supported the scatter plan, but it failed in other jurisdictions which do not want

increased air traffic.

Bernthal said FAA is receptive to reconsidering the test, but only if the Council of Governments requests it. He wants Montgomery County to initiate the request.

The council has been horrified for several years about the screeching noise from 7 a.m. to 11 p.m. every 40 seconds that Cabin John and its neighbors have endured for 13 years.

But pressure on the council to keep the noise along the Potomac can be expected this year as it was in 1977. After Bernthal made his plea, Friendship Heights activist Herbert O'Connor told the council that down-county neighborhoods will fight any air traffic over their homes.

CUMBERLAND, MD
NEWS
FEB 2 1980

Noise Can Affect Worker Efficiency

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory were found to be averaging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as anti-noise wardens. The object is to raise sufficient noise about noise to force constructive action.

OCEAN CITY, MD
MARYLAND COAST PRESS
JAN 17 1980

State police may help curb Ocean City's noise problems

Ocean City officials are expected to meet with the superintendent of the Maryland State Police sometime in the near future to discuss using state troopers to help curb the noise problem in the resort this summer.

State police do not normally enter a municipality unless there is a formal request, according to Ocean City Police chief Raymond Donovan.

Donovan said, "We will meet with Colonel Thomas Smith (superintendent of state police), and also discuss the (noise) problem with the local state police in Berlin."

One program under which state police could operate in the resort is the resident trooper program. Under that program, the city would hire and pay the costs for one or more state troopers and use them to

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CONTINUED

beef up the Ocean City force.

Colonel Smith recently met with the Worcester County Commissioners to discuss using the resident trooper program to supplement the county sheriff's manpower.

Colonel Smith said the first-year cost for one resident trooper would be \$29,000, including the cost of his car, revolver, salary, insurance coverage, benefits, etc. That cost would decrease to an estimated \$22,000 for the second and third years the trooper worked in the county, but would increase to \$24,000 the fourth year to cover the cost of acquiring a new car for the trooper.

Because the county commissioners would determine when

and where the troopers would work, it is possible an arrangement could be worked out in which Ocean City would defray the expenses for the trooper (s) in return for their help during the crowded summer season.

Should the county or the city decide to participate in the resident trooper program, there is a question whether any state police would be available for the duty.

During brief discussions with Colonel Smith, Chief Donovan learned that "like everyone else, the state police have manpower and budgetary problems. If they have a similar request from somewhere else in the state, they may send men there instead," Donovan remarked.

ALLENTOWN, PA
CALL
JAN 23 1980

Allentown signs show way toward a quieter city

By TED MELLIN
News Editor



Fifteen signs are being placed along Allentown's major streets advertising its noise-control ordinance.

The city, designated as a Quiet City, has had a noise ordinance since last April.

Has the law had an impact? Is Allentown a quieter city as a result? The questions were posed to City Council President Benjamin F. Howells Jr., prime sponsor of the legislation.

Howells believes Allentown is a "quieter" place to live because of the ordinance giving police a better tool to control noise nuisances.

"I think there has been, of course, some arrests and convictions of those violating the ordinance," he said.

"More importantly, the ordinance is so enforceable that people who would ordinarily take advantage and make unnecessary noise have cleaned up their act. It was first noticed on the Hamilton Mall-Linden Street circuit when police cracked down on loud cars.

"If it (the crackdown) continues this summer, I'll call it a barking success — or rather, a quiet success.

"It's a quieter city and it has heightened sensitivity about noise among the people in Allentown. The object of the whole exercise was not to collect fines, but to make the city quieter — and it has."

The ordinance has prohibitions against all types of unnecessary noise, but it has been applied mainly on barking dogs and loud cars.

Cynthia Clark, coordinator of the city's Quiet Community Program since June, said about four or five citations have been issued to owners of barking dogs.

"But there were a lot more complaints about barking dogs," she said.

Sometimes the complaints were unfounded. Other times the barking abated after an investigation. And certain times, the complainants refused to make a formal charge.

Ms. Clark said the ordinance stipulates that a dog has to be barking incessantly for 10 minutes and intermittently for a half an hour to justify a citation against an owner.

CONTINUED

There were 146 motor vehicle citations issued, each carrying a \$35 fine. Only two were overturned by a magistrate.

Those citations were for such things as loud mufflers, loud car stereos, horn-blowing and squealing tires.

The monitoring of vehicles has been only sporadic during the winter months because the number of "hot-rodders" and "joy riders" in the city has declined. Ms. Clark said that the high gasoline prices may have brought about the reduction of young motorists making the "circuit" downtown.

She conceded that loud noises are evident at various times.

"It's like radar," she said. "You have to be there at the right time to prosecute." A sound-level meter about the size of a small shoe box and a microphone measure the decibels of noise.

Noise-creating activities are prohibited in residential zones if they reach above 57 decibels during the hours 7 a.m.-10 p.m. and 52 decibels between 10 p.m. and 7 a.m.

They include noises from radios, televisions, stereos and musical instruments.

Ms. Clark said conversational speech at three feet is about 60 decibels; a fire siren at 50 feet, 90 decibels; average street traffic, 90 decibels; a rock group's music, 110 decibels, and a normal noise level in a quiet home, 40 decibels.

She said enforcement of the ordinance is on a complaint basis.

Asked about noises from the Allentown Fair, she said no complaints were made, adding, "Concerts at the grandstand were not overly loud." The concerts are allowed variances from the ordinance up to 10 decibels over background noise level.

City Patrolman William Kerr is the city's noise control officer for vehicular traffic. Sgt. Robert Laubach, the animal control officer, checks complaints about barking dogs.

ALTOONA, PA
MIRROR
JAN 23 1980

Honk! Rat-a-Tat! Vrooom! — Well, That's Life in Hong Kong

HONG KONG (UPI) — Pile drivers, pneumatic drills, unrivalled traffic density, antiquated factory machinery and an airport flight path directly overhead have made Hong Kong the world's noisiest city.

And the ear battering is turning helpless victims into nervous wrecks.

While the curbing of unnecessary noise has become a priority issue in the United States and many other industrialized countries, government and industry in Hong Kong have turned a deaf ear, or one rapidly turning deaf, to the problem.

Dr. Norman Ko, the British Colony's staunchest crusader against noise pollution, admits he is discouraged but says he won't give up a campaign he started in 1969.

It took Ko and a team of researchers at the University of Hong Kong six years to prove in undisputed terms that Hong Kong is the world's noisiest city.

Ko, a senior lecturer in the mechanical engineering department, measured noise in decibels in several major cities. Hong Kong, with a reading of 75, emerged far worse than New York, 68; Dusseldorf, 68; London 62; or Tokyo, 57.

The government halted the detailed report, which itemized every type of noise pollution and provided recommendations to curb the racket without blocking economic progress.

Strong anti-noise legislation was promised.

That was in 1977.

AMBLER, PA
GAZETTE
FEB 14 1980

How Noisy Is UD?

^{AP} A survey of the noise level in Upper Dublin Township will get underway this week in conjunction with a proposed anti-noise ordinance which the township's environmental control board is writing.

The survey is under the guidance of the federal Environmental Protection Agency and is being implemented by the science club of Upper Dublin High School. Paul Muhlice, a student, is project coordinator and the study is under the general supervision of Dr. William Ritter.

The proposed anti-noise ordinance, with data from the noise study, will be presented to the township commissioners for possible adoption.

But, Ko said in an interview, there still are no laws to force builders to use quieter equipment, nothing to require workers to wear ear protectors, no enforced soundproofing and not even a regulation to stop the importation of noisy vehicles.

Hong Kong's noise problem is intensified by its high-rise environment. "Noise reverberates between rows of buildings," Ko said. "It travels and builds up before dying down."

Despite the warnings of Ko and medical doctors that workers in factory and construction sites risk noise-induced deafness — and that residents are subjected to nervous stress, tension and high blood pressure — only token relief has emerged.

The government reduced the time the noisiest equipment can operate daily to 12 hours, halting the din from 7 p.m. to 7 a.m., plus Sundays and public holidays.

But many builders say privately they prefer to risk the fine rather than delay a project.

Ko noted that since his report emerged, construction, factory output and traffic have soared, making the city noisier than ever. Workers near pile drivers and in textile and metal factories endure noise levels between 100 and 120 decibels, when 90 is considered the maximum.

"As the situation stands," said Ko, "a new generation is growing up conditioned by noise, noise and more noise to believe that living under these conditions is the normal way of life."

The environmental control board is looking for several volunteers to serve on the ECB. No professional environmental experience is necessary but board members hope to find one prospective member with hydrology experience. Anyone interested in serving on the board should submit a resume to Marvin Feller, township manager, at the township building.

Israel Milner was elected chairman for the year. Elected with him were Donna Johnson, vice chairman and Betty Quillinan, secretary.

The next public meeting of ECB will be March 6 at 8 p.m. in the township building.

'Brookline 5' Parents Complain

'Classroom Out Of Control'

BY ANN O'NEILL

A worried group of Brookline School parents last week painted a picture of a classroom out of control, where 10-year-olds "are suffering emotionally and physically" from overcrowding in a large single fifth grade section.

Brookline's fifth grade is not the only single section in the Haverford school district which, like other districts, has been plagued by dwindling elementary enrollments.

But with 33 children in one classroom, the fifth grade at Brookline is "the largest elementary class in the township for the second year straight," PTA president Robert Carroll told school directors last Thursday night.

Although the school board has heard complaints from other parents with children in single groupings, none have been as vocal as the Brookline contingent - a tight band of 15 parents wearing large signs saying "Brookline 5."

"The issue here is there are children actually suffering emotionally and physically," sixth grade parent Bruce Ewart told the directors.

"The group doesn't mix well and several of them don't get along. The noise level is extremely high. My daughter comes home with violent headaches as a result of the chatter and attempting to concentrate," Ewart said.

Other parents told the Chronicle their children also complained of headaches and fatigue after school.

"We have more than paid our dues in helping the school district keep down costs," Carroll said. He noted that "four or five" students from the class were required to have outside tutoring.

The parents also complained that after being restricted to single classrooms for the past two years, their children would not be prepared for the faster pace of junior high school.

"There are seven classes in the district with only 16 or 17 kids. Why can't the Brookline fifth grade be split for sixth grade during the 1980-81 school year?" Carroll asked. "We want to give them the opportunity to switch classes and give them better preparation for junior high."

Although the school board offered no immediate solution, acting superintendent Ed Kalmbach assured

the parents, "The issue has not been ignored."

"Dick Scullin (director of Educational Services) has reviewed the matter, and we're also reviewing other alternatives, which we will be bringing to the board in the very near future," Kalmbach said.

The Brookline fifth grade is one of four single sections in the Haverford school district. Brookline also has a single second grade class, and the first and third grades at Chestnutwold are also single groupings, Scullin told the Chronicle last week.

The single classrooms and other enrollment patterns will come to the forefront this spring, when the school board grapples with the problem of declining elementary school populations.

Nearly one year ago, the school board's blue ribbon citizens' panel advised the board to shutter Oakmont School, an action that could swell enrollments at neighboring Brookline and eliminate the single sections.

However, the board has not yet targeted a date when the directors will take action on the panel's recommendation.

"We're asking you to give the fifth grade at Brookline top priority in your decision making," parent Nancy Badalski urged. "The sixth grade is an important year of transition, and I will not allow my daughter to go through sixth grade in a single section."

The "Brookline 5" parents are committed to action, convinced that their children should not spend half their elementary school years in a 'classroom out of control'.

Last Thursday's appeal before the school board is "only the initial step planned by the parents," PTA president Robert Carroll said.

BETHLEHEM, PA
GLOBE-TIMES
JAN 26 1980

Lehigh Schedules Seminar on Noise

A mechanical engineering seminar dealing primarily with noise generation problems will be held at 4 p.m. Monday at Lehigh University in Packard Laboratory.

C.M. Ho, of the department of aerospace engineering at the University of Southern California, will speak on "Oscillation of Impinging Jets."

The seminar is free and open to the public.

CARLISLE, PA
SENTINEL
FEB 7 1980

Too noisy, church told

PORTLAND, Ore. (UPI) — The Rev. Archie Hopkins says he might ignore a court order to tone down the noise at his Solid Rock of God in Christ church if it interferes with his services.

"If it's going to interfere with my services, no I won't," said Hopkins, pastor of the church for 13 years.

"I hate to come to this, but I have to make my stand on my convictions. The judge upholds the law of the land. I

uphold the laws of God."

Multnomah County Circuit Judge Phillip Roth has ordered the church to lock its amplification system at a maximum 50-decibel level. Roth acted after deputy city noise control officer David Sweet said the sound of amplified speaking, singing and music by organ, saxophone, electric guitars, tambourine and drums rose as high as 65 decibels at the church.

NEIGHBORHOOD residents have tried for four years to get the church to turn down the volume. Roth specified maximum noise levels in May 1978 and ordered the church to install soundproofing insulation.

Sweet, who took a new reading after a church neighbor recently complained about exceptionally loud services, said the noise monitored from the corner of the property was three times the volume permitted under Roth's order.

Defense attorney Charles Hinkle said the church has made a good-faith effort to

comply with the court's order and that its form of worship has been affected as a result. He said the church has cut down the number of revivals it hosts because of the noise problem.

Hinkle said that while the noise levels exceeds that set by the court at times, "I don't think that should be in the court's power to prohibit." He said the neighbors can "live peacefully 99 percent of the time."

"I'm not going to pull the amplification because that would effect the beauty of your services," said Roth, "but we may have to come to that point."

CHAMBERSBURG, PA
PUBLIC OPINION
FEB 1 1980

Rec room noise drifts upstairs

By ROGER C. WHITMAN

"A lot of work and dollars went into the rec room, just so we'd know where our kids were nights," a reader wrote recently. "It's serving the purpose, too. The kids

and their friends like to get together there and have a good time, and they're off the streets.

"But one big problem: So much noise comes up that we can't get any sleep. How

can we cut down on the noise?"

This often happens with basement rooms. With masonry walls and asphalt tile to amplify and echo sound waves back and forth, and usually only a normal floor above, perhaps a sheetrock ceiling, no wonder the decibels surge upstairs.

Cutting down on the noise volume, though, is really

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easy — all of it within reach of average do-it-yourselfing. While you may not achieve the sound-deadness of a cork-lined broadcast studio, you'll still get a dramatic reduction in noise.

The biggest sound-deadener is a dropped ceiling of acoustic tiles or panels, and thick Fiberglas insulation in the space between. This one step can make an unbelievable difference in blocking sound waves.

A dropped ceiling consists of a grid or thin strips of stainless or aluminum, suspended from the regular ceiling by wire; this isn't really as tricky as it may sound. The edges are supported by L-shaped strips fastened to the walls. The tiles or two-foot by four-foot panels of acoustical material (perforated with thousands of tiny holes to trap sound waves) and the supporting strips are sold in lumber yards and home improvement centers. Lots of advice and detailed instruc-

tions go along with your purchase. You buy the insulation there as well.

The second biggest influence on killing sound is thick wall-to-wall carpeting. If this, along with the dropped ceiling, doesn't produce enough sound-deadening, then start decorating the walls with draperies or fabrics of any kind; loose, not stuck to the walls, like decorator's burlap. The folds trap sound waves.

A thick wall-to-wall carpet on the floor above can also have a big effect on blocking noise from below.

Suggestion: You may not need all these sound-deadening steps in order to get your heauty rest upstairs while the rec room is rocking. So install them one at a time and note the improvement.

Of course, if all these steps aren't enough, you may have to fall back on the cheapest noise blockers of all: ear muffs. But I doubt this. These steps will really lower the rec room decibels.

DOYLESTOWN, PA
INTELLIGENCER
JAN 21 1980

Loud noise causes more than just hearing loss

Nuisance noises are usually blamed on someone else: a factory operator, tractor-trailer driver or a motorcyclist with an altered muffler.

But often times we have only ourselves to blame.

The other day I walked into a living room where a stereo was playing. The sound was so loud I clapped my hands over my ears and said "My God, the baby."

I was told that the one-year-old infant was asleep in a bedroom at the top of the staircase. I commented that the little chap couldn't close his ears to the sound, that it was

probably loud enough to damage them (since children are much more sensitive) and that if he were in trouble and crying, it would hard for even a very loud cry to be heard.

It probably wasn't very good manners to make those comments, but I had just been re-reading a 25-page pamphlet issued by the Environmental Protection Agency (EPA) on noise pollution.

It told me a lot I didn't know. All of us have known for years that loud noises damage hearing irretrievably. But that is only part - and perhaps a small part - of the story.

There is now well-documented evidence of the damaging effect of noise on learning. The disconcerting fact is that noise from the home or noisy areas of the school carries over into classroom performance.

Layle W. Byers, assistant planner on the staff of the Bucks County Planning Commission, told me a story relating to this last week. He said that the principal of a middle school in the Council Rock School District said that it seemed to him the noise level in the cafeteria was very high.

Byers offered to bring over the county's decibel meter. He found

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the principal was right. The instrument registered in the mid-eighties to the high nineties in the center of the room, and in the corner where milk money was collected (and sound reverberated) it was 90 decibels.

Long exposure to noise at 80 decibels or above is known to cause permanent hearing loss. But hearing loss, researchers now believe, is only one of the many effects of high noise levels.

Some effects of noise are hard to pinpoint but its effect on reading ability seems well established. In fact the authors of the EPA pamphlet assert that the degree of noise level at the student's home has more effect on his learning ability than the educational level of his parents.

Children who live in noisy homes and play in noisy playgrounds never learn the ability to listen well. They may get in the habit, for instance, of confusing "b's" and "v's" and may develop a tendency to distort words.

Some of the physical effects of exposure to high noise levels which researchers have found, EPA says, are heart and blood-pressure reactions, high cholesterol, insomnia, irritability and possibly violent behavior.

The unborn also are effected by high sound levels. The fetus is not protected entirely from the environment in which his mother lives and the body is by far from a perfect sound barrier.

An obvious danger to children, as well as adults in a noisy situation, is that warning shouts may not be heard when a dangerous situation develops on the street, on the job or in the playground.

Years ago there used to be "quiet zones" around schools to help facilitate concentration and learning.

Many homes need noise control as much as schools.

Some home appliances are very noisy, and there is no way to ascertain the noise level before

purchase. But, at least with small appliances, it is possible to return the item to the store if the noise level is unacceptable. Such an understanding might be helpful before putting down your money.

No one expects the decibel level of a power mower to be much less than the high 80s or mid-90s, but it isn't necessary to add to health hazards by playing the stereo at 120 decibels. That is close to the pain level.

Since the noise level of some electric sewing machines is high, homemakers may prefer to use the old treadle type. The operator must stay close to the sewing machine, unlike the noisy dishwasher or washing machine, which can be run when everyone is out of the room.

High noise levels, EPA says, are more likely to effect the accuracy than the quantity of work.

Another finding on noise which does not seem to be generally known is that people who have some hearing loss may suffer more than those whose hearing is normal. The loss is usually in the high ranges and for some reason high noise levels in the mid-range tend to be distorted and exaggerated.

Sound is not noise. It needn't be. It can be soothing, recreational, healing.

Travelers report that in some islands in the Aegean Sea, where there was a volcanic eruption in 1956, visitors have an unusual sense of well-being, perhaps because of an undercurrent of low-frequency murmurs. Other subtle low-energy tremors, such as earth tides and cosmic rays, send their subtle signals.

It may be that the chants of medicine men benefited their patients.

There are few more intriguing mysteries than sound.

Mrs. Schaffhausen is an Intelligence staff writer. Her column on environmental issues appears on Mondays.

BY

FLORENCE

SCHAFFHAUSEN



University's Personal Rapid Transit

By CHUCK DEBEVEC
MORGANTOWN, W.Va. (UPI) — The Personal Rapid Transit system now carries 18,000 passengers a day to, around and between the University of West Virginia's two campuses.

The PRT cars look like small driverless vans with large windows and rubber tires. Operated by a computer at a control center, they move automatically along 9 miles of elevated concrete guideway at about 20 miles an hour.

The only noise is a loud hum from the cars' electric engines. They shimmy slightly because they are not on a "fixed rail" system.

People do get involved in the operation of Personal Rapid Transit. Technicians monitor the cars by display board on which each car is represented by a light. If a car malfunctions, riders can contact the control center on an intercom.

The cars carry eight riders seated and some standing. A sensor in the floor prevents the car from starting and a buzzer sounds if the number of riders exceeds a pre-set weight limit. Doors open and close automatically for boarding and departure.

There are five terminals, one in downtown Morgantown with the rest located around the WVU campuses.

Since July 1, when the system reopened after an expansion, more than 647,000 miles have been logged by PRT.

"We all consider it a viable transportation system," says PRT Director Robert Bates. "We want to get away from the idea it is experimental."

When the \$120 million system first started, Bates said, "it got bad publicity and that hurt us.

"But I feel this is one of the things in this state that is advanced technology. I think it is something people could be proud of.

"It will probably be the most advanced system for some years. When it was being planned it was thought it would be outdated in two or three years. Still, here we are five or seven years since they started and I think we are still the most advanced system in the world."

Bates said the computerized system was more reliable during the fall but "we are still having a few more problems than we would like."

The system averages about 10 breakdowns a week, each about seven minutes. Once in a while there is a 30-40 minute delay. The longest was 90-minutes when the system's computer jammed.

"When you tell someone caught out there for about 40 minutes that you are running 96 percent availability, he'll tell you the hell you are," Bates said. "As far as he is concerned, you are running zero."

The PRT fleet consists of 71 cars, approximately 50 of them in service at any one time, with the remainder undergoing maintenance.

"At first I thought that was high, but I understand that in bus fleets this runs about the same," Bates said.

The PRT is cheap to use — 25 cents a ride or \$20 a semester — but not to operate. The budget for 1979 was approximately \$2.2 million. That will increase by about \$180,000 for next year as schedules are extended.

The PRT was constructed almost entirely by federal funds, except for matching funds from the university in

the form of land acquisition and rights-of-way.

However, the operating budget comes about equally from revenue (each WVU student pays a PRT fee), the state and federal sources.

Funding may be harder to come by in fiscal 1980. Both federal and state aid are in question.

Bates said the system makes for better utilization of classrooms on the two WVU campuses by giving the university the capability of shuffling students back and forth conveniently.

That alone could possibly save the university the cost of erecting another classroom building during the life of the system, he said.

Another benefit is the system's use as an academic tool. Although no classes are structured around the PRT, some two dozen graduate students have based their theses on it and classes take tours of it periodically.

Bates said there have been no serious accidents involving moving cars. Only a few riders have been slightly injured by closing doors and falling down steps in the stations. He said it is a much safer mode of transportation than the automobile.

The rising cost of oil also will make the system more economical. While some gas is used to melt snow from the guideways, the PRT's primary fuel source is electricity.

"The cost of operating an automobile a year ago was about 25 cents a mile. Now that figure is closer to 35 cents and it will go up," he said. "That, of course, puts us in a better light.

Dr. Samy E.G. Elias, professor in the WVU School

of Engineering and Benedum professor of transportation, started working on the PRT in the mid-1960s.

Ground was broken in 1971. After three years of testing, passenger service started in 1976.

Following an expansion completed last year, the system is now complete with the exception of a spur to the WVU Coliseum and engineering department buildings which has been blocked by environmentalists because it would have meant disturbing the University's arboretum.

Discoverer Of Transistor Regrets 'Rock-Roll Noise'

By GAY CAMPBELL
Written for UPI

WALLA WALLA, Wash. (UPI) — "The only regret I have about the transistor is its use for rock and roll music. I still have my rifle and sometimes when I hear that noise I think I could shoot them all."

Walter Brattain, 77, sits in his office at Whitman College reminiscing about his experiences as a research scientist and the discovery of the transistor which brought him a Nobel prize and world acclaim.

He was working at Bell Labs in Murray Hill, N.J., on the historic day in 1947 when he, John Bardeen, and William Shockley made the discovery which led to the development of the transistor.

Brattain says the transistor discovery was by chance, that he was in the right place at the right time.

"I was lucky," he said.

"It really started in July of 1947. Bardeen explained why some things we had always assumed were true really were not so, and I was trying to fully understand the properties of semi-conductors."

The day that he and several colleagues watched a tiny piece of treated germanium (with two gold contacts attached) serve as the amplifier in place of an electron tube in a communications circuit, he knew it was a breakthrough of far-reaching significance.

"On the way home that night I told the other riders in our car pool that I had probably taken part in the largest experience I would ever have."

Nine years later, on December 10, 1956, in Stockholm's Concert Hall, Swedish King Gustav VI awarded the Nobel Prize for Physics to Brattain. Sharing the prize were Bardeen and Shockley.

A model of that first transistor sits under a small plastic dome in Brattain's office.

"Before medicine got into using the transistor for so many wonderful things, I think the best use of it was the transistor radio," he said. "Anyone in the world could listen — nomads in Iran, people in the Indies, people living under dictatorships could listen to news from the U.S. and really know what was happening."

In 1967, after more than 37 years with Bell Labs, Brattain retired, but he has been anything but idle.

Although he had many offers, there was no doubt in his mind that he wanted to return to the Northwest and to the college where he had started his career in physics and earned his bachelor of science degree in 1924.

His father had graduated from Whitman College and his mother attended there before graduating from Mills College in Oakland, Calif. His wife, Emma Jane, is also a Whitman graduate.

When he first returned, he taught a senior-level physics lab and a science course designed for liberal arts students.

"When I first got my Ph.D. (from the University of Minnesota), I thought I couldn't teach. But when I finally came back to Whitman to teach I realized I was giving those students what most of them wouldn't ordinarily get until graduate school. I taught them that it didn't matter what the books said. In the lab you try things and find out for yourself."

Although he is no longer teaching classes, Brattain makes himself available for work with students. He goes to his office in the Science Building every day and is working on several projects.

"I am piled up with work," he says, pointing to stacks of work on his desk.

He and David Frasco, professor of chemistry at Whitman, have been doing research on phospholipid bilayers as a model for the surface of living cells.

Brattain is also writing the life story of his father, Ross R. Brattain, who was a teacher in China, a stockbroker in Spokane, and a homesteader, cattle rancher, and flour miller in Tonasket, Wash.

"My father told me his story," Brattain says. "Now I'm putting it in modern language."

When he finishes that story, Brattain would like to find time for some writing of his own recollections.

Much of his time is taken up with interviews, inquiries, and correspondence. McGraw-Hill Publishing Co. is working on a revision of Brattain's autobiography which he has agreed to edit.

"I had all of these requests since the summer of 1978," Brattain said, pointing to a thick file folder. "One company wants to publish a children's book explaining the transistor, a University of Illinois physics student and a historian from Harvard want information. I worked on the transistor display at the Pacific Science Center in Seattle, and on and on."

Brattain's mail box at Whitman is usually bulging. Autograph collectors, students, researchers and admirers write from all over the world. There's a letter from behind the Iron curtain written in German, letters from Sweden, and numerous others.

"It's very time consuming," Brattain said, "and a lot of them don't even send return postage."

Brattain props one leg on the edge of his desk and looks out of the window to the center of the campus where students are hurrying to class.

"I guess the best way to sum it all up is to say that to be able

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to spend one's life and earn one's living as a research scientist is a privilege and I'm grateful to have had the opportunity."

EASTON, PA
EXPRESS
FEB 14 1980

How they voted

AIRPORT NOISE — The House approved, 285 for and 122 against, legislation relaxing Federal Aviation Administration rules to tone down noisy aircraft. The vote adopted a conference report later approved by the Senate and sent to the White House.

The bill (HR 2440) extends compliance deadlines for most two-engine and three-engine jets, while essentially retaining FAA deadlines for four-engine craft. It is a compromise between airlines which said retrofitting to muffle noise is too expensive and spokesmen for residents who live close to airports.

Members voting "nay" favored tougher FAA noise-control standards.

Kostmayer voted "nay."

Ritter, McDade and Courter voted "yea."

INDIANA, PA
GAZETTE
FEB 6 1980

Noise Rules Relaxed By Bill

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983.

Mysteries of sound

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But often times we have only ourselves to blame.

A pamphlet issued by the Environmental Protection Agency (EPA) on noise pollution told me a lot I didn't know.

All of us have known for years that loud noises damage hearing irretrievably. But that is only part — and perhaps a small part — of the story.

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Some of the physical effects of exposure to high noise levels which researchers have found, EPA says, are heart and blood-pressure reactions, high cholesterol, insomnia, irritability and possibly violent behavior.

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florence
schaffhausen

adults in a noisy situation, is that warning shouts may not be heard when a dangerous situation develops on the street, on the job or in the playground.

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There are few more intriguing mysteries than sound.

Florence Schaffhausen is a staff writer for the Daily Intelligencer in Doylestown. She writes frequently about the environment.

Residents fight noise at neighborhood garage

By JACK SMYTH
Of The Bulletin Staff

A Rhawnhurst man said yesterday that noise, broken sidewalk, fencing materials and equipment have united the residents of the 1800 block of Mower st. against a neighborhood businessman.

Bernard Rappaport, of 1834 Mower st., appeared at a hearing of the Philadelphia Zoning Board yesterday to protest the use of a garage, owned by Paul Sokoloff of the Philadelphia Fence & Supply Co., 7814 Castor ave.

"I think he joined the whole block together," Rappaport said. "When I took petitions around, everybody was glad something was being done."

Sokoloff, who has leased the ga-

rage for more than seven years, claimed he didn't realize storage is not permitted in residential areas. Now he is seeking a zoning variance.

But noise and congestion resulting from tractor-trailers unloading the materials are what the residents are protesting, Rappaport said.

"When they drop those 20-foot poles, they ring and you can hear them for two blocks," Rappaport said.

"We have called the police many times and even Mr. Sokoloff to quiet (the workers) down," he added.

Rappaport said the trucks have broken the cement and the sidewalk.

Sokoloff said he hasn't gotten tractor-trailer shipments for two years. He added that if he is in violation of the residential zoning, so are some of the protesting residents.

"Several people on Mower st. have businesses and use their garages to store materials, including Mr. Rappaport, who's an electrician," Sokoloff said.

"If they are doing what you say they are doing, they are in violation just as you are," board member F. Emmet Ciccone told Sokoloff.

Councilman Brian J. O'Neill (R-10th dist) who represents the area, presented petitions bearing the names of 60 protesters.

"They (residents) are totally united and against this, and I'm totally against it and ask you to turn it down," said O'Neill. "This is not the way we operate in Philadelphia."

A spokesman for City Planning Commission also recommended the variance not be granted, but decision was reserved.

It's in the rhythm

Doctor finds a disco can help stuttering

By SAM W. PRESSLEY
Of The Bulletin Staff

Does Donna Summer, the disco singer, have the solution for the more than two million Americans who stutter?

Maybe not. But a Northwestern University expert believes that large, noisy discos can be therapeutic for stammerers. It forces them to virtually shout to carry on a pleasant conversation. And, as a result, they do some of their best socializing in such an atmosphere.

In fact, there are several situations in which stammerers can be fluent, said Dr. Frances J. Freeman, assistant professor of speech pathology at Northwestern in Evanston, Ill.

As famous country and western singer Mel Tillis has demonstrated, almost no one stutters when singing or speaking in a steady rhythm, she said. Stammerers, she added, can also be fluent when they whisper or read aloud with other persons.

"Research has shown that in all of these situations the individual is forced to phonate differently than he or she would under normal conditions," Dr. Freeman said in a recent phone interview.

Discos, she explained, provide two key "fluency-evoking conditions" — a strong, steady beat and a noisy environment.

Dr. Freeman, who for 10 years has been conducting research on the physiological changes that oc-

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cur during stuttering, has helped to develop new therapeutic techniques for stutters.

A member of Northwestern's department of communicative disorders, she terms stuttering "the most fascinating and frustrating of the communicative disorders."

Her research indicates that when people stutter they use their laryngeal muscles (muscles in the voice box) differently than fluent speakers.

She also found the level of muscle activity during stuttering is "three to 10 times greater" than during normal speech.

Armed with such knowledge, modern therapists are using a variety of therapies to teach people who stutter to relax and coordinate their voicing.

"There are muscles in the larynx that open the

vocal folds (located near the Adam's apple) and muscles that close them," Dr. Freeman said. "Stutterers contract both sets of muscles simultaneously during stuttering, resulting in impeded phonation."

During these moments, she said, the stammerer is literally unable to phonate or produce voice.

The causes of stuttering are "tremendously complex," Dr. Freeman explained, but there are reasons to suspect that "predisposing genetic factors" are at least partially involved.

This doesn't mean stuttering is inherited, she added. But some predisposition for the development of stuttering, such as an environment that produces continuous stress and tension, may run in families.

The speech act is the most complex motor behavior man has to perform, she said. It would take about five to 10 textbook pages to describe precisely what happens neurologically and physiologically when a person utters a simple one-syllable word.

She said this kind of motor coordination is adversely affected if the speaker is unable to relax.

The earlier a person receives therapy for such a speech disorder, she said, the better that person's chances of improving his or her fluency.

Dr. Freeman used three methods in her experiments on adult male volunteers who stutter.

One involved electromyography, in which tiny wires are inserted into the muscles of the larynx to record the electrical activity of muscles as they contract during speech.

A second — fiberoptic films — required that a tiny camera lens and light be inserted through the nose and suspended above the vocal folds, allowing the speaker to talk as usual while laryngeal activity is filmed.

In the third method, Dr. Freeman used acoustical analysis of speech that has been electronically represented on paper.

Dr. Freeman said if research continues to progress as rapidly as it has over the past several years, the world may one day achieve what the Prophet Isaiah predicted as far back as 750 B.C.

"The tongue of the stammerers," Isaiah prophesized, "shall speak readily and distinctly."

way to ease the pressure on places like Camden, Gloucester City, Oaklyn, Audubon, Collingswood and Haddon Heights.

With the way things are going in Congress on airport noise control, the DVRPC study may prove to be a critical factor in lowering noise around South Jersey and suburban Philadelphia. Just last week, the House of Representatives agreed to exempt two-engine planes from new engine-noise regulations. That would leave out 37 percent of Philadelphia International's

PHILADELPHIA, PA
THE BULLETIN
FEB 13 1980

Shhh! Airport zone

Sometimes it's hard to get a word in edgewise for the people who live in the east and west flight paths of Philadelphia International Airport. The roar of jets on takeoff and landing is so loud that conversation is impossible, let alone listening to TV or radio, or trying to sleep. Even the dishes rattle at times as the big birds cruise off to someone else's friendly skies.

Airport noise isn't a new problem in Camden, Gloucester and Delaware counties but it's getting a fresh look from the Delaware Valley Regional Planning Commission (DVRPC). The DVRPC is conducting a \$130,000 federally funded study to see if there is some way to turn down the volume at Philadelphia's busy airport. It's a good regional problem for the DVRPC to sink its teeth in.

Part of the DVRPC exercise is to tinker around with something called our "noise footprint." That's a graphic representation of where airplane noise is worst. Because 72 percent of all major flights make their long, low descent on a westerly tack, the noise footprint over South Jersey probably looks like it was made by the Jersey Devil. We hope DVRPC can recommend some

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daily flights — a potentially noisy squadron of 136 planes.

Federal officials are reluctant to demand changes in the two-engine planes since many are in commuter work and represent the only service available to some communities. Some smaller operators say the cost of the modifications could put them out of business.

DVRPC is studying two strategies that don't involve modifications to airplanes: new landing and takeoff methods, and limiting development in the flight paths. The latter probably is the

toughest to implement successfully, given the complexities of making any land-use rules stick. But modified flight techniques — partly in use already — could fill a gap left by Congress' frail-hearted approach to regulating airplane noise.

It's the people living in places like Eddystone and Chester who will have to live with the noise. For their sake we hope the DVRPC study, when its recommendations go to Congress in November, will offer more effective remedies.

PHILADELPHIA, PA
SOUTHWEST GLOBE-TIMES
JAN 16 1980

PAC Urges Plane Noise Complaints

By Barbara Farley

A plane, flying low because of a cloud cover blanketing the Eastwick area, swoops over Elmwood Park, and a man shaving, startled by the noise, is a victim of "gotcha".

A young mother in Penrose Park must lull her young children back to sleep during the night, after they have been awakened by the drone of a plane flying over the community on its way to Philadelphia International Airport.

In the past, victims of airport-related noise probably would have suffered in silence. Now, however, there is a toll-free, 24-hour a day hotline to receive area residents' complaints about aircraft noise problems.

This service, available seven days a week, enables residents who telephone 1-800-4245145 to register complaints with the Delaware Valley Regional Planning Commission. This hotline service, which is scheduled to be in effect until some time in April, has local importance for a number of

reasons. First, in the short run, it provides a professional, technical forum for airport noise complaints. Second, local participation in the hotline will ensure that the Eastwick area is on record as having problems with aircraft noise, and this might be followed up by the in-the-field measurement of actual aircraft noise at a location or locations within the community.

This in-the-field noise measurement is one of a number of steps which will be taken as part of a comprehensive, federally-funded study aimed at identifying the extent and severity of aircraft noise.

The Delaware Valley Regional Planning Commission has been designated by the federal government to administer the \$130,000 grant and conduct and coordinate the study, with technical input to be provided by the Federal Aviation Administration and the Environment Protection Agency.

Working with the more than 40 members of the Noise Study Advisory Team, made up of technical experts and citizens-at-large, are

representatives of the Eastwick Project Area Committee (PAC), including board members, transportation committee members and PAC staff.

These local representatives will be working with other committee members over the next five months to review incoming data and to list and evaluate alternative noise control strategies, some of which may have been tried successfully in other locations, and others which may be newly-developed. The final task will be to participate in the compilation of a draft final report, which will be represented at public hearings in Pennsylvania and New Jersey.

The PAC is eager to participate in this study, not only because of the study's value in its own right, but also because the results of this study will be considered in the upcoming environmental assessment which will be conducted in conjunction with the proposed extension of the north-south runway at Philadelphia International Airport, which carries air traffic over the Eastwick area. The PAC has been

assured of participation on the environmental assessment study team, and will be participating from the onset of that process to ensure that the community is represented in the assessment deliberations.

In the meantime, Eastwick residents who are bothered by aircraft noise are urged to take advantage of the hotline service, and to call the toll-free number immediately when the incident occurs. This will guarantee that Eastwick is on record as being a victim of this form of noise pollution, and hopefully will receive consideration when it comes time to suggest and implement noise abatement programs.

Al Evangelista and Joe Curci of the PAC's Transportation Committee also invite any Eastwick resident who is interested in airport-related issues to assist them in the committee's tasks, including input into the noise study and preparing for participation on the environmental assessment study team. Interested persons are asked to call the PAC office (365-8825,26) for further information.

PHOENIXVILLE, PA
PHOENIX
FEB 7 1980

Roy Dolby:

He Made His Money by Eliminating Noise

By BILL DENSMORE
Associated Press Writer

SAN FRANCISCO (AP) — It must have been a memorable sight.

Ray Dolby, in 1966, inventor, audiophile, physicist, walking the streets of New York City like a medicine-show peddler with some black boxes he said would eliminate unwanted noise from recorded music.

At age 46, Ray Dolby is now the owner of a \$13 million-a-year business. His name is synonymous with noiseless music reproduction.

"Things were really getting pretty desperate," he recalls. "The recording studios just said, 'We don't have any noise problem.'"

Now, nearly every major recording studio in the world contains a series of 1 x 6 x 7½-inch, brushed-aluminum boxes labeled "Dolby System A-Type Noise Reduction." Inside are 520 resistors, transistors, capacitors and other things designed to remove the annoying background hiss from recorded sound.

Dolby, who grew up in Palo Alto, Calif., first tried to sell his invention in London, where he still maintains a factory. Decca Record Co. wanted to buy all the units it could. But their British competitors balked.

"I imagined that the other recording studios would be just as eager, and they weren't," Dolby recalls.

So he sent 30 letters to major U.S. record companies. Immediately, he got two telegrams back. Arriving in New York City, he sold the two firms on his idea. Others were quick to follow.

Fourteen years later, you can't walk into a stereo shop without seeing Dolby's name. In the advertising of Dolby Laboratories Inc., now based here, his name is "the sound of silence."

"Many engineers had thought about reducing noise," says Dolby. "I just thought of a particular way to solve the problem that works. It seemed to me that a problem with the old systems was that the loud sounds were being manipulated along with the quiet ones."

For years, audio engineers had sought the perfect way to eliminate tape hiss, a byproduct of magnetic recording that had plagued the music industry since the 1940s.

Various schemes had been tried. Dolby came up with a system unique in

several respects.

In his system, Dolby says, everything which is done to the music before it is recorded is undone as it is played back. The result, he asserts, is a recording that mirrors the original performance more closely than other systems — with a reduction in junk noise.

Second Dolby's system takes advantage of a peculiar aspect of human hearing. Tape hiss is a high-pitched sound in the same frequency range as cymbals.

When a piece of music with cymbals or brass is playing, the ear fails to hear hiss, Dolby reasoned. Only during quiet passages or periods of silence can the hiss be heard.

So Dolby made his system work hardest during quiet low-frequency passages. Early systems did not take the ear's "masking effect" into account and worked too hard, quashing music along with noise.

For Dolby, devising a way to present recorded music free of hiss and unwanted noise remained a dilemma while he was obtaining a doctorate in physics at Cambridge University studying longwave X-rays.

Then, while in India for the United Nations in 1964, Dolby hit on a way to solve the hiss problem. Years later, he holds several patents individually and his firm holds dozens.

"Inventing," he says now. "It's a skill that some people have and some people don't. But you can learn how to invent. You have to be able to identify the nature of the problem you're trying to solve and strip it down to its barest essentials."

Dolby founded Dolby Laboratories Inc. in 1965 in London. His first module for recording studios sold for about \$2,000. Dolby now makes the same thing smaller and better — for less, at about \$700.

A total of 50,000 professional units have been sold. But the biggest boon has been use of Dolby Noise Reduction in home tape recorders, bought by the millions by consumers worldwide.

"Ray views the labs as his hobby," says Bill Jasper, Dolby's vice president of finance and administration. The labs are phenomenally successful, according to Jasper, but because Dolby owns the firm and carries no debts, the balance sheets aren't public.

PITTSBURGH, PA
POST-GAZETTE
JAN 31 1980

Unhealthy Noise

The miles-long column of noxious smoke, and the invasive, almost incessant roaring drone of U.S. Steel's sintering plant, near Saxonburg, Pa., has not abated in 20 years this plant has been in operation.

Cleverly placed inside the Butler County border, it obviously escapes the attention and interest of the Allegheny County regulatory agencies dedicated to cutting down pollution.

A decade ago, U.S. Steel reduced the red ash emitted from its smokestacks. This pleased the natives, who finding it no longer necessary to scrub this bothersome discolorant from the exteriors of their homes, promptly forgot the matter. But pollution continues, and it is severe, though no longer "red." Every day, one can observe the horizon-to-horizon pall of blackish-gray smoke drifting over the countryside.

But the almost continuous drone of the four huge fans attached to this sintering plant, which can be

easily heard for miles around, day and night, poses not only an aesthetic annoyance, but a definite health threat to the hundreds of inhabitants unfortunate enough to have residences three or four miles distant from the disturbances! The Federal Health Agency of West Berlin contends that continued exposure to loud noise will raise blood pressure, which can lead to strokes.

Although I have brought this matter of noise pollution to the attention of U.S. Steel several times, and to the Environmental Protection Agency as well, nothing has been done to correct the matter. U.S. Steel simply says the decibel level is within "acceptable" levels. We who must suffer do not hold this provoking roar "acceptable" when it can be clearly heard miles away in a tightly closed brick home, with the radio going!

It is regrettable that such an intolerable situation exists so near Pittsburgh, and scarcely anyone is aware of it--or cares!

JOHN P. BESSOR

Butler

PRIMOS, PA
TIMES
JAN 23 1980

Hot line set up for noise calls

Residents who live in Delaware County communities close to Philadelphia International Airport, and are bothered by aircraft noise now have a sounding board for their complaints.

The Delaware Valley Regional Planning Commission has set up a toll-free telephone hot line to receive and record residents' comments. Operators will be on duty 24 hours a day, seven days a week for the next four months to field complaints, which will be forwarded to the airport and the Federal Aviation Administration.

Residents wishing to voice complaints may dial 1-800-424-5145.

The hot line is part of a larger study of aircraft noise at the airport. John J. Coscia, the planning commission's environmental planning director, said the commission received \$130,000 under a section of the Quiet Communities Act of 1978 to determine the extent and severity of the aircraft noise problem.

The yearlong study will review and evaluate alternative solutions to the problem and present the findings to local community officials and the airport operator. A report describ-

ing the severity of the problem and recommended noise abatement strategies must be developed and submitted to Congress by November.

READING, PA
EAGLE
FEB 9 1980

Bill Relaxes Noise Rules

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

SCHUYKILL HAVEN, PA
CALL
JAN 31 1980

Snow blowers noise hazardous to hearing

Snow blowers can save hours of winter shoveling, but some models can generate sound levels that could be hazardous to the human hearing mechanism if exposure is continuous or prolonged, warns the Beltone Crusade for Hearing Conservation.

SHIPPENSBURGH, PA
NEWS-CHRONICLE
JAN 24 1980

Railroad signal bell causes disturbance

By DONNA CATERINI
Staff Reporter

The Public Utility Commission (PUC) is currently investigating the railroad crossing at the intersection of Earl and Burd streets, Shippensburg, to determine whether the clanging bell signal should be replaced with flashing lights.

In the meantime, because the clanging bell has malfunctioned and disrupted residents' sleep by operating all night long on occasion, local police have arrested Conrail's district representative.

A. G. Lebemann III was arrested Jan. 10 for disorderly conduct. Shippensburg Borough Acting Police Chief Michael Lynch said the charge stems

from continual clanging of the bell on that date.

On Jan. 1 and Jan. 3, Lynch contacted Lebemann about the problem. "I wrote him a letter and told him about the bell clanging and said that if it wasn't corrected, he would be charged. So I arrested him," Lynch said.

Conrail's attorney called Lynch yesterday and requested an arrest

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hearing, which will be conducted before District Justice Violet Cassner of Shippensburg.

"I intend to pack the hearing room with witnesses," Lynch said, explaining that he plans to subpoena persons who have lodged complaints with the police about the bell clanging.

Borough Manager Walter Smith said he has received complaints about the bell clanging at the wrong times since 1973.

Sometimes the bell keeps clanging, even after the train has passed through, Smith said. Then, it got to the point where the bell would start clanging when a train wasn't coming through.

Earlier this month, some residents called Smith because the bell started clanging in the late evening and continued to the next morning.

Smith said the Conrail repairperson arrived at the scene overnight and then returned the next day during early evening hours.

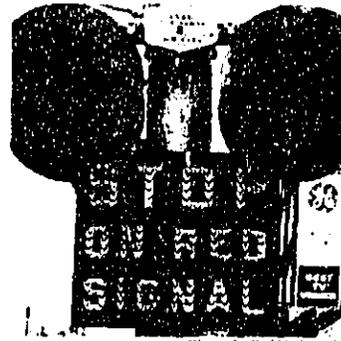
The PUC met with Conrail, PennDOT and Borough officials to discuss replacing the clanging bell with a flashing light system.

According to Smith, a representative of the PUC inspected the intersection and said that a flashing light system would be the best solution.

One resident of the area in question commented that the bell clangs continually once or twice a week. She said

that repairs only offer temporary relief.

"You can hear the bell and feel the vibrations from it," she said, adding, "This is harassment and disturbing, especially to people who have to get up for work in the morning."



Photos by Debbie Greaser

Train signals

A malfunction of the railroad signal bell, left, at the intersection of Bard and Earl streets, Shippensburg, has caused the bell to clang continually at times, even when a train is not crossing. PUC representatives are considering correcting the problem by requiring the installation of flashing light signals, right, similar to the ones at the square.

SUNBURY, PA
ITEM
JAN 21 1980

80-page offset press — another Daily Item milestone

There are low dull days in producing a daily newspaper, but today was especially exciting for those of us who produce it.

We hope it's equally rewarding for you, our readers.

Today marked another major milestone in Daily Item history when James H. Ottaway Jr., president of Ottaway Newspapers Inc., and other Ottaway officials and area dignitaries helped Daily Item President and Publisher Milton D. McLean "push the button" on our new and unique 80-page TKS offset press.

What's unique about it?

It's the first totally enclosed, noise pollution control newspaper printing press on line in the nation. A similar in-

stallation is currently under way at the Washington Post and several units are planned for some Wall Street Journal printing plants around the country.

Along with our new press, which will greatly improve the printing and reproduction quality for our readers and advertisers, today marks the beginning of a newly designed Daily Item which will feature improved indexes; our four-county map as a section page theme; more use of "spot" color; a newly designed "Contemporary Living" section label to replace the "Family Life in the Valley" label; a new City/County label; completely standardized "standing" headlines for easy identification of popular features of The Daily Item.

When all the "bugs" are out and the new press is humming smoothly, we will be providing our readers with occasional news photos in full process color as well as full process color advertising. We plan to increase the frequency of the "Op-Ed" or opposite-editorial pages to provide more space for columnists and opinion features; increase the frequency of "business" news pages and other features.

Beyond all this, we will constantly strive to produce the kind of newspaper that will not only bring our readers what they want to know of the world about them, but will help them find what they choose to read with greater ease and will offer information and service to help

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them cope with today's ever changing world.

Today, we not only pushed the button on a new, 80-page offset press with a number of new design features; we did it in a new 22,140-square-foot building in the Sunbury redevelopment area off Raspberry Avenue.

The new building, accommodating the press, newsprint storage and circulation delivery facilities, represents The Daily Item's strong faith in the future growth of the area and its desire to continue as a vital part of that growth.

Together, the new press and the new building represent a \$3 million investment in the future.

The News, Display and Classified Ad-

vertising, Composition, and Accounting Departments, together with the main business office, remain at 200 Market St.

Producing a newspaper is a fascinating and perplexing business. It is more fascinating with the advent of our new offset press and its full process color capability.

We want to share this milestone in the history of a strong Central Susquehanna Valley tradition with all of you and will announce plans for a public open house at a later date.

In the meantime, we invite your suggestions, comments and criticisms and hope our "new" Daily Item will be a new and worthy product for you.

YORK, PA
DISPATCH
JAN 23 1980

NOISE CONTROL NEAR FOR CITY

**Police Ask Public's Help
to Identify Problem
Areas**

The city's noise control program should be rolling in about a month, but first the City Police Department wants residents to tell them where and when noise problems exist.

City Police Lieutenant Dennis McMaster, coordinator for the noise control program, says he is

currently studying sample noise control ordinances from other communities.

"But we are looking for things that will be particularly helpful to our citizens," McMaster says.

Although the city already has a code ordinance that sets noise levels in residential, commercial and industrial areas, McMaster says the current ordinances don't address many of the real problems.

Residents wishing to inform the department of a particular noise problem can call the Community Services Division at 845-3229.

YORK, PA
DISPATCH
JAN 24 1980

Prevention Campaign

Noise Crackdown: Control First Concern

Noise addicts in the city still have time to correct the problem before a new noise control program goes into effect, says the program's coordinator.

"Our goal is really not to arrest or fine people," says McMaster. "We want to try some corrective measures first."

One of the most frequent complaints received by the police is about loud stereos, says McMaster.

"Often we find people have stereo speakers sitting on hardwood floors against a wall shared with a neighbor," he notes. "You'd be surprised the difference it makes when the people move the speakers and put a swatch of carpet under them."

"It may also be time to see a mechanic about that muffler problem."

No matter what the noise problem is, now, not later, is the time to think about correcting it, not only to avoid legal hassles, but also to prevent some very real health and social problems, says McMaster.

"We are interested in noise prevention because noise also causes serious problems," he says. "It can cause hearing loss. There's evidence it causes high blood pressure and the resulting strokes and heart attacks.

"It can cause some kinds of mental disturbances. It causes fights in the neighborhood. It can even be a learning handicap in schools in high noise locations."

So keep it down and start now to become more conscious of the problem, says the coordinator.

ARLINGTON, VA
SUN
FEB 5 1980

Concorde Suit Dropped

FAIRFAX — The board of supervisors Monday gave up its fight against Federal Aviation Administration regulations which allow Concorde flights in and out of Dulles Airport.

The supervisors voted 6-2 not to pursue legal action, in light of a one-sentence decision by the U.S. Court of Appeals Jan. 23 turning down the county's petition

for a review of the FAA standards. These regulations, which went into effect in June 1978, exempted the 16 Concorde airplanes built by that time from the noise limits set for other supersonic planes.

Supervisors Martha V. Pennino and Marie B. Travesky voted to continue the legal challenge, citing the need to protect residents in the Dulles area

from high noise levels, and to allow future development in the vicinity of the airport.

Concorde service began at Dulles in 1976, with a 16-month trial period set. In June 1978, former Transportation Secretary Brock Adams decided to allow flights by the aircrafts on a permanent basis.—HOOSE

FAIRFAX, VA
FAIRFAX JOURNAL
FEB 6 1980

Board Abandons SST Challenge

By Journal Staff Writer

The Fairfax County Board of Supervisors has dropped its challenge to the Federal Aviation Administration (FAA) over what the county sees as an inadequate agency assessment of SST (supersonic transport airplanes) noise levels at Dulles Airport.

County lawmakers had hoped a Washington, D.C., Court of Appeals would hear their suit against an FAA action exempting the Concorde from noise levels established for other SSTs.

The appeals court rejected the suit last month in a one-sentence ruling.

Noting the rejection, county Board Chairman John F. Herrity said it "would be a waste of taxpayers' money" to pursue the case.

The Board voted 6 to 2 to drop the challenge. Centreville Supervisor Martha V. Pennino and Springfield Supervisor Marie B. Travesky, over whose magisterial districts the SST flies, voted against the motion to end the challenge.

In other action:

- The supervisors asked for a state study of a proposal to shift control of the county's special magistrates, officials who issue search and arrest warrants, from the county to the state.

- A county staff study of the issue has shown that a savings to the county of more than \$600,000 could be realized by transferring control and therefore the expense of supervising the county's 37

full-time and part-time magistrates.

The study also showed, however, that the county could lose the flexibility it now has in controlling its own magistrates. State officials would decide how many magistrates the county would have and what their hours would be. Magistrates are on duty in some areas of the county now on a 24-hour basis.

The Board called for the study in a unanimous vote, including the approval of Lee District Supervisor Joseph L. Alexander, whose father Milton, 71, is the county's chief magistrate.

- The Board called for a staff investigation into what options are open to the county to cut down on sexual assaults. Board members noted the sharp increase in Fairfax County of rapes during the last six months.

- On a motion by Annandale Supervisor Audrey Moore, the Board asked the county attorney to investigate the legality of the county's requiring heavy equipment operators to be licensed.

Moore believes licensing heavy equipment operators will improve on-the-job safety. A number of fatal construction accidents in Northern Virginia have stemmed from deep, improperly shored trenches dug by back-hoes.

The motion was approved over the objections of a number of lawmakers who said licensing was "unnecessary."

Noise Ordinance Faces Amendment

By GARY KEARNS
Staff Writer, The News

Lynchburg's first noise control ordinance, adopted by City Council last August, may be amended soon to permit less restrictive hours.

Councilwoman Joan W. MacCallum this week requested City Attorney William M. Phillips to prepare a draft amendment to the ordinance, changing the measure's effective hours from midnight to 7 a.m. on Friday and Saturday nights.

At present, the ordinance is in effect seven days a week from 11 p.m. to 7 a.m.

According to Mrs. MacCallum, she has been approached by some secondary school teachers in the city who point out the current 11 p.m. deadline is not reasonable.

Dances are often scheduled for secondary school students on the weekend nights, and the teachers say when a band has been hired for such an occasion 11 p.m. is somewhat early for teenagers to pack up and go home.

Mrs. MacCallum feels the one-hour adjustment to the ordinance would be better than for council to have to listen to appeals from various groups and individuals for exceptions to the law.

However, at least three other members of

City Council feel if the ordinance is to be changed, the adjustment should be effective seven days a week and not just Friday and Saturday nights.

Vice Mayor M.W. Thornhill was the first to propose the amendment be effective for the entire week, because some groups schedule gatherings during the week rather than the weekends.

Councilman Curtis M. Coward has no strong feelings on the subject. However, he says, "We can't be carving out exceptions or picking and choosing between different days."

"I guess it would be best to change the law's effective hours to midnight to 7 a.m. for the entire week," says Coward.

According to Coward, council "would be getting into trouble" if it started making exceptions to the ordinance.

Mayor Elliott E. Shearer agrees the law's effective hours should be changed, and the mayor favors making the changes effective seven days a week.

Lynchburg Police Cmdr. C. Michael Glass, who is acting police chief while Chief John K. Swan is out of the city, says the local police have undoubtedly had occasion to enforce the five-month-old noise control ordinance.

But he explains the Police Department has not been inundated with calls concerning noise control, either.

Council adopted the city's first noise control ordinance after being con-

vinced by various citizens that Lynchburg had a noise problem.

At the time, Coward said the difficulties of simply wording such a measure and insuring the law remains constitutional were immense.

According to the ordinance, "The making and creation of excessive, unnecessary or unusually loud noises within the limits of the city of Lynchburg is a condition which has existed for some time and the extent and volume of such noises is increasing."

Last November, Mrs. Robert B. Lloyd, a member of the faculty of Seven Hills School and sponsor of the school's Student Government Association, said she would lend her support to any effort to have the problem resolved.

She is still supportive of any such effort today and plans to write council members, telling them of her sentiments.

"We're planning a spring dance, and I'm in hopes we'll be able to get some help," says Mrs. Lloyd.

She says the ordinance's current 11-p.m. deadline on noise may be fine for small school mixes, but it is not at all reasonable for larger bashes when hands are hired.

"I have contacted a member of City Council and was told we would not be prosecuted unless the neighbors complained.

"But you can't rely on the judgment of neighbors," says Mrs. Lloyd.

City Council is expected to consider a change in Lynchburg's noise control ordinance at a future session.

Tackle occupational health problems, says doctor

By ELISSA VANAVER

Times-Herald Staff Writer

NORFOLK — There are 100 million workers and 4 million workplaces in the United States, but less than 2 percent of all occupational diseases are reported as such.

Dr. Kenneth Bridbord, representative of a federal job health and safety institute, pointed out those statistics to a regional meeting of the National Health Services Corps here recently.

Bridbord and Dr. Kenneth Wagner, who works for the corps in the West Virginia coalfields, challenged physicians to tackle the enormous occupational health problem that exists. But both tempered their exhortations with warnings.

"There are economic consequences when you identify occupational health problems," said Wagner. "Industries are loathe to go searching for problems that will cost them money. Do not expect to be met with open arms."

Still, Bridbord said, the problem can no longer be ignored by family doctors.

An estimated 100,000 deaths are caused by job factors annually, he said, and some researchers believe as much as 20 percent of all cancer can be linked with the exposures.

Part of the problem, said Wagner, is attitude. Medical students are subtly taught that job-related illness is an "oddball" thing. There are fewer than 1,000 physicians certified in occupational health in practice today, added his colleague.

"But people cannot be removed from their work" when considering the causes of their diseases, he said. And because the relationship between a worker and an on-site doctor has political ramifications, the burden of identifying risks will fall on family doctors and other general practitioners.

Wagner said doctors should begin taking occupational histories of their patients at the same time family medical histories are taken. Are there past illnesses which may have been job-related? What are hazardous substances are used at work, and what are the procedures for handling them?

A number of cause-effect relationships have already been documented, Bridbord said. There's hardly a human organ that is not affected by some industrial chemical. For example:

- Lead can cause anemia, kidney disease and problems with reproductive and gastro-intestinal systems.
- Benzene can cause anemia and leukemia.
- Pesticides affect the reproductive and neurological systems.
- Cadmium and organic solvents affect the kidneys.
- Silica, coal, asbestos and cotton dust cause chronic respiratory disease.
- Noise on the job can cause hearing problems.
- Job stress can affect just about any system.

Physicians also need to be aware of the possibility of bystander exposure, Bridbord said. You need not work with a material to be affected by it, and substances brought home on clothing can affect other members of a worker's family.

The only way to distinguish a causal factor sometimes is to keep extensive, long-term records, he said.

"The symptoms are often non-specific," said Wagner. "Welders in contact with zinc fumes may come down with a fever, runny nose or general crummy feeling within six or eight hours. If I didn't know that, I'd tell them to go home, take aspirin, and let it run its course."

"A virus will go away and so does this ('metal fume fever'), but unless we recognize the occupational factor, we'll never get anywhere."

Wagner encourages physicians to keep in touch with unions, to identify people at risk from certain substances and learn the processes used in industry.

Educational programs for workers are one way to tackle the problem, and

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personal tours of worksites will give doctors a better idea of what they are doing when they "send someone back to work," Wagner said.

Bridbord said the National Institute of Occupational Safety and Health will inspect a worksite on request by employers, employees or physicians who believe unsafe conditions exist.

Occupational disease is the "single largest public health problem that doesn't have a strategy for dealing with it," Wagner said, so physicians should begin attacking on all possible levels.

NORFOLK, VA
LEDGER-STAR
JAN 30 1980

Beach charter change on jet noise dropped

By JERRY ALLEY
Ledger-Star Richmond Bureau

RICHMOND — Del. Glenn B. McClanahan has laid to rest—at least for a year—a proposed change in the Virginia Beach city charter that would have required sellers of real estate to inform buyers if their homes were located within the flight pattern of Navy jets from Oceana Naval Air Station.

McClanahan said the Virginia Beach Board of Realtors had agreed to voluntarily give such information to prospective buyers, and the charter change won't be necessary as long as the real estate people keep their promise.

McClanahan said the real estate industry has agreed to begin informing people about the noise zones around Oceana by the end of February.

The jet noise has been a controversy in Virginia Beach for years. People buy homes and then find that night flights cause them to lose sleep and, in general, get on their nerves.

The Virginia Beach City Council asked McClanahan, one of the city's delegates, to introduce the charter change. McClanahan was prepared to do that until the real estate industry said it would prefer to inform people voluntarily, rather than being forced by law.

"Hopefully it will work. If it doesn't we will bring it up again next year," said McClanahan.

He said the voluntary cooperation of the real estate sellers would "accomplish the same thing as a law."

"They (the home sellers) would have to advise buyers what the noise zone is. They would have to show them a map. About 6,000 maps have been delivered and they (the real estate agents) have promised to begin using them by the end of February," McClanahan said.

Asked whether real estate interests had lobbied against the proposed charter change, McClanahan replied: "Not particularly. But they did want to do it on a voluntary basis rather than have it mandated."

McClanahan said he had talked with David Grochmal, assistant city manager in Virginia Beach and the liaison between the city government and the General Assembly, and he had accepted the voluntary procedure.

"If it's not fully done I'll support legislation to require it next year," he said.

"It seems to be a satisfactory arrangement from the city's standpoint. I haven't talked to members of the City Council, but I would hope they will agree. I don't know of any reason why they wouldn't."

Under the voluntary arrangement, prospective buyers of homes near Oceana Naval Air Station will be shown on a map where their property lies in respect to the naval facility. They must be told they are in a noise zone, McClanahan said.

City councilmen's reactions to McClanahan's move ranged from outright disgust to a wait-and-see approach.

"We have tried the voluntary disclosure system and it didn't work," said Councilman Donald Merrick. "That's why we asked to make it law."

"The thing that concerns me is this voluntary action does not affect everyone who may be selling over there," said Council member Barbara Henley. "There are builders, out of town real estate sales people and even local sales persons who are not members of the Virginia Beach Board of Realtors."

"The problem with the voluntary effort is it only affects members of the Realtors board and it also gives no actual recourse for the innocent buyer," said Council Member Meyer Oberndorf. "I had great hopes that this was going to work out to protect the buyers and the real estate sales people, but the law will apparently continue to read 'let the buyer beware.'"

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Councilman R.L. (Buddy) Riggs said, "There appears to be little recourse for the innocent victims. There is no real penalty or assistance available. This could really hurt the image of the legitimate Realtor."

Vice Mayor J. Henry McCoy said, "I'm surprised because it was not an unreasonable law. Now the good and ethical Realtors will disclose, but a few people still avoid disclosure."

Councilman John Baum said he will withhold comment until he discusses the matter with McClanan when council meets with the legislative delegation Thursday night.

Virginia Beach Board of Realtors president Dorcas Helfant said today the pro-

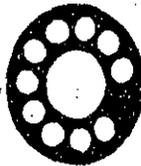
fessional association will distribute noise and crash zone maps to its 2,742 members this week. Ms. Helfant said the board will ensure any member who violates the disclosure agreement, and also report all non-disclosures to the Virginia Real Estate Commissions.

"We will not be able to impose the disclosure action on anyone, however, we will cooperate with any home buyer who files a grievance with our organization," she said.

Ms. Helfant said the cooperative measure will have little effect on persons selling real estate who are not members of the organization.

The voluntary effort will include property sales and leasing.

NORFOLK, VA
LEDGER-STAR
FEB 1 1980



**HOT
LINE**

622-6696

Hot Line solves problems, gets answers and cuts red tape. Dial 622-6696 or write Hot Line, 150 W. Brambleton Ave., Norfolk, Va. 23501.

The noisy neighbor

Q. Does Norfolk have regulations regarding disturbing neighbors at certain hours of the night or wee morning?—E.J. and J.B.

A. Yes. Norfolk has a regulation numbered Sec. 31-48 and titled "Noise generally."

The regulation, provided by the City Attorney's office, says:

"It shall be unlawful for any person to create any unreasonably loud, disturbing and unnecessary noise in the city, and noise of such character, intensity and duration as to be detrimental to the life or health of any person or to unreasonably disturb or annoy the quiet, comfort or repose of any person is hereby prohibited."

The regulation lists the sounding of automobile and motorcycle horns and the playing of television sets, radios or phonographs as ways to "annoy or disturb the quiet, comfort or repose of persons in any dwelling ..."

It provides a fine of not less than \$5 nor more than \$25 for conviction on a first offense, and increasing fines for subsequent conviction.

CHARLESTON, WV
MAIL
FEB 8 1980

Belle's Bells

Church's Ringing Sparks A Noisy Controversy

By JOHN LUTTERMOSER
Of The Daily Mail Staff

Darlene Miley says the bells rattle her windows.
Charles Kayser says he likes them.
James Shaffer says he can't sleep, and he's mad enough
to hire a lawyer.

The Rev. Robert Maring says he feels like a minister
with a church next door to Madalyn Murray O'Hair's house.

The bells of Mt. Juliet Methodist Church in Belle — in-
stalled last year in memory of a 20-year-old Sunday School
teacher who was killed in an automobile accident — have
caused a controversy. How big the controversy is depends
on who you talk to, although it was discussed at a town
council meeting Tuesday night.

Maring says that Shaffer, the church's next door neighbor
to the west, is a one-man movement.

"If it weren't for Shaffer, any other opposition would
have died down," Maring says. "But he's just gone hammer
and tong after it, any way he can. Shaffer has an obsession
with this thing, apparently."

"I kind of feel the same way about that person that I felt
about Madalyn Murray O'Hair," Maring says of the famous
atheist who led the movement to ban organized prayer in
public schools.

"One person screaming and screaming, and finally every-
body listens to the scream and the majority is put down."

But Shaffer says there are "dozens" of people opposed to
the bells, which ring every half-hour from 8 a.m. to 8 p.m.
"They won't stand up for it," he says. "The first time my
wife and I went to the council meeting, we were the only
ones to oppose it."

"It's just a hardship and a burden on
people, and I don't see how a Christian
could do it."

The church's other next door neigh-
bor is Kayser. "Personally, I like
them," he said. "They're no louder than
any other church bell, I don't think.
They don't bother me any."

Mrs. Miley, who lives two doors down
on Shaffer's side, says the town's noise
ordinance isn't strong enough to give
those who oppose the bells an option
other than the lawsuit threatened by
Shaffer.

"No one can do anything until you
sign out a warrant," she said. Since the
maximum penalty is a \$50 fine, "They
pay their \$50 and keep ringing their
bells."

You might think, from the way the
neighbors line up, that the bells are
louder on the east side. But Maring says
it's just the opposite.

"We disconnected the speaker on
Shaffer's side of the church," he says.
"We did that in early December."

William Brown, who bought the
chime system in memory of his daugh-
ter Tammy, says he did that himself.

"I felt that he had a legitimate com-
plaint to start with," Brown says. "The
house is right underneath it."

Brown paused for a second, fighting
back tears. Recovering, he spoke in an
even, normal tone.

"After she was killed, we decided to
give the church something in memory
of her," he said. "We asked the preach-
er what he thought, and he said, 'Well,
did you ever think about chimes?'
About two people out of the whole town
are complaining about it."

He smiled. "You can't please ever-
yone, that's for sure."

PARKERSBURG, WV
SENTINEL
JAN 23 1980

Check Begins On 4 Routes Of Alternates

By SANDRA STANAR
Sentinel Reporter

MARIETTA — Residents driving along any one of the four remaining alternatives for the relocation of Route 50 may soon notice some activity as environmentalists test the locations. William Vocke, environmental planner for Howard Needles Tammen & Bergendoff, revealed during a policy board meeting of the Wood-Washington Wirt Interstate Planning Commission Tuesday.

COLLECTING DATA for an environmental-impact study for the four alternatives, Vocke said, is a major step toward deciding upon an alternative.

"We're just beginning to collect information for the project and will follow national guidelines set up for the evaluation of the information," said Vocke. "We will be visible in the community. People will probably see us out in the field collecting information."

Among factors to be considered in the EIS are air quality, noise, socioeconomic conditions, water quality and vegetation and wildlife.

"Noise levels will be examined along the proposed routes and projected noise levels for the alternatives will be established," he said. "We should be ready with the entire study by the end of June."

"The EIS is an integral part of determining which alternative would be best," said Vocke. There is the possibility that one or more of the four alternatives may be disqualified due to environmental factors.

"IF IT SHOULD happen that for some reason an alternative would not be environmentally sound, justification for the decision to go ahead with that route would have to be presented," he said.

Among the decision making bodies responsible for choosing an alternative are the West Virginia Department of Highways and Ohio Department of Transportation.

"If an alternative did prove to be unacceptable on the basis of the EIS, I think the decision makers would reject it," he said.

In other business, evaluation criteria for the determination of the final alternative were approved by the board with a few changes in wording.

Since the criteria were approved, project consultants Dalton, Dalton and Newport will now begin studying the alternatives and their impact on the entire surrounding transportation system.

REGION IV

ALABAMA, FLORIDA, GEORGIA, KENTUCKY
MISSISSIPPI, NORTH CAROLINA,
SOUTH CAROLINA, TENNESSEE

BIRMINGHAM, AL.
POST-HERALD
JAN 24 1980

Birmingham is selected for noise pollution project

The National Urban League has chosen Birmingham as one of 10 cities to participate in a noise pollution program.

"We want people to know that high noise levels can cause hypertension, interfere with speech and thought patterns, and cause temporary and permanent hearing disabilities over a period of time," said Dwight A. Burgess, head of the local Urban League

chapter, which will administer the program.

The program, which will begin next month, includes providing information that is expected to make residents better able to avoid physical damage resulting from noise pollution and audio-visual materials on noise pollution.

Its purpose is to inform citizens of the environmental and detrimental effects that noise pollution can have/

BOCA RATON, FL
NEWS
JAN 20 1980

One man's noise is another man's quiet

By Melinda Robinson
News Staff Writer

WEST PALM BEACH — It seemed so simple to County Commissioner Peggy Evatt. All she wanted was a "disturbance of the peace type ordinance."

She wanted it to keep county residents from playing loud stereo music at all hours or using screaming shop equipment at midnight. It was supposed to give residents a way to complain if dogs won't stop barking by dawn.

Instead, she got a long explanation from the county attorney's office — stuff about noise meters and decibel levels and training sheriff's officers to use them.

"This is so far off from what I had in mind," said Mrs. Evatt in Thursday's county commission workshop.

"I wanted a simple disturbance of the peace type ordinance and we get bogged down in all these legalities," she said, shaking her head.

Assistant County Attorney Larry Griffin told her the sheriff's office tells complaining residents there is no regulation, but that's not so.

There is an extensive noise ordinance incorporated into the county's zoning code, he said. The sheriff has the authority to enforce it, but apparently chooses not to because it has low priority with other law enforcement problems, said Griffin.

There are problems with enforcing an ordinance like that, said Commission Chairman Dennis Koehler. Noise, he said, "is a very personal, subjective thing."

"Loud music may be noise to one person, but not to another. That's why it's hard to come up with a technological solution," said Koehler.

Commissioners agreed to order County Administrator John Sansbury to meet with representatives of Sheriff Richard Wille to outline the county's zoning code with respect to noise limits. That should take care of the problem, they said.

BRADENTON, FL
HERALD
JAN 28 1980

Letters from readers The airport has to go

EDITOR:

In her letter of Jan. 14, Ms. Davis is not too sure which did come first — "the chicken or the egg." Thus, I proceed to enlighten her.

I own a house in Whitfield Estates that was constructed in 1926. In the abstract there is a plat of the original plan for construction for the west side of U.S. 41. This plat was approved by Manatee County on Jan. 12, 1926.

Later the east side of U.S. 41 was platted over to the club house of Sara Bay Country Club and thus began the construction of the houses with the Spanish style architecture, which was so prevalent in the late '20s before the crash of 1929.

The first flying field in Sarasota was Lowe's field, and this field was located at the junction of Oriente Avenue and 12th Street. The city fathers of Sarasota invited National Airlines to include Sarasota on their routes north and south to Tampa and Miami which they did in 1937. National finally withdrew from servicing Lowe's field because of the grass strips used for landings. Thus the city fathers began to look for a more ample location wherein better runways could be installed.

The present site was selected and with the cooperation of Manatee County, the land was purchased. With the help of grants from the federal government and the W.P.A. work began on leveling the airfield in late 1938. There had been some drainage ditches constructed on this tract prior when land near the present U.S. 301 was platted and streets were laid-out there. The aerial photos clearly show this platted area which also extended to the west side of the present site of Jones Aviation.

After leveling of the field by the W.P.A., there was some civilian aircraft out of the

facility, but with advent of World War II the Army Air Corps decided to make this a training facility for B-17 bomber crews. Asphalt runways were constructed and it was found that these runways were not adequate for heavy bombers. Thus the airport was converted to a fighter training base. All of the old buildings were erected by the USAAC which became the USAAF and then the USAF.

Civilian flying was not resumed until sometime in 1946. I cannot discover a date when National resumed flying into our present facility now known on your baggage tag as SRQ.

So, Ms. Davis, there was a respite from the excess aural disturbance for many years before people in Whitfield Estates began to protest about the sounds emanating from runway 31-13.

The current hue and cry was a loud undercurrent until we found that we were to have three new airlines operating out of SRQ. The manager of the facility has admitted to 46 takeoffs per day and we suspect that there are more with some of the schedule changes.

So we in Whitfield Estates feel free to continue the noises and the cry and the fevered pitch above moving the airport. What is in the back of our minds is who and what will be wiped out by a disaster at this airport.

My personal opinion is that the airport has to go — out of business that is! With the advent of the interstate we won't need an airport at Sarasota. I have said it before, and I repeat: "Once the interstate is open I would rather fly out of Tampa."

David M. Arnt
Sarasota

BRADENTON, FL
HERALD
FEB 3 1980

Rural folks don't want it, either

EDITOR:

I would like to ask a few simple questions regarding your opinion and that of some of our other local people.

If the Bradenton-Sarasota Airport is so noisy and dangerous to the people in its vicinity now, what is going to make it any safer by moving it to the eastern part of the country?

Do you think we out here are just country-bumpkins who will sit back and accept this? We out

here have as much money invested in our homes as most do in Whitfield Estates and we won't sit back and watch it go down the drain.

Also I believe it would be a grave financial mistake to spend all that money when we have Tampa airport so close.

You will certainly be hearing from me and many of my neighbors before this airport is moved.

Also I would hope the next meeting to discuss the airport future would be held in the evening so working people could attend.

Dan H. Wright
Bradenton

FT. LAUDERDALE, FL
NEWS
FEB 7 1980

How rock wrecks your ears

By Michael Segell

Holling Stoor

Ted Nugent once played a concert in Kansas City that was so loud he received complaints from farmers who lived 10 miles away. Now, if the Motor City Madman's high end made the heifers low way out there, you can imagine what it sounded like to Nugent, who was standing less than a foot from the amplifier that was producing those "overwhelmingly beautiful decibels."

Overwhelming, yes. "I guess I noticed it about 10 years ago," Nugent said. "I couldn't hear people talking on my left side when there was background noise, and I had trouble hearing on the phone through my left ear. But it wasn't surprising. When it comes to playing loud, I got an attitude of overkill."

Nugent discovered that he had suffered a hearing loss of nearly 20 percent in his left ear, and now wears earplugs during his concerts. "It hasn't gotten any worse since it was diagnosed," he said, "and it's really not all that bad. It doesn't interfere with my music or hunting.

Disco or rock and roll music can impair your hearing — if you consistently listen to it at 115 decibels or louder. Worse, hearing loss is not detectable until it is permanent.

I'm still the first to hear a pheasant sneaking across the gutter."

Nugent's hearing loss may, in fact, be more related to his sport shooting than his guitar. But that didn't make much difference to concerned audiologists in the late '60s and early '70s. Armed with statistics that showed, for instance, that a significant percentage of freshmen entering the University of Tennessee displayed high-frequency hearing impairment, researchers began to show up at rock

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concerts with banks of testing equipment. They measured the hearing thresholds of musicians and fans before and after exposure to amplified sound and, as expected, rock and roll, already blamed for a host of other social ills, was tagged as the culprit.

The hue and cry that reverberated throughout the scientific community prompted a wave of legislative attempts to restrict sound levels in recreational establishments. Several cities, including Los Angeles, adopted a model noise ordinance requiring concert halls and nightclubs to post a sign warning patrons of hazardous sound levels.

Recent studies, however, including several conducted by researchers who were among the first to ring the sonic death knell for rock musicians and fans, contradict the negative findings, extending the controversy. While nearly all researchers agree that overexposure to amplified music is dangerous — the New York League for the Hard of Hearing found that more than 30 percent of the disco DJs in New York have suffered significant hearing loss —

audiologists now claim it is just one of many modern environmental noise sources that can impair hearing. Which means that exposure to Nugent may be no more hazardous than exposure to factory noise, the roar of a snowmobile or the high-pitched screams of food processors and vacuum cleaners.

Almost everyone who has attended a rock concert or discotheque has experienced a temporary threshold shift in hearing, or an inability to detect weak sounds. The decreased sensitivity may last for minutes, hours or days and is often accompanied by a ringing in the ears. The ringing may be an indication that damage has occurred to the hair cells in the inner ear, which are part of the sensory apparatus that converts me-

CONTINUED

chanical stimuli -- noise -- into neural impulses. The damage may be minimal, but repeated exposure can result in a permanent shift, for which the only remedy is a hearing aid.

"The nerve endings are destroyed, physically torn apart by noise assault," said Dr. Thomas H. Fay, director of speech and hearing at Columbia-Presbyterian Medical Center in New York. "If you can just picture tossing a bomb randomly into a telephone switching-exchange building, then you can see the randomness of damage. You haven't the faintest idea what connections and relays are going to be destroyed."

Overexposure to noise sometimes causes tinnitus, the ringing in the ear that can disappear in a short time or follow you to the grave. "Too many people have gone and jumped out the window after they've been told they will have to live with that," said Dr. Fay.

Many rock musicians and audience members have suffered some sort of damage to the ear. But there is a considerable range of opinion on whether amplified music by itself can cause this damage. Among the variables considered by researchers today are the source of sound (live concerts, earphones or home stereo equipment), length of exposure versus recovery time, a subject's history of industrial noise exposure, drugs in the body, individual sensitivity, and even the attitude a person brings to his listening experience.

William F. Rintelmann, professor and chairman of audiology at the University of Pennsylvania School of Medicine, recently provided researchers with the first longitudinal study of noise-induced hearing loss among rock musicians. Beginning in 1967, he screened 150 musicians to arrive at a sample of 42 who had a clean otological history, that is, no chance of hearing loss for reasons other than music. Forty of these musicians in 1967 showed no sign of hearing loss. In 1971 he called back 10 of the musicians for further testing and found that their hearing had not changed. By 1975 his sample was down to six musicians.

"We found over a seven-year period that four of the six musicians'

hearing had not changed" Rintelmann said. "One musician showed a very mild high-frequency loss, but it was still within normal limits. The other had a slight hearing loss. That leads us to say that there's a certain amount of susceptibility to noise damage from rock music, but it's not dramatic."

Rintelmann also studied a group of 120 college students, equally divided among regular and infrequent listeners of rock music. He found no difference in the hearing of these two groups.

Many of the negative conclusions reached in the early 70s resulted from comparison of concert sound levels with federal workplace noise standards. According to guidelines adopted by the Occupational Safety and Health Administration in 1970, an American worker cannot receive a noise dose of over 90 decibels (db) for more than eight hours a day. Because the decibel scale is logarithmic, 93 db is twice as loud as 80; a hundred db is twice as loud as 90. The daily noise-level limits, then, range from 90 decibels for eight hours to 115 db for 15 minutes.

Applying those standards to sound levels measured in studios, concert halls and discos may have gotten researchers off to a false start. Many found that concert sound levels peaked higher than 120 decibels, which approaches the threshold of pain. However, most of those readings measured peak sound level rather than equivalent, or average, sound level. According to Peter George, an engineer with Acoustic Noise Control consultants in New York, "heavy metal" music averages in excess of 110 decibels, stereos put out as much as 110 db and more, and discos reach peak levels in excess of 125 db. By workplace standards, a concertgoer or musician should only be exposed to 105 db for a maximum of one hour daily -- considerably less time than the average double-billed concert.

All researchers agree that the dangers are real. Worse, hearing loss is not detectable until it is permanent. Which means that the individual rock and roller will have to decide for himself about ear protection.

Community Noise Counselors Program

The National Urban League has been awarded a \$97,662 federal grant for an information program aimed at helping citizens deal with noise pollution problems. It will operate in 10 cities.

The grant, awarded by the U.S. Environmental Protection Agency-Office of Noise Abatement and Control, will fund the NUL's Community Noise Counselor Program through mid-July of this year.

"The program's purpose is to educate citizens, especially those in low-income minority communities, of the environmental and sometimes detrimental affects that noise pollution can have on their lives and well-being," according to Henrietta Barbour, who heads the program at the NUL's headquarters in New York City.

"Many people are unaware that high noise levels can cause hypertension, interfere with son's speech and thought patterns, and can cause temporary and permanent hearing disabilities over a period of time," Ms. Barbour explains. "People living near loud levels of noise—major traffic thoroughfares, construction sites, trains, subway stations and airports—tend to be most affected."

The Community Noise Counselors Program has six goals. They include: Provide information on noise and noise control to residence in each of the cities so that they will be better able to avoid physical damage resulting from the hazards of noise.

Provide 10 low-income minority people (55 and older) with jobs, training and the resources neces-

sary to supply noise information to their local communities.

Develop and demonstrate effective techniques and approaches that can reach citizens and that can provide feedback information for the Environmental Protection Agency-Office of Noise Abatement and Control.

Compare effectiveness of professional noise control advocates who work in public agencies with that of lay counselors who work independently.

Design, develop and produce instructional and audio-visual materials on noise pollution.

Provide citizens with a better understanding of the function of the government and its processes, so that they will be better able to act on their own behalf in exercising their rights and in protecting their interests.

Beginning in February, the noise counselors will begin implementing their community outreach efforts by establishing telephone hot-lines to answer noise pollution questions and make referrals, conduct noise level studies, and begin distributing noise pollution prevention literature and posters.

The 10 cities in which the NUL will operate its Community Noise Pollution Counselors Program include: Akron, Ohio; Binghamton, N.Y.; Birmingham, Ala.; Boston, Mass.; Jersey City, N.J.; Minneapolis, Minn.; Oklahoma City, Oklahoma; Philadelphia, Pa.; Phoenix, Arizona and Portland, Oregon.

LARGO, FL
SENTINEL
FEB 7 1980

Aviation Safety & Noise Abatement

House Republican Policy Committee

Washington, D.C. — The House Republican Policy Committee today "strongly endorsed" the House-Senate Conference Report on the Aviation Safety and Noise Abatement Act of 1979 (H.R. 2440).

Announcing the action, Committee Chairman Bud Shuster (R-Pa.) said "the Committee concluded that the measure represents a realistic, workable compromise arrived at by balancing environmental, energy and economic considerations to assure that noise will be reduced and safety enhanced at our nation's airports."

He said the Committee "took note of the fact that for 68 percent of the current noncomplying aircraft fleet, the conference report imposes requirements which are as strict as, or stricter than, the current FAA regulations. Yet," he said, "the report does allow limited extensions of compliance dates for two-engine aircraft, constituting 32 percent of the noncomplying fleet."

"Further, in an effort to promote purchase of new aircraft, the report provides an additional year's extension if the operator of the two-engine aircraft has entered into a binding contract by January 1, 1983, for delivery prior to January 1, 1986, of a replacement aircraft which meets Stage 3 FAA noise standards."

The Chairman said "this additional one year waiver is critical in light of the fact that retrofitted aircraft are less fuel efficient and more polluting than the new Stage 3 aircraft."

As for two-engine airplanes with a seating configuration of less than 100, Chairman Shuster said the conference bill provides an extension of compliance to 1988. "This extension," he said, "was predicated on both a technical and a social rationale." Noting that domestic aircraft manufacturers have not yet begun production of two-engine planes with less than 100 seats, he said: "Regulations requiring early retrofit could result in the airlines retiring two-engine aircraft from their fleets rather than incurring the costs of retrofit. If this occurs, small and medium-sized communities would be in danger of losing regular service."

"It was in light of these circumstances," he concluded, "that the House Republican Policy Committee found the waiver provisions of the conference report to promote noise reduction, a cleaner environment, energy efficiency, and service to our small communities."

Noise Travels Right Through Hollow Doors

**HOUSE
DOCTOR**
herman beum

Dear House Doctor: The powder room in our house is adjacent to the living room. The door to this room seems to offer little obstruction to the passage of noise. I am sure you understand the problem this creates. What can I do? — S.E.

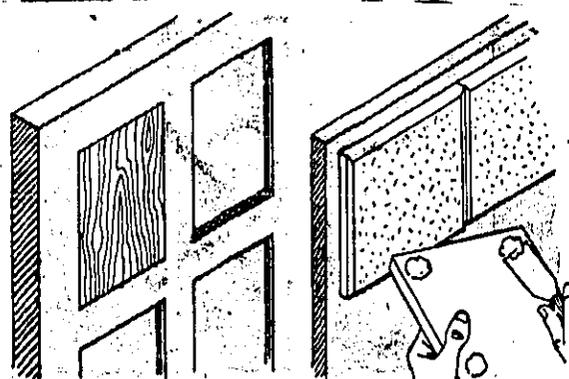
A. This condition usually occurs where low-cost hollow core doors have been installed. The sound transmission can be reduced by replacing the hollow core doors with solid core doors. Motels prevent sound transmissions between connecting rooms by placing a door on each side of the jamb. Unfortunately, this is not a practical idea for a home. The soundproofing method described below will give good results and is so simple that the homeowner should be able to handle the work.

Sound transmission is decreased by attaching acoustical ceiling tiles to the powder room side of the door. Any one of several adhesives may be used for securing the 12-inch (30-cm) square tiles in place. One type is a paste intended for fastening the tiles to the ceiling. A daub of this is placed near each corner on the back of the tile and then the tile is pressed into position. Another type is packaged in a cartridge and applied with a caulking gun. This type has several applications but the principal use is for attaching plywood panelling to walls. Contact cement also is suitable.

Most interior doors are 30 inches (76 cm) wide. One row of tiles is placed vertically on the center of the door. The vertical rows on each side must be trimmed as necessary. When cutting these tiles, allow space on the door for a trim that must be placed around the edges for the protection of the tiles. An aluminum- or chrome-plated trim similar to that illustrated is preferred, but a wood molding can be used.

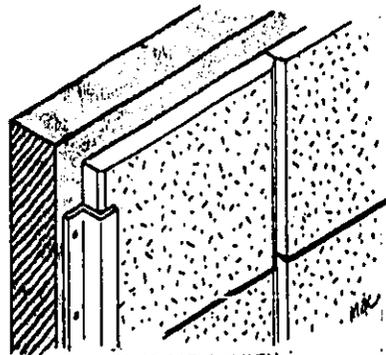
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ON PANELLED DOOR,
LEVEL SURFACE WITH
FILLERS.

ADHESIVE SECURES
TILES TO DOOR.



FINISH EDGES WITH
METAL TRIM OR WOOD MOLDING.

Quiet settlement for noisy street?

Saying and doing are quite often different operations, but on the surface, at least, it is nice to know there exists the possibility of an amicable settlement to what has become an annoying problem for a small knot of New Smyrna Beach's citizenry.

In a nutshell (even though this a good-sized nutshell, one that a very healthy squirrel could never get up the ol' oak tree), a couple dozen folks who live on tree-shaded, picturesque Magnolia Street have grown tired of noisy, dirty dump trucks which seem to bring mini-earthquakes along with them each trip past their homes.

And those trips occur too frequently for these people, who like to think they're living in a residential section of the city, but the contradiction of 10-wheeled automotive monsters rumbling along is too much for their assumptions to bear anymore.

It seems the big trucks, en route to beachside construction sites, have taken to using Magnolia ever since Lytle Ave. was blocked off for the State Road 44 overpass to be built.

Since U.S. 1 was moved west from Magnolia to its current location in 1958, Magnolia Street residents have gradually upgraded their homes, as befitting an older, prettier, more desirous neighborhood.

The invasion of dump trucks has put everything on the fritz. As one resident said yesterday, "There has been considerable money spent (by homeowners) on this street in the last 20 years. Now, everyone is afraid their property values will go down."



Magnolia Street should no longer be considered a highway, despite its previous life as a major thoroughfare. Those days are long gone, and Magnolia Street has taken on the appearance -- except for all those repair patches from installation of sewers -- of its parallel-running neighbors, Riverside Drive, Palmetto Street and Live Oak Street.

"We feel that for the 10 southerly blocks at Magnolia, from 1st Street to the south city limits, truck traffic should be prohibited," said Bob Pattilo, a Magnolia resident. "When these big ones go by, they hit the depressions in the road, and it actually makes doors rattle and windows shake."

Mayor George Musson wants to lower the speed limit and repair the road, both noble ventures, but will they serve the purpose of causing the noise and earthquakes to cease and desist? Probably not.

"No, you can't really keep the trucks off Magnolia," said Musson. "After the overpass is complete, you'll find that most of those big trucks won't be able to use it because they won't be able to fit under the overpass onto the access road."

Musson would be willing to consider ordinances prohibiting heavy truck traffic from Magnolia Street, after the overpass is finished. "We could make them run down Smith Street (a few blocks south of Lytle) to Magnolia, then make a left to Lytle and over the south bridge," said Musson.

And that's the best suggestion yet.

Those who send the dump trucks down Magnolia Street say it would be no problem to use another route. No trouble at all.

But just in case anyone should forget, it wouldn't hurt to have some official words down in the city books as a gentle reminder.

The homeowners don't wish to stir up trouble, city officials surely don't want to be faced with repair bills from heavy trucks tearing up the already weakened roadway, and the dump truck and cement mixer folks just want to make a living and get their shell, dirt and concrete to the construction site on time.

There's really no reason why all this can't be worked out with calm voices and common sense.

But the odds are good someone will come up with a reason why it shouldn't be.

PENSACOLA, FL
NEWS
JAN 24 1980

Deaden Noise Before It Deadens Eardrum

By **ROGER C. WHITMAN**
Gannett News Service

"A lot of work and dollars went into the rec room, just so we'd know where our kids were nights," a reader wrote recently. "It's serving the purpose, too. The kids and their friends like to get together there and have a good time, and they're off the streets.

"But one big problem: So much noise comes up that we can't get any sleep. How can we cut down on the noise?"

This often happens with basement rooms. With masonry walls and asphalt tile to amplify and echo sound waves back and forth, and usually only a normal floor above, perhaps a sheetrock ceiling, no wonder the decibels surge upstairs.

Cutting down on the noise volume, though, is really easy — all of it within reach of average do-it-yourselfing. While you may not achieve the sound-deadness of a cork-lined broadcast studio, you'll still get a dramatic reduction in noise.

The biggest sound-deadener is a dropped ceiling of acoustic tiles or panels, and thick Fiberglas insulation in the space between. This one step can make an unbelievable difference in blocking sound waves.

A dropped ceiling consists of a grid or thin strips of stainless or aluminum, suspended from the regular ceiling by wire; this isn't

really as tricky as it may sound. The edges are supported by L-shaped strips fastened to the walls. The tiles or two-foot by four-foot panels of acoustical material (perforated with thousands of tiny holes to trap sound waves) and the supporting strips are sold in lumber yards and home improvement centers.

Lots of advice and detailed instructions go along with your purchase. You buy the insulation there as well.

The second biggest influence on killing sound is thick wall-to-wall carpeting. If this, along with the dropped ceiling, doesn't produce enough sound-deadening, then start decorating the walls with draperies or fabrics of any kind; loose, not stuck to the walls, like decorator's burlap. The folds trap sound waves.

A thick wall-to-wall carpet on the floor above can also have a big effect on blocking noise from below.

If either the TV or upright piano is against a wall, move it out a foot or two, and cover that area of the wall, at least, with some heavy hanging. This will break up direct vibrations that are normally transmitted by the wall itself.

Suggestion: You may not need all these sound-deadening steps in order to get your beauty rest upstairs while the rec room is rocking. So install them one at a time and note the improvement.

Of course, if all these steps aren't enough, you may have to fall back on the cheapest noise blockers of all: ear muffs. But I doubt this. These steps will really lower the rec room decibels.

(Roger Whitman answers fix-it, maintenance and home improvement questions. Those of general or unusual interest will be published. Not all can be answered individually. No telephone inquiries. Address Mr. Whitman: Box 1310, Edgartown, MA, 02539.)

Legislative delegations hear arguments on moving airport

By BETTY KOHLMAN
St. Petersburg Times Staff Writer

BRADENTON — Should the Sarasota-Bradenton Airport move to the east? Should the elected Sarasota-Manatee Airport Authority, often deadlocked, be reconstituted?

The legislative delegations of Manatee and Sarasota counties listened to impassioned voices on both sides of these issues in a public hearing at the airport Tuesday. House Speaker-designate Ralph Haben, D-Palmetto, said the delegations probably will reach no conclusion in time for the coming legislative session in April. "It'll probably be the next Legislature," he said. He should be Speaker then.

HABEN ALREADY has expressed a preference for moving the airport totally into Manatee County, and placing it solely under Manatee jurisdiction, thus eliminating the existing stalemate between Sarasota and Manatee authority members.

Sarasota Authority members Jeanne McElmurray and Gene Gauch both spoke

strongly for the status quo. "I am absolutely opposed to moving this airport," said Mrs. McElmurray, saying it is in an ideal location.

But Dr. Tom Busard, Manatee County member on the authority, pushed for moving the airport into Manatee County if necessary.

He pointed to the rapid growth of the area and the present airport's confinement between two highways and residential development.

HE NOTED that the "nay-sayers, with the largest enclave in Sarasota County, have two votes" on the four-member authority.

Chairman Jim Dryer, the other Manatee County member, said, "I support Dr. Busard 100 percent."

Several neighbors of the airport said they had appealed to the authority for relief frequently to no avail. They cited air traffic noise, pollution and danger from low-flying aircraft.

Haben said the bottom line for moving the airport is financing. The delegations will investigate that, he said.

SARASOTA, FL.
HERALD-TRIBUNE
JAN 20 1980

Orlando's \$250 Million Airport ... 'A Hotbed Of Controversy' Over New Field

A favorite topic among local government officials is the location of the Sarasota-Bradenton Airport. Some from Manatee County have suggested moving the airport eastward. The complexity of the airline trade course that such a move or even expansion is, at best, a tricky and expensive business. Reporter Tom Brew recently visited Orlando to report on the sound and fury and mounting millions surrounding the expansion project at that community's airport.

By TOM BREW
Herald-Tribune Reporter

From inside his one Buick, parked on the dirt floor of a forest of tall concrete pilings, John Meacham proudly described the wonders of Orlando International Airport's new terminal.

One day, he says, these pilings will carry passengers nearly a half-mile around lakes and patches of jet earth to airline gates.

From Meacham's car underneath the winding superstructure, Orlando International Airport's (OIA) old terminal building is barely visible beyond a line of trees.

"Everybody says that the remains of the way the Disney package came together," boasted Meacham, the airport's executive director for the past decade. "The trees and ponds will wrap the place looking like Florida rather than like a factory like a lot of other big airports."

But, as the time it opens for business, the new terminal may well strain the patience and good humor of the partly-pleased Meacham. The fear-monger of the pastoral terminal site believes a potential claimant that has reached jet engine pitch

The terminal project's ballooning costs are sure to fuel the Disney comparison. The project, only a year ago priced at \$125 million, may now cost upward of \$250 million. And that figure doesn't account for the possibility of new runways demanded by a powerful interest group.

The airport's expansion has provoked the central Florida area with its liveliest political acrimony of the season. In recent months, Meacham's airport authority has been sued by its airline customers, rescinded an extension to the contract of its concession lease, endured grand jury inquiries and fired its attorney. "Oh, we've been a hotbed of controversy. It looks like a life-long investigation," groused Norman Rouman, the authority's vice chairman. "I've been on the authority for better than two years and I still don't know all the questions."

But come lawsuits or cost overruns, the new terminal is on its way, due to open from 30 to 48 gates by next summer. The Greater Orlando Airport Authority and its airline customers desperately need the space.

In John Meacham's 16-year tenure at Orlando International, its annual passenger count has grown from one million to 4.4 million. Its daily flight average, only 51 in the late 1960s, is quickly approaching 400.

Disney World and a parade of feeder attractions, increasing gasoline prices and, finally, airline deregulation left OIA trying to contain a passenger explosion in an old military airfield. OIA's last year four airlines — Eastern, National, Delta and Southern — stopped in Orlando. Soon after deregulation, that number jumped to 11. Meacham believes others are coming.

"We're in a crisis now," he admits. "We were on the verge of a crisis before deregulation. We figured that the terminal could handle maybe 3 million, and now we're at 4.4 million."

"That means that life gets unpleasant. We get late-night jam-ups on the expressway. It means that sometimes you can't park your car. And it means that we get airplanes when you don't normally expect them. We get late-night arrivals now because that's the only time they can get in a gate."

Evidence of OIA's production is evident all over its 7,000-acre south of downtown Orlando. Its employees' cars have been

banished to empty dirt fields far away from the terminal. Commuter buses take the workers to their offices.

The airport has built and manned its own tower for guiding the jumble of planes on the grounds to ramps and runways. "We've even run out of places to put our dumpsters. Can you believe that?" Meacham said.

"I've been in the airline business since 1940 and I've been involved in several new terminals. And I've never seen one not fraught with controversy. It's like being a football coach. You're going to lose some games."

Concession Lease Snarl

Controversy around OIA is spelled C. Champ Williams. The influential Orlando businessman and his concession lease represent the greatest snarl so far on the tangle at the airport. It's Williams who has the authority and the airlines sparring in federal courts and the newspapers.

Put simply, the airlines serving Orlando don't like Williams' lease. And the airlines are supposed to guarantee the bonds for the new terminal. But they won't agree to the bond sales until the lease issue is settled.

Unless the airlines and the authority can resolve their impasse, work on the new terminal may halt as soon as March.

In the past year, Williams has seen his lease at the airport extended until the year 2000, the airlines challenge the extension in federal court and finally, the authority rescinded the extension. Just last week, Delta Airlines asked a federal court to prohibit the authority from extending the lease for six years.

Recently the airlines contended that the authority told Williams to special contract provisions. The airlines, it's been reported, hope to curb Williams' influence at the airport.

The authority, however, is insisting that it alone has the right to set concession policy. Vice Chairman Rouman concedes that the task would be made easier if the airlines weren't underwriting the new terminal bonds. That, he told The Herald-Tribune, has been the authority's greatest mistake.

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Williams announced the concession lease at the city's airport some 1932. Back then, Herndon, now a general aviation field, was the city's airport. McCoy was still in the hands of the Air Force.

As the airport grew, so did Williams' profits and criticism of his lease. He is reported to wield powerful influence on both the Orlando city council and airport authority. The Sentinel Star editorialized in December that the businessman has the authority "under his political thumb."

Politics aside, the concession issue involves a big bundle of money. Annual airport concession sales now exceed \$2 million and promise to climb higher still in the new and larger terminal.

Citizens' Group Opposition

A second piece in the airport puzzle goes by the acronym ROAR—Residents Opposed to Airport Roar. Its members number in the thousands and, like Williams, they're said to have political clout.

ROAR members reside in 28 south Orange County communities north of the airport and the Bee Line Expressway. Their crusade is to divert the sometimes deafening stampede of jets into and out of OIA from their rooftops.

Sonny Poff, ROAR spokesman and president, likens OIA's growth to a natural disaster. For instance, between 1975 and 1976, OIA logged 412 noise complaints—a figure exceeded in the first six months of last year. Poff now enlists supporters from as far away as Winter Park, 19 miles from OIA.

"Things have gotten much worse. A year ago this past December we had four airlines. Now there are 11 airlines. Pretty soon there are going to be 18," he told The Herald-Tribune.

"There were about 180 flights a day in '75 and now there are over 400. The problem is looking ahead, we can see that by 1995—and this is their projection, not ours—there'll be 1,300 flights a day."

"OPEC has made it more feasible for two people to fly to Florida than drive. Now, we're getting one or two new tourist attractions a year. Disney is drawing 16 million a year and by 1982 when their model city opens, they figure they'll get an additional 10 million."

ROAR's solution is dual diagonal runways that would track jets away from heavily populated regions toward the northeast and southwest.

Building the diagonals is, alas, another matter. Meacham estimates the cost of the ROAR runways at between \$20 and \$80 million. And a bill now before Congress threatens federal funding for new runway construction.

With the endorsement of the airline industry, that bill, the Cannon bill, already has won in the Senate. If it passes the House, the bill will eliminate the Federal Aviation Agency's \$4.8 billion runway construction account and the 8 percent ticket sales tax that finances it.

Because of the Cannon threat, Poff and ROAR want some assurance that the airlines will pay for new runways if the federal government won't. The authority has sided with ROAR and convinced the airlines to undertake a \$75,000 feasibility study.

It's too late, Poff admits, to move OIA or deflect some of its traffic crunch elsewhere. The diagonal runways, he insists, are non-negotiable—a must.

"We think when the airport was switched from a military to a commercial operation serious environmental studies should have been done at the time," he said.

"People have said, 'Well, you should have expected it being a home near the airport.' But the county people should have known better than to let subdivisions go in there."

"What we're faced with here is not unlike a natural disaster what with OPEC and all the tourist attractions."

This month, Poff hopes to draw the faithful to a public hearing with government officials. It's time that ROAR flexed its muscle.

"Politicians say you count voters by 10-to-1 margin times the number of people at a meeting," he retorted. "Well, we're going to attempt to call out 3,000 people. Since it's an election year we feel it's necessary to do it."

Giant-Size People Movers

John Meacham traces the roots of OIA's quagmire back 20 years before Disney, OPEC and ROAR. In the late 1950s the city still operated out of Herndon Airport. The Air Force was in the midst of a 25-year lease at McCoy, a Strategic Air Command bomber base. It had there since World War II.

"In '57 they (airport and city officials) suddenly realized that a new bird was coming down the pike—the jets—and that Herndon wouldn't be big enough to handle them," Meacham said.

"In '59 a bond issue to build to the east of the city failed and they just let it go after that. Then between '59 and '60 the industry completely changed from propeller to jets."

"In the meantime, Orlando became a support field for Cape Kennedy. They had fights coming in from all over the country and no place to handle them. Herndon certainly wasn't it. Orlando had completely overlooked the jet age. Finally, they came out to the Air Force out here and begged with them to let us in."

"During Monday morning quarterback, what they probably should have done was follow up in the late 1950s and gotten a new airport. They'd be a lot better off today."

Meacham's predecessors at least looked. Several parcels were considered as potential sites and one was almost purchased with state loan. It developed, however, that state law prohibited the deal.

After first being admitted to McCoy in October 1961, the city and the Air Force began negotiations that eventually culminated in the military's abandoning the field 14 years later.

The terminal at the site was erected by hanging an architectural space frame over two airplane hangars and tacking on passenger gates. Fittingly, the old terminal may be converted into an aviation museum when its replacement opens.

Meacham expects that the new OIA will remind the flying public of Tampa International. It is being designed by Greiner Engineering, the firm responsible for Tampa's airport.

The patches of soft soil surrounding the terminal site will stretch OIA's "people movers" to almost three times the length of those in Tampa.

Inflation and the unexpected loss of several federal grants have combined to stretch the cost of the project. By Rosman's estimation the expansion necessitated by deregulation accounted for a second \$125 million.

The remainder, the gap between \$250 million and the yet-uncertain final price, Rosman tags as anticipated completion projects, bond costs and inflation. Final cost estimates range from \$280 to \$300 million.

Brisk Business Assumed

None of the principals at OIA—Meacham, Poff, the airlines or the authority—doubt their new terminal will do a brisk business. "If we lost two carriers today, there'd be two or three to take their place tomorrow," Meacham said. "The market's here."

Meacham, Rosman and Poff say there are lessons for other airports and other communities. Sarasota-Bradenton included in the trials at OIA.

"What would I say to another airport?" Meacham pondered. "I'd tell them to be careful and I know that sounds cheap. But I believe there's going to be some major failures in the airline business."

"Deregulation brought on speculative marketing but that's got to change. It's one thing to try a market when the price of fuel was 30 cents and another when it's 72."

"Let the airlines find out where they want to go and what in the hell they're doing before you go spending a lot of money. You may get 10 carriers or only five."

The greatest obstacle to expansion at OIA, in Rosman's view, is the power the airlines accrued through their lack of \$200 million worth of bonds.

"You in Sarasota have got one of the largest growth areas in the state and the main thing I would advise is not to let the airlines underwrite your bonds," he said.

"You can't build bonds without the airlines guaranteeing your own landing fees. That way you're maintaining your integrity and you're not too servient to the airlines, who only serve their stockholders."

"If you have the traffic, all you do is pledge revenues of the airport without airline guarantees."

"The airlines love to get you in the position where they can say, 'Well, we're underwriting your bonds so you have to run the airport our way.'"

"The airlines have had their way in most cities but there are a few cases where cities have set compensatory landing fees to pay their way."

"With a city like Sarasota that has a great future there's no question that the airlines are going to want to fly there. They'll go where the public wants to fly."

"And if one or two pull out because they don't like the way you're financing your airport, I'm sure two or three more would come in. While we're having our squabbles here and the papers are making it look like we're running them off, we've got Western and American airlines coming in."

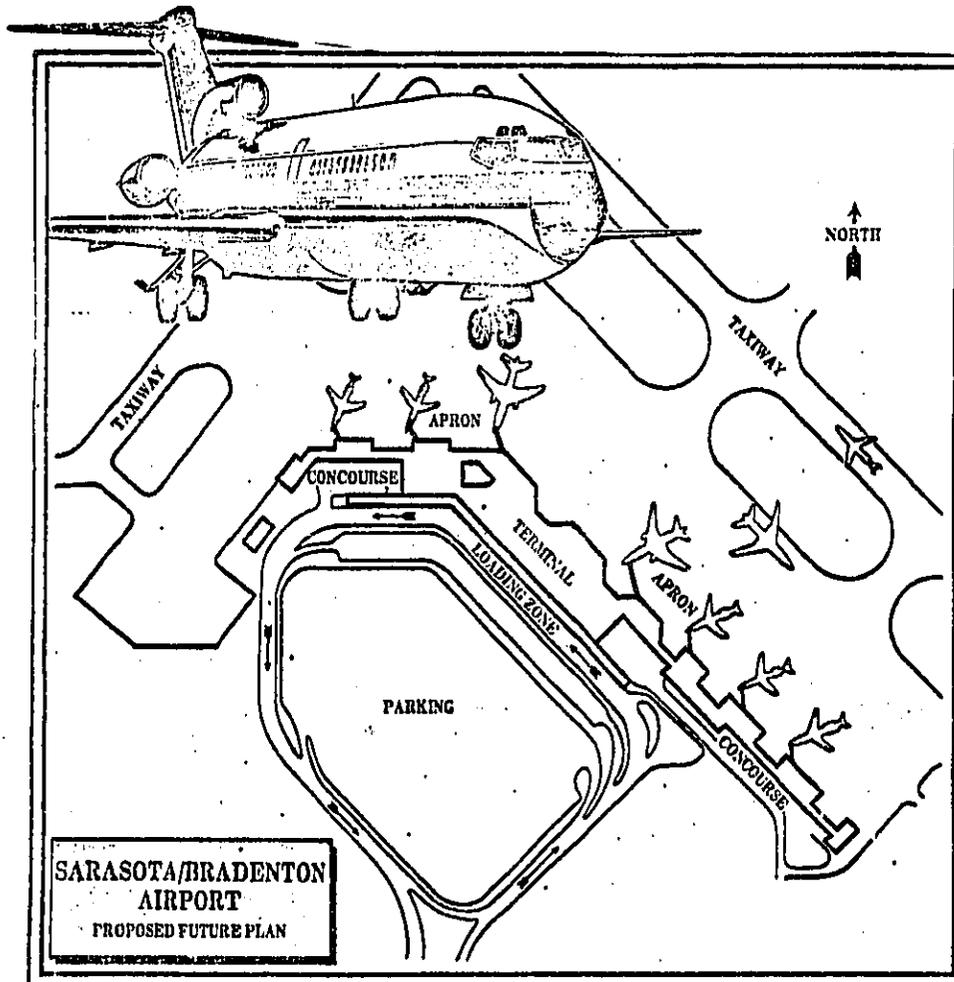
Sonny Poff has heard of those complaints at Sarasota-Bradenton and other Florida airports. He believes political muscle is the only recourse for citizens decried by growing airports.

"Doing right is not enough. Being right and having 30 or 40 people on your side is not enough," he said.

"You have to be right and have 3,000 or 4,000 people supporting you to get any attention at all. I heard it put that way one night at a meeting and I think it's right. It's very political."

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Hearing Gets Variety Of Views

Airport's Future Remains certain

By PAT BLANCHAT
Herald-Tribune Reporter

The hearing Tuesday on the future of the Sarasota-Bradenton Airport and the board that oversees it produced a lot of heat, and maybe more than a little light.

What it did not produce was a decision on the ultimate location of the Sarasota-Bradenton Airport or on what type of board — elected or appointed, four members or five — should be the policy-making body for the airport.

State Rep. Tom Danson, R-Sarasota, who chaired the meeting called by the Sarasota and Manatee legislative delegations, was vague about just what they would do once they sifted through the often contradictory comments presented Tuesday.

Reaching any kind of united front may be difficult because it is known the Sarasota delegation — which included Danson, Sen. Warren Henderson, Rep. Ted Ewing — feels one way about the issues involved while the Manatee delegation — made up of Rep. Ralph Haben, speaker designate for the 1981 session; Rep. Larry Shakelford and Sen. Pat Neal — generally take the opposite side of the argument. For example, the Manatee members have been quoted as favoring the relocation of the airport. The Sarasota members have either taken no position on the issue or favor retaining the present airport site.

THE SPLIT AMONG THE LEGISLATORS also was reflected in the comments of the public who spoke to a standing-room-only crowd that numbered perhaps 300 at the beginning of the meeting.

The division of opinion among members of the Sarasota-Manatee Airport Authority, especially on the question of relocating the airport, also was evident.

The members of the authority representing Sarasota County, Jeanne McElmurray and Gene Gauch, left no doubt that they feel the airport should be retained in its present location.

One Manatee member, Dr. Thomas Busard, made no bones about his desire to see a new air carrier airport built to the east while the present site would be converted to what he termed a "downtown businessmen's general aviation airport."

The other Manatee member, Authority Chairman Jim Dryer, said, "Give the counties the right to determine their own courses of action with or without the concurrence of the other. Remove the requirement for a positive bi-county referendum and furthermore create a vehicle by which the counties could withdraw from a cooperative venture if deemed desirable or necessary."

A SAMPLING OF THE COMMENTS made in support of keeping the airport where it is:

"I am absolutely opposed to moving the airport; this one is ideally located," said Mrs. McElmurray, who added this would become more obvious as gas becomes more expensive and harder to find. "Noise alone is not sufficient justification for moving the airport," she said, noting the new generation of wide-body jets will be much quieter. The only people who

want the airport moved are real estate developers and the neighborhood groups that ring Sarasota-Bradenton, she said.

— Predicting that there will be a downward trend in air travel, Gauch said the present airport will serve the area's need "past the year 2000," especially once improvements to taxiways, runways, lighting, and fire-rescue department are completed and a new terminal is built. A new airport would cost hundreds of millions of dollars, an expense that is not justified in view of the fact that Tampa International Airport is a short hop away, he said.

— And former authority member Johnathon Park echoed McElmurray and Gauch, saying it would be short-sighted to relocate the airport for the benefit of "the special interests when the public interest is best served" by keeping the major air carriers headquartered at Sarasota-Bradenton.

But the majority of those who spoke on the issue were in favor of relocating the airport. To wit:

— "In 10 years when we have wall-to-wall people down here, it'll be easier to get to an airport out east than it will be to drive to the present airport," said Dr. Busard. "Ten years from now we'll be in the same position that Tampa was in 10 years ago. Let's have the foresight Tampa had and begin planning now for a new airport. Busard also suggested that Manatee County could build its own airport "outside of the influence of the Sarasota-Manatee Airport Authority."

"We demand our right to live peacefully away from the noise, pollution and danger created by jets as they fly over our homes," said Ann Zoghby, representing The Florida Times. "We live in constant fear of 20 tons of steel falling on us," she said, urging the delegation to be mindful of the mid-air collision last year in San Diego.

— Unless the authority acts now to buy the Schroeder-Manatee ranch property (which straddles the two counties) for a new airport, it will be developed residentially, said Jack Klein, representing the Sarasota County Chamber of Commerce. And the major share of the cost of a new airport will be covered by taxes on jet fuel and tickets and not by local property taxes, he asserted, in response to those who say relocating would be prohibitively expensive.

— The airport is "more than just a nuisance, it's a hazard," said Anna Mae Sandegren, wife of a Sarasota County commissioner and a nearby resident of the airport.

ALTHOUGH MANY OTHERS ROPE to voice similar opinions, a member of the audience summed up the feeling of this side of the issue when he interrupted the meeting. "Could you repeat that?" he implored. "We couldn't hear because of that airplane that just went overhead."

Fewer people chose to speak on the issue of whether the structure of the airport authority should be changed.

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With the exception of Mrs. McMurray, three members of the authority called for restructuring the board.

Gauch said the two counties should be split up into five equal districts, with one member being elected from each.

Busard said he had little faith in the public to make an informed vote on who should sit on a board that deals with such technically complex matters. He urged that the authority revert to being an appointive body.

Dryer said he could go either way, though he had reservations about the practicability of an appointed authority. If the present elected board is retained, the responsibilities and duties of board members should be more clearly defined, he said.

"There have been occasional instances of disunity on the authority," said John Reed Buckley, "but think about it, gentlemen, that's the way the American democratic process is supposed to work."

William Etheredge of Whitfield Estates sees the authority's performance in a different light. "Internal squabbling, interference into minor administrative matters and the failure to concern itself with airport policy are the hallmarks of an authority," he said.

SARASOTA, FL
HERALD-TRIBUNE
FEB 3 1980

Wants Quieter Life

Sir: I have just returned from a trip over 87-64 and 80 miles east of Bradenton would be a fine location for a large airport to serve everyone. I have driven some 40 or 50 miles to reach an airport in Pennsylvania to return to Florida. This is a small price to pay for peace, quiet and safety as well as a pollution-free area for citizens to live and to enjoy their lives.

I suggest the airport authority explore the area some 20 miles northeast of Bradenton for a possible location for a new airport, that the small planes follow, and some other use be made of the present airport.

I was here in 1961 long before the large jets and their noise and pollution.

The Trailer Estates and Tri-Par Estates people have formed Recreation Districts and now own these two parks, and in Tri-Par Estates we have put our swimming pool into operational condition, we have landscaped, painted the

recreation center, built a building to house equipment, increased the viewing quality of television and many other improvements to make this a showplace and a desirable place for new residents. We patrol our park 24 hours a day.

I would keep an elected authority and would increase its membership to at least six or would follow Dr. Busard's suggestion for five from each county, never a five man authority.

Jonathan Pugh (H-T letter, Jan. 27) suggests that the airport is operating without cost to the local taxpayer. This is in error, as it is costly to those of us living within the airport area, having frayed nerves, seeing dishes fall from shelves because of vibration from plane take-offs. We have filth to wash off our homes. This is costly, and we are taxpayers of Sarasota County.

WARREN W. BUTLER
Tri-Par Estates

SARASOTA, FL
HERALD-TRIBUNE
FEB 7 1980

Why Not Move Cows?

Sir: I have finally heard enough about moving the airport out east in Bradenton. I purchased land and built a home east of Bradenton for peace and quiet. If I wanted to live near an airport I would have bought a home right next to the airport, like the people who want the airport moved. If they don't like the noise, etc., they can sell their property and move. Why they bought property near an airport is a puzzlement to me. To the people who are complaining about the airport let me ask this: Wasn't the airport there when you purchased your property? Maybe I should complain about cattle out east where I live. Maybe I can get the county to move them to Whitefield Avenue or Tri-Par Estates.

W.J. GREGAN
Bradenton

SARASOTA, FL
JOURNAL
JAN 23 1980

Counties square off over airport

By PETE DOBENS
Journal Staff Writer

Sarasota-Bradenton Airport has been portrayed as a battlefield of authority members elected from Sarasota and Manatee counties.

State legislators from both counties weren't surprised by the billing Tuesday when the authority members squared off again, county against county, this time before a standing-room-only crowd and the six-member legislative delegation.

State Sen. Pat Neal of Manatee County and State Rep. and House Speaker-designate Ralph Haben of Palmetto spearheaded the hearing at the airport to hear public opinion on proposals to change composition of the Sarasota-Manatee Airport Authority and move the airport.

Both members said they had heard the authority was plagued with tie votes, two versus two, Sarasota County versus Manatee County. Because of this reputation, the legislative delegation may take action in the Legislature to change the board's composition.

At the session, Sarasota County authority members Jeanne McMurray and Eugene Gauch stressed harmony at the airport and said there was no need for change in authority composition and no need build a new airport.

However, Manatee County authority members Dr. Tom Busard and chairman Jim Dryer both said the composition of the authority needs revamping and there is a desperate need for a new airport.

There was another two versus two, tie vote and enough disharmony that the Sarasota County

and Manatee County members were not on speaking terms after the hearings.

"This was the highest and best evidence of why we needed this (hearing)," said Haben after the hearing.

"It was made perfectly clear," said Neal.

"What I'd like to look at is an elected board that in some way would have five elected members," said State Rep. Tom Danson of Sarasota. Danson chaired the meeting.

However, Danson sympathized with the airport authority.

"We're three-to-three in the (legislative) delegation." Sarasota County has three elected representatives, State Sen. Warren Henderson, and State Reps. Danson and Ted Ewing. Manatee County has an equal number headed by State Sen. Neal with State Reps. Haben and Larry Shakelford.

About 300 people crowded into the small Jeanne McMurray Auditorium, which seats less than 100, for the hearing. Most of the people were from housing developments and manufactured home parks on the airport's perimeter. Their biggest concern wasn't composition of the airport authority; it was getting the airport moved.

"It seems the residents who oppose a new airport are those who live far away and are safe from the dangers that we who live nearby have to contend with daily," said Mrs. Ann Zoghby, chairman of the Tri-Par Estates Airport Committee. "They don't realize what we who live nearby have to contend with daily — a fear of a plane coming down unexpectedly on

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our homes, a fear of the possibility of 20 tons of steel and fuel mowing through the heart of Tri-Par or nearby areas, as one did recently in Chicago, also, the noise, the pollution, interruption of television, phone calls and our sleep and constant disruption of our daily living."

Jonathan Pugh, a former Sarasota County member of the airport authority, said he sees no need to move the airport. He said the people who live near the facility knew it was there when they bought property. He charged that the property was sold at a discount because of the airport and now the residents want the airport moved so their property values will skyrocket.

The battle to move the airport centered on residents around the aviation facility but it didn't exclude business interests.

The Manatee County Chamber of Commerce via Greg Busile, chairman of the aviation task force, expressed its support of a new airport.

Jack Chris Kahn, chairman of the Sarasota County Chamber of Commerce aviation task force, also stressed the need for a new airport.

However, money to build a new airport sparked little discussion.

Delegation members appeared pleased with both the turnout and the opinions expressed.

"The reason we had this (hearing) is that before any changes can be made, we told the people we would have a public hearing," said Habun. "We received a number of suggestions and now that we have the issues before us, we can act (in the Legislature)."

It will be April before the delegation sits down with the full State Legislature to discuss any proposals.

STUART, FL
NEWS
FEB 6 1980

Neighbors of Witham Field have earful to say about jets going into airport

This is the first in a three-part series on the future of Witham Field.

By JOSI MAKI
News Staff Writer

STUART — Officials would have to give an ear to the community before going ahead with any plan for a second Martin County airport.

The response would be an earful, too — like powerful jets. Loud and rumbling.

Many neighbors of Witham Field would like all jet traffic moved away from there if there ever is another county airport.

But some, including Harold Strauss, former manager of the airport, believe the gasoline situation will make the need for another airport nonexistent.

The Port Sewall Property Owners Association has gone on record favoring the elimination of jet traffic in and

out of Witham Field.

Within the 2-mile radius of the airport's landing pattern is a heavily developed area.

"Under that umbrella, you've got schools, businesses, churches and residential areas," said Jim Beasley, resident of Port Sewall and member of the airport committee.

Residents fear what could happen to their lives and their homes if something goes wrong on an aircraft's takeoff or landing.

"If one of those engines quits, the airplane would fall into one of the homes, he said.

Jet traffic has caused residents to flee neighborhoods near airports in other areas of Florida, leaving urban blight behind, Beasley said.

There is the potential for more executive jets to fly into Witham. "They can devastate areas with just the noise."

Property owners first suggested the

county look for another site in western county nearly six years ago, he said, but nothing has been done.

Port Sewall resident Charles Adair agreed with Beasley's remarks.

The county has made some restrictions on jet traffic from Witham, but it hasn't eliminated the problem, he said.

"Still, occasionally a jet will go over the house, and it feels as if it's two feet above the roof. You have to stop talking until it goes by," Adair said.

"It's becoming more and more of a commercial airport."

The property owners are against executive jets and other jets flying into Witham, not propeller planes flown by Grumman Aerospace Corp., Beasley said.

Grumman also flies Gulfstream jets in and out, twice a week to carry personnel between Stuart and New York. It does not test jets at the Stuart airport.

Many in the community worry that

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the county will have more air traffic that it can handle in the future, Strauss wonders if there ever will be a need for a second airport.

The reason is gasoline. Air traffic is down and will continue to be down with the short supply, Strauss believes, contrary to figures released by Grumman that show air traffic has increased dramatically in the past two years.

From what he sees day by day, Bob Capen, airport manager, agrees with Strauss. "Right now, everybody's scrambling to get enough gas to do what they want to do," said Strauss. Just as the motorist trims his mileage as the supply of fuel decreases, so does

Shell is the sole fuel supplier for planes at Witham. The oil company is basing its current allocations on figures from the last six months of 1978, Capen explained.

Then that amount is cut 15 percent for the slowest months of the year.

"It's not too bad during the summer months," he said of the supply. "From now through Easter, it's pretty critical."

The situation is not expected to improve. "I think Shell is in agreement with other oil companies that the situation will probably get worse," Capen added.

Taking a look out at Witham can fool you, Strauss said. Small private planes dot the field like so many stars in a constellation.

However, not all of them take off

often. They sit idly on the field with empty gas tanks.

Having a private plane is like owning a boat. The owner may take a spin in it now and then but it stays in dock most of the time -- especially when fuel is tight.

The fate of Golden South, a commuter airline, indicates the leveling off of air activity in Martin County, according to Strauss.

The airline took off June 1 with four flights a day through Stuart. It linked Martin Counties to Miami, West Palm Beach, Fort Pierce and Melbourne.

The commuter service nose dived financially by the end of the year and has been grounded since November.

Strauss owned St. Lucie Skyways, a fixed base operation from Witham, which he sold last summer to Capen.

VERO BEACH, FL
PRESS-JOURNAL
JAN 30 1980

Survey Shows Airport Noise Not Too Bad

By TOM GERMOND

The noise level caused by air traffic from the Vero Beach Municipal Airport is "average or minimal," the majority of persons responding to a survey indicated.

The survey, conducted by airport officials in November, was taken in a cross-section of the county.

Four hundred nine letters were sent out, and 189 of them were completed. Of the 189 persons who responded, 131, roughly 70 percent, said the noise level was average or minimal. There were 58 responses from citizens who said the noise is "excessive" or who gave "con" ratings.

In one area of primary concern, which includes Royal Palm Boulevard, there were 33 "pro" responses and 22 responses saying the noise level is "excessive."

"I think this committee has done a good job," said Bill Bieschke, referring to the Safety and Noise Abatement Committee's efforts to reduce noise caused by air traffic.

But despite the survey, some members of the committee grumbled about noise caused by airplanes.

"No matter where you are, there is this constant drone that is enough to drive anybody up a tree. You can't sit on a porch and have a conversation," said committee member William Plug.

There was a suggestion to eliminate flight training schools and move the airport farther west of town off State Road 60.

However, City Manager John Little reminded the committee that Vero Beach was a "relatively unpopulated" area when the airport was established.

"I don't here any drones because I'm busy with my life," he said.

In other matters, the committee heard a report from Al MacAdam of Indian River Shores who complained about noise from low-flying aircraft flying over the town.

"They sit down over the beach and say, 'Let's see if we can see any girls in bikinis,'" MacAdam said.

The committee also decided to ban "touch and goes," a form of practice flying, between 10 p.m. and 7 a.m. at the airport.

Also during the meeting, Bieschke announced that, because of time restraints, he had to give up the chairmanship. The new chairman is Tom Case.

VERO BEACH, FL
PRESS-JOURNAL
FEB 1 1980

Airport Noise Control Is Satisfactory

The Safety and Noise Abatement Committee, at least most of its members, are working objectively to minimize and study noise problems produced by air traffic from the Vero Beach Municipal Airport.

At the last committee meeting, Bill Bieschke read the results of a survey that showed that the majority of persons who responded to it think the noise level caused by air traffic is average or minimal.

However, during the meeting, a

few of the committee members complained about the constant drone over the city that is caused by aircraft. It was suggested that the airport be moved farther west.

That, we think, is an unrealistic and costly suggestion. We would like to remind the complainers of the economic benefits provided by industry at the airport — such as the number of employees hired by Piper Aircraft Corp.

Vero Beach City Manager John Little offered some advice to those who are irritated by "drone" from airplanes.

"I don't hear any drone because I'm busy with my life," he said.

Sounds reasonable to us. We also like to reiterate what Little said regarding the airport's current location — that the facility was in a relatively unpopulated area when it was established.

Nevertheless, we are glad the committee is taking action to minimize noise — such as banning "touch and goes," a form of practice flying, at the airport between 10 p.m. and 7 a.m.

WEST PALM BEACH, FL
PALM BEACH TIMES
FEB 4 1980

County opposes jet noise standards delay bill

By JOE BROGAN
Times Staff Writer

The imminent approval of a Congressional bill delaying noise-control regulations for some two-engine jet airliners used at Palm Beach International Airport has not been received kindly here.

The bill, a Senate-House compromise, was approved last Thursday by the House, 285-122, and the Senate is also expected to pass it.

Basically, it extends Federal Aviation Administration rules to make them effective for some planes in 1985 and others in 1988.

The rules had sought airline compliance by 1983.

Richard Cleveland, county airports director, said, "If it's fully passed, I'll be very

disappointed. We've tried hard to fight this extension.

"We know how critical it is to airport neighbors. The county commission sent a resolution to Washington urging that the deadline be held. I have also sent a telegram to (U.S. Sens.) Stone and Chiles asking them to hold the line."

Cleveland said Palm Beach International Airport is partly served by Douglas DC-9s and Boeing 727s, which he said are the noisiest jets.

"They're making the job rough for us," he said. "What they're saying is, 'You've got 'em and you're stuck with 'em.'"

West Palm Beach Mayor Helen Wilkes said, "I'm not surprised. The airline lobby up there is fierce. I'm sorry about it because this would have helped everyone.

We're going to continue to have a problem."

Carl Coffin, West Palm Beach city attorney, however, said he considers the possible noise regulation delay a side issue.

"It's unfortunate for people living around airports. The federal government could have made life a little easier for Palm Beach County," he said.

"But the matter of noise control still remains with the county commission. If the county should impose a noise cap at the airport, it will simply mean fewer flights.

"If a noise cap is established, problems will melt away because the airlines will regulate themselves (on noise). Hopefully, the outcome of all these (county) environmental studies will be a noise cap," Coffin said.

County Commission Chairman Dennis

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Koehler said. "I'd like to see President Carter veto the legislation if it is passed by the Senate. Based on the problems we've had with increased flights and noise, it's bad legislation.

"We're the ones who have ultimate control (over noise). In March or April, when the noise studies are completed, we'll know what we can do to reduce noise."

Of the local Congressional delegation, Rep. L.A. "Skip" Bafalis voted for the bill, and Rep. Dan Mica against it.

Instead of being replaced or refitted with quieter engines by 1983, those two-engine aircraft with 100 or fewer seats will be exempt until 1988 and those with more than 100 seats will be exempt until at least 1985.

Backers of the measure said it would save energy because heavier, quieter engines would use more fuel. They also said

some airlines would retire the planes rather than make the costly changes, and that this would hurt service to small and medium-sized cities.

Administration officials had criticized the bill for penalizing airlines that complied with noise control and rewarding those that don't.

The measure somewhat tightened noise controls for three-engine planes, including the DC-10 and Lockheed L-1011, that are required to meet the new standards by 1985. Cleveland said, however, that the models of these planes now being manufactured already meet the standards.

The bill also includes \$569 million for airport development and \$15 million to plan airport noise reduction.

WEST PALM BEACH, FL
PALM BEACH POST
FEB 6 1980

Jet Noise Controls Relaxed

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate yesterday and was sent to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five more years but limiting the aid to airports below a certain size.

The airport noise bill was worked out by House-Senate negotiators after the two houses passed differing versions. The compromise was approved by the House last week.

It amends an existing law that would have required jetliners to be replaced or fitted with quieter engines by 1983.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

The aid-to-airports bill would eliminate from the federal aid program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

In approving the bill, the Senate Commerce Committee recommended that Congress reduce the federal airline ticket tax from 8 percent to 2 percent. The tax reduction, however, must pass through the Finance Committee.

Sponsors said passengers would still pay airport costs through user fees charged to the airlines and added to the price of tickets.

But they said it could be done more cheaply this way because the cost of going through the federal bureaucracy would be eliminated.

The tax revenues go into an aviation trust fund from which funds for airport improvements are drawn. Sponsors of the bill said the fund has a surplus of \$3.25 billion because the federal Office of Management and Budget seeks to keep its revenues high and its expenditures low.

The bill extends the federal aid program for five years. It would otherwise expire in June.

It authorizes \$3.225 billion for the five-year period.

AMERICUS, GA
TIMES-RECORDER
FEB 4 1980

Noise Affects Efficiency

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory were found to be averging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as anti-noise wardens. The object is to raise sufficient noise about noise to force constructive action.

ATLANTA, GA
CONSTITUTION
JAN 16 1980

Airport Dispute Nearing Climax

By Ken Willis
Constitution Staff Writer

The decades-old feud between Clayton County and Atlanta over the noise made by aircraft as they come and go from Hartsfield International Airport over Clayton's homes and businesses may reach a climax in the current session of the General Assembly.

At stake for Atlanta are a number of issues, including whether the city's police will be allowed to patrol the new mid-field terminal and whether the 1-cent MARTA sales tax can be levied on sales from lucrative concessions in the facility.

The huge new terminal is in Clayton County. The present terminal is in Fulton County, whose government has Atlanta as its main municipality and has been extremely cooperative with the city.

But Clayton legislators are not so cooperative: They see this as their chance to wring some concessions out of Atlanta and the Federal Aviation Administration in reducing noise around the airport. If they get their way, they just might help the city obtain legislation creating a special district.

If they don't get their way — well, the world's largest airport terminal may open in September with jurisdictional disputes unresolved.

Rep. Rudolph Johnson, D-Morrow, confirmed Tuesday that he intends to

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hold legislation hostage until he gets at least some firm commitments from the city and the FAA on the noise problem. For instance, he said, he is not inclined to support legislation on the MARTA tax "until we get our problem worked out."

He added, "The FAA has a great deal to do with the noise problem, and the city of Atlanta has a great deal to do with the FAA."

The FAA during the past year has rejected several recommendations from Clayton County that takeoff and landing approaches be altered. The FAA said the suggested routes were dangerous.

But Johnson said, "Even the FAA is subject to changing its mind."

Johnson and other Clayton County legislators indicated they might be willing to go along with the city in return for ironclad promises. For instance, a fourth runway that is scheduled to be completed in 1½ years could handle much of the night traffic, and that flight pattern is over Fulton County, Johnson said.

ATLANTA, GA
CONSTITUTION
JAN 18 1980

Airport Problems

We certainly have sympathy for Clayton County residents who are plagued by the noise of busy Hartsfield International Airport. The city of Atlanta, the airlines and the Federal Aviation Administration should take every feasible step to reduced that noise.

We heartily disagree, however, with the methods used by Rep. Rudolph Johnson to try to force noise abatement. Johnson is holding hostage important legislation that affects the operation of the new midfield terminal- legislation that will establish police jurisdiction at the terminal and allow collection of the 1-cent MARTA sales tax.

The Clayton representative should know that when he ties up legislation that could harm Hartsfield, he harms many of his own constituents who look to the airport for their livelihood. Hartsfield is one of the Atlanta region's greatest assets. It also is Clayton County's greatest asset.

Trying to thwart the operation of the airport is not in the best interest of the Atlanta region - nor Clayton County.

ATLANTA, GA
JOURNAL
JAN 22 1980

Atlanta To Move Families

*Airport's 'victims'
to relocate soon*

By CYNTHIA TUCKER
Journal Staff Writer

A \$10.5 million project that will relocate 311 families from the noise-plagued Poole Creek area near Hartsfield Airport is scheduled to begin this month, Mayor Maynard Jackson said Tuesday.

Once the families have moved, the city plans to develop the area as an industrial site, probably for air-freight warehousing, Jackson said.

Jackson said the first phase of the project, which will move 12 families at a cost of about \$500,000, will be funded by a federal grant.

The project grew out of protests from residents of the Poole Creek/Gilbert Heights area about high noise levels from the takeoffs and landings of airplanes at Hartsfield.

The community organized a relocation committee in 1976 to petition government officials to help residents sell their homes.

The houses in the Poole Creek area will be purchased by the Atlanta Economic Development Corporation, which is administering the grant. The city will then provide assistance to residents in finding new homes.

Actual moving expenses will also be covered by the grant.

The second phase of the project will move about 24 families at a cost of about \$1 million and will also be funded by a community development block grant. The additional \$9 million, which will pay for the acquisition of 273 more dwellings, a day care center and one church, is expected to come from federal grants and private funds, Jackson said.

The city plans to develop the 80 acres it is buying in Poole Creek as an industrial park, Jackson said. City officials foresee the Poole Creek land eventually tying in with another 700 acres planned for industrial use in Atlanta and Clayton County.

ATLANTA, GA
CONSTITUTION
FEB 1 1980

Airport Noise Prompts \$15 Million Suit

By George Rodrigue
Constitution Staff Writer

Some 250 College Park residents filed a \$15 million lawsuit Thursday against the city of Atlanta, claiming that "noise, smoke, raw fuel and noxious odors" from low-flying planes around Hartsfield Airport have reduced the market value of their property by 25 percent.

Besides the diminished property values, the plaintiffs have suffered from nervousness, sleeplessness and "constant

fear for the safety of themselves and their families," according to the lawsuit, which was filed in Fulton Superior Court.

Thursday's lawsuit is "a companion" to a similar suit — filed by approximately the same number of plaintiffs and seeking roughly equal damages — that has been creeping through the courts for years, according to attorney Gene Burkett of Conyers, who is handling both suits.

"Some of the new plaintiffs are new to

the case, and some are spouses of the old plaintiffs," Burkett said. All the plaintiffs live in areas of College Park such as Jamestown and Newtown which are within about a mile of the airport, Burkett said.

Assistant City Attorney Joe Harris said the original suit is still months away from trial. "We may have to go to the jury to get it resolved," he added. "They (the plaintiffs) seem to feel rather strongly about this."

The cities of Atlanta, College Park and Forest Park are studying areas around Hartsfield, the nation's second-busiest airport, to determine which sections are most affected by airport noise, Harris said.

The study is due sometime in the spring and may form the basis for a program to buy the most affected homes and convert some residential areas into more suitable uses such as manufacturing, city Aviation Commissioner George

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Berry said.

A similar land-use conversion project is being conducted in Mountain View, a small community to the east of Hartsfield, Berry said. "If the Mountain View program is successful, I would assume that we will try it" in the College Park area, Berry said.

Harris predicted that a trial on either of the property damage suits could take "weeks or months."

The lawsuit filed Thursday states five reasons why the plaintiffs believe they should be awarded \$15 million:

- The diminished property values amount to a condemnation of the residents' property, for which the residents have not been fairly compensated.

- Noise and other pollutants from low-flying aircraft have injured the health and mental well-being of the plaintiffs, causing pain and suffering.

- Aircraft fly so low that they "interfere with the existing use of the property for residential purposes, rendering the flights unlawful trespass upon Plaintiff's property."

- Vibrations, shock waves and "corrosive pollutants" have physically damaged the plaintiffs' homes.

Burkett said the plaintiffs seek only to recover damage to their property. "Some of these people have had their houses for sale for years, because no one wanted to live in that area," he said.

He added that owners who did sell often lost money on the deal.

Burkett said the suit filed Thursday was prompted by a California Supreme Court ruling that local governments could be held liable for property damages caused by their airports. Previously, he said, cities had argued that the Federal Aviation Administration was responsible for damages, since it governs the flight paths of commercial airliners, to some extent.

The California decision is not binding on Georgia courts but gave cheer to the plaintiffs since "Georgia right now has no law on the subject," he said.

Atlanta's lawyers already have asked a Fulton Superior Court judge to strike down the sections of the original complaint dealing with "pain and suffering" inflicted on the plaintiffs by the airport, Harris said.

ATLANTA, GA
JOURNAL
JAN 28 1980

New Jet Flight Patterns May Make Clayton Homes Quieter

By ROXIE HUGHES

Journal Staff Writer

Thousands of Clayton County residents may be getting some relief from jet noise from Hartsfield Airport, thanks to an FAA-ordered change in flight departure patterns over the area.

During a 90-day testing period, jets departing eastward will be confined to flight paths over the northern part of the

city, an area roughly bordering between Conley Road in Forest Park and Fort Gillem Army base, according to airport tower chief Michael Powderly.

The aircraft will follow this path for about five miles eastward, reaching heights of at least 5,000 feet before turning to get on course.

If the test is successful, the change could become permanent.

FAA spokesman Roger Myers said the number of people that will benefit from the change is not known because an environmental impact study has not been done.

But those living around the southeastern portion of the airport, which includes the cities of Forest Park, Morrow and Lake City, will most likely benefit, he said.

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Jets now depart from the central runway eastward, then turn southward over some of the central parts of the city.

Under the present pattern, the planes are centered on course at about 4,000 feet.

The pattern was attempted for several weeks in December 1978, but had to be discontinued because aircraft would stray from their course and drift toward

jets departing from another runway, Powderly said.

"There were no close calls" of aircraft nearly colliding, Powderly said. "But we saw the potential for a problem, and in the interest of safety, we stopped the test."

Powderly said he feels confident that the altered flight pattern is safe because the agency has installed a navigational

aide, called a "VOR," which beams a ray along the runway and beyond to help jets stay on their eastward path.

State Rep. Rudolph Johnson, who works with community organizations in alleviating the noise pollution, said of the change, "Of course this is going to adversely affect some people, but it will affect less."

ATLANTA, GA
JOURNAL
FEB 1 1980

Jet Noise Bill Flying Toward OK

By ANN WOOLNER
Journal Washington Bureau

WASHINGTON — A bill to alter 3-year-old aircraft noise standards is speeding toward final approval, but whether the bill will allow more or less noise is debatable.

The bill has gotten a better than 2-1 approval by the House of Representatives and is headed for prompt and easy passage in the Senate and a presidential signature.

It eases some of the current standards and tightens others.

"I think the bill within the next few years will result in less noisy aircraft operating than if the existing regulations had remained intact, said Elliott Levitas (D-4th District) a key member of the House aviation subcommittee.

But Newt Gingrich (R-6th District), the other Georgian on the aviation subcommittee, called the bill a "significant step backwards" for anti-noise forces.

"It sounds the signal to the neighborhoods around the airport that they will not be protected (by federal anti-noise laws), and it tells businesses in general (that) rather than obeying the law, they can change the law," said Gingrich, the only Georgian in Congress who voted

against the measure.

Both Gingrich and Levitas represent districts with considerable noise problems emanating from Hartsfield Airport.

Levitas, a member of the House-Senate conference committee that reported the bill last month, helped fight off an attempt to legislate sweeping exemptions from current aviation noise standards. The attempt had been pushed by non-complying airlines.

With the help of a threatened presidential veto on any bill that dramatically changed current regulations, Levitas and others won major concessions in the conference committee and came up with the resulting compro-

mise that won House approval Thursday.

The House passed the bill 285-122. Although the Senate has not acted, it debated the bill Thursday and is expected to approve it easily, soon. The measure also has the active support of the Carter administration.

The compromise bill that passed the House "will have the effect of moving airlines to buy (much quieter) new technology aircraft rather than retrofit" their current fleets, Levitas said.

The difference between the two noise levels is significant, he said.

He noted that many of the House's leading environmentalists voted for the bill.

ATLANTA, GA
VOICE
JAN 26 1980

City Hall News Scene

By Thomas Calimee, Jr.
News Editor
Voice News Network, Inc.

Poole Creek-Gilbert Heights: No More Noise Residents Relocate, Industrial Park Coming, Jobs, Too.....

Residents of the Poole Creek-Gilbert Heights community in Atlanta will eventually get some \$10.5 million - a project which will involve the acquisition of properties and the relocation of some 311 families, because the negative impact of the airport noise had virtually disrupted the life of the people who reside near Hartsfield International Airport.

Mayor Jackson announced at a press conference this week, along with members of the Poole Creek-Gilbert Heights community, city officials and planners, that "phase I, scheduled to start within a month, will relocate 12 families during 1980, at a cost of approximately \$500,00."

The Mayor said funds from the project, he considers will come to represent as a "model," nationally, came from the Community Development Block Grant Program of the U.S. Department of Human and Urban Development, and says the Atlanta Economic Development Corporation (AEDC) will administer the project through a contract with the City of Atlanta.

The contract was signed Tuesday by Mayor Jackson in City Hall Council Chambers.

Saying that the project is the culmination of efforts begun by a task force two and half years ago to study and seek solutions to issues of airport noise and industrial encroachment raised by residents of the Poole Creek-Gilbert Heights community, Jackson explained he was elated by the community cooperation; he also called, "Creative...."

The interracial task force is a reflection of the

Jackson Administration's policy on parity relative to his community participation programs.

Jackson said the community was "deeply inundated with noise," and he says he went to the White House "in behalf of the community - the State offered no help for the noise-impacted-area."

Washington policy makers heard the Mayor's plea.

"The result is a project that not only will resolve the issue of airport noise and industrial-residential-conflict, but also will develop a new and valuable industrial park near the Hartsfield Atlanta International Airport," Jackson told the Atlanta Press Corps, exhibiting a happy face.

"This action shows the responsiveness of government -- of my administration -- I'm glad the residents stuck in there..."

"When this project is completed, everyone will be a winner," Jackson said.

The relocation program will include purchasing existing houses in the target area at current fair market values by the AEDC; compensation will be made available (up to \$15,000) to reflect higher costs of similar housing in other neighborhoods; the project staff will assist current residents in relocating; and actual moving expenses will be covered by project funds.

The Neighborhood Planning Unit-Z, the Mayor's Task Force, and Bureau of Planning, prepared a comprehensive plan to address the issues pertaining to resolving the airport noise problem and new industrial growth adjacent to the community.

A total of five phases will occur, and funds for phase II, which includes relocating 24 families at a \$1 million cost, already have been proposed under the sixth-year Community Block Grant Program.

Funds for phases III, IV, and V, representing 273 dwelling-units, one day care center, and one church, are expected to come from various federal government programs, Block Grants, and from private-sector-funding.

Jackson said the families relocated will have good housing away from the airport and its surrounding industrial areas, and all the citizens of Atlanta will benefit from the jobs, new business opportunities and enhance city tax base resulting from the comprehensive industrial development of land near the airport.

The Mayor explained that once the industrial site is completed, it could well become the greatest cargo center of the world.

The entire effort is "commendable, Jackson said.

DECATUR, GA
DEKALB NEWS/ERA
JAN 31 1980

Airport Noise Prompts Decatur Public Hearing

Decatur area citizens concerned over excessive airplane noise will meet Wednesday night to seek relief.

"We don't have specific plans right now," comments spokeswoman Kerry Smith, "but we hope to decide Wednesday what we're going to do."

Thus far, the loosely organized group has tried appeals to the FAA individually, and through city and county officials; but the situation, they say, remains unchanged.

Mrs. Smith charges that

the FAA will simply alter takeoff and landing patterns for a while, until people forget about the problem, and then will change those patterns back to the air space directly above heavily populated residential areas.

Wednesday's meeting is scheduled for 8 p.m. in the first floor meeting room of the DeKalb Courthouse. Mrs. Smith says at least one representative of the Environmental Protection Agency is expected to attend, along with representatives of local governments.

The meeting is open to the public.

JONESBORO, GA
NEWS-DAILY
JAN 21 1980

New Tune

It will probably surprise many residents of Clayton County to hear officials of the City of Atlanta express concern about Clayton County's airport noise problem and demonstrate a willingness to help do something about it.

According to members of the Clayton County legislative delegation, Atlanta officials, including Mayor Maynard Jackson, are showing a cooperative attitude in approaching Clayton County's airport noise problem.

We're grateful for that. For years Clayton County's cries for help have gone unheard—drowned out perhaps by the airport noise. While the city of Atlanta has enjoyed all the benefits of the airport, Clayton County has been burdened by the problems. The airport noise has greatly hampered property development and hurt land values. Airport noise has been detrimental to the growth and development of several Clayton County cities, especially Forest Park.

And while we would like to say Atlanta's concern about airport noise is one of concern and compassion, that's really not the case.

It is the old story of political clout:

The old story of the farmer who had to hit the mule over the head with a two-by-four in order to get its attention.

Members of the Clayton County legislative delegation have been searching for a two-by-four after years of shouting at the mule to no avail. It appears they have found it.

The Clayton County legislative delegation might oppose a bill for a one per cent MARTA sales tax increase at the airport terminal if Atlanta doesn't help seek a solution to the noise problem.

"We're using that as a wedge," admits Rep. Rudolph Johnson of Morrow.

There have been cries of "Not fair" coming out of Atlanta, but members of Clayton County's delegation, who are all too familiar with unfair conditions, say Atlanta officials are definitely more cooperative now.

"They are doing much better," said Rep. Bill Lee of Forest Park. "Though there has been no real progress yet. I think they will try and help the condition in Clayton County. I think we are on the right road."

That is certainly a new tune to folks in Clayton County, and a tune we've been waiting a long time to hear.

JONESBORO, GA
NEWS-DAILY
JAN 24 1980

Forest Park Gets Relief From Noise

By JOE CHANDLER
Staff Writer

A second experiment by the Federal Aviation Administration with a ~~straight-out 90-degree departure~~ heading off runway nine left will begin today at Atlanta's Hartsfield International Airport.

The move is intended to alleviate some of the noise from airplanes over the city of Forest Park.

A first attempt at the change in departure heading was made last January, but was discontinued by Atlanta Tower Chief Mike Powderly when numerous aircraft failed to maintain proper separation with planes departing simultaneously from runway eight to the north.

This time, however, FAA officials will utilize a number of additional measures to insure that such problems do not occur. Additional controller positions, special handling procedures, additional radar indicators and special video maps will be used in an effort to maintain proper distance.

Powderly said Thursday the experiment will continue "as long as it is successful". An environmental impact study is to be done later to determine how much effect the new takeoff heading has in reducing noise over Forest Park.

Planes before today had used a 105-degree takeoff heading, which put them roughly over Forest Parkway near the center of the city. The new takeoff heading will take the planes north of there.

Forest Park Mayor Charles Summerday, however, has expressed mixed emotions about the new heading. He said earlier in January

that while the new heading will probably decrease the noise for some of Forest Park, it will increase the noise level for those residents living at the north end of the city.

But Powderly had nothing but enthusiasm for the experiment. "We're excited about a procedure that the airport sponsor (the city of Atlanta) is in favor of, and one the community feels will provide relief," he told the News-Daily in a December 23 interview. "We don't see any problems with this, but we want to approach it with an open mind. I'm very positive about it. We'll give it our best shot."

Powderly said Thursday the program had been devised by the FAA at "considerable cost", though he could not give an exact dollars and cents figure. Both new equipment and additional personnel have been added because of the change in heading. "We've had to develop new equipment and dedicate new positions," Powderly said. "This plan has cost the facility."

JONESBORO, GA
NEWS-DAILY
JAN 25 1980

Noise-Plagued Families Await Relocation

By DANIEL PAGE
Staff Writer

While 311 families in the noise-plagued southwest Atlanta community of Poole Creek and Gilbert Heights learned they would finally be relocated away from Hartsfield International Airport this week, some residents of the Mountain View area of Clayton County are still waiting to hear from the Federal Aviation Administration on their relocation efforts.

The relocation project in Atlanta will cost \$10.5 million and is being paid for by grants from the U.S. Department of Housing and Urban Development, all funds designated specifically for the city of Atlanta. The first phase of the project will begin in the next two or three weeks with the relocation of 12 families at a cost of about \$500,000.

Atlanta's decision to spend the funds on the relocation of the Poole Creek/Gilbert Heights came after earlier attempts to get FAA funding for the project failed. "When the city of Atlanta requested airport funding for the project several years ago, they were told by the airport that Mountain View residents would have to be moved first," says Airport Commissioner George Berry. "The city then went out and funded the project with their own money, which includes some federal funding, which I think is quite commendable."

Atlanta Mayor Maynard Jackson says he hopes to develop the southwest Atlanta community industrially, and feels the land being vacated could be used for a major air cargo terminal.

Meanwhile, Mountain View residents are continuing their complex relocation project which includes four separate phases. Funding for the relocation is coming from FAA grants under the Airport Development Aid Project and from airport revenues. Thus far, two phases plus the first part of the third phase have been funded, officials said.

"We still have in excess of 100 family households to relocate," says Maria Almond, director of the Mountain View Relocation Project. "We hope to get the funding for the remaining phases soon."

Phase I of the relocation began in 1977. Out of 196 households, 181 have been relocated. There were 265 parcels in of land included in this phase, of which 213 have been closed. This phase alone cost \$5.6 million, which included \$4.2 million in FAA money and \$1.4 million in airport revenue.

Phase II is now 78 per cent complete as 90 of 116 households have been relocated. Also, 102 of a total of 136 parcels of land have been closed on. This phase cost \$4 million, of which \$3 million was FAA funding and \$1 million was airport revenues.

The first part of Phase III has been funded at a cost of \$2 million. Approved in September of last year, it will relocate 43 households.

After appraisals are sent out and relocation of these homes is under way, Ms. Almond says the next step will be to request funding the remaining phases. The ADAP project is said to have a huge surplus in the billions of dollars, but some communities have had trouble getting funds. "This is correct," Ms. Almond says, but she added that she was confident they would get the funding for the other homes in the Mountain View area.

Airport

Grand Jury Cites Benefits And Burdens For Clayton County Residents

By JOE CHANDLER
Staff Writer

The November term of the Clayton County Grand Jury handed down its presentiments Thursday, focusing for the first time on Hartsfield International Airport and the problems of noise that its aircraft present to the county.

The grand jury said in its report that while the airport "is a decided asset to Clayton County," paying \$180 million in salaries to Clayton residents, noise from planes is a "grave problem", which constitutes a "terrible noise burden" for the county.

Serving under Judge Joe C. Crumbley and headed by Foreman Bo Bolander and Assistant Foreman Carlton Ivey, the grand jury also studied the operations of Clayton General Hospital, looked into the problems of overcrowding at the county jail and received the annual report of the Board of Education.

Yet the special inquiry into the operations of the airport made up the bulk of the grand jury's 12-page report. Judge Crumbley had charged the grand jury with "becoming familiar with the airport noise problem and seeking information about effects of the new midfield terminal on our county."

The grand jury heard reports from a variety of sources, including Congressmen Newt Gingrich, all of Clayton County's state legislators, Commissioner of Aviation George Berry, noise study coordinator Jim Bradley who is also assistant district attorney, and officials of the

Federal Aviation Administration.

While the report said that revenues from the airport are "particularly attractive because the county provides few services to the airport," the grand jury placed its emphasis on the finding that "The airport exposes many Clayton residents to noise levels that are nearly constant, always undesirable, and in many cases unacceptably high."

Mentioning that land use studies and changes in takeoff patterns were steps in the right direction, the report also mentioned closing the airport during late night-early morning hours, saying that such a move "must not be ruled out in future considerations."

While praising many people involved in present airport to reduce problems caused by airport noise, the grand jury stated "Because the successful implementation of the land use plan will require many years, substantial resources and imaginative leadership, it is beyond the means of private individuals or even groups of residents."

In summarizing its study, the final portion of the grand jury's statement recommended "that the governments of Clayton County, Atlanta, Forest Park and College Park combine their resources to insure that all Federal funds which could be used in solving the noise problem, including land and property acquisition, are indeed made available."

The grand jury also recommended the completion of property acquisitions in Mountain View and that a succeeding grand jury acquire the results of new takeoff procedures and monitor alternative land use patterns.

In summing up the grand jury presentiments, Clayton County District Attorney Bob Keller said that in its first concentrated effort to deal with all the aspects of the airport, the grand jury had touched on both its beneficial and detrimental contributions to the county.

In the annual report from the Board of Education, School Superintendent Ernest Stroud gave special mention to the student work-study program and discussed the cost of education per student with the grand jury. Stroud put those costs at \$1,273 per child and approximately \$3,000 per special education student.

In a special committee inquiry into the operation and service of Clayton General Hospital, the report found that "the Hospital Authority is performing its duty in an exemplary fashion." The report said, however, that there was some room for improvement and that the authority "specifically agreed to inquire into the time period required for refunds of overpayment made by patients after their receipt by the hospital from the patient's insurer."

Praising the authority and hospital Administrator Dennis Scheidt, the grand jury recommended that a subsequent grand jury check into future operations of contract emergency medical services and that the Hospital Authority and administration conduct random surveys of both

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regular and emergency hospital services.

In its report on the county jail, the grand jury found "it was visibly apparent that the jail was crowded." While federal guidelines showed that capacity for facilities of a comparable size was 80, over the past several months the Clayton County jail has housed rather consistently around 110 with a high of 132. The grand jury stated that such conditions "aggravated personal relations" and easily lead to "a break down in discipline and an increase in violence."

The grand jury recommended that a subsequent grand jury conduct a full inquiry in the county jail situation.

In closing the presentments, the grand jury set the pay for the county Juror, Bailiff and Coroner's Juror.

JONESBORO, GA
NEWS-DAILY
FEB 1 1980

College Park Residents File Noise Suit

By JOE CHANDLER
Staff Writer

A group of some 250 College Park residents has filed a \$15 million lawsuit against the city of Atlanta, claiming that noise and pollution from aircraft has greatly reduced the value of their property and damaged their health.

Filed Thursday in Fulton County Superior Court, the suit alleges that "noise, smoke, raw fuel and noxious odors" had diminished property values and that the plaintiffs suffered from nervousness, sleeplessness and "constant fear for the safety of themselves and their families."

Conyers attorney Gene Burkett, who is handling the suit, said it will be consolidated with an earlier suit filed by some of the same plaintiffs about two years ago.

Burkett said the majority of the plaintiffs live in the Jamestown and Newton Estates areas of College Park.

"A motion on the earlier suit is to be heard within 30 days, (but) I imagine it will be several months before any action takes place," Burkett said Friday.

Burkett explained that the suit is moving at its extremely slow pace due to "the volume of people involved in the case." Yet he predicted

the issue would "come to a head sooner or later."

"There are two different elements involved in the suit," the attorney said. "One is for damage of property--diminution of value." Burkett said that area of the suit "was a well-settled principle."

"The real problem has been that the owners of airports have claimed that the FAA has pre-empted the airports. But the Supreme Court has decided that there was something the city could do."

Burkett cited a decision in a California case in which the court decided "the city cannot relieve itself of the responsibility" for

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airport noise.

In that case, Burkett said, 41 plaintiffs were awarded some \$26,000.

Atlanta Assistant Attorney said Thursday that the original suit is still months away from trial.

Aviation Commissioner George Berry has said that if the land acquisition plan underway in Mountain View now is successful, that same plan may also be used in the affected areas of College Park.

Portions of the plaintiffs' suit stated that aircraft "interfere with the existing use of the property for residential purposes, rendering the flights unlawful trespass upon the plaintiffs' property."

JONESBORO, GA
NEWS-DAILY
FEB 5 1980

Forest Park Names Noise Review Panel

By JOE CHANDLER
Staff Writer

At a meeting marred by disputes over the delegation of authority, the Forest Park City Council approved a measure that would make the Steering Committee of the airport noise abatement study the monitor and review committee of the same study.

The council had earlier proposed such a measure, but a separate plan had since been suggested by the city of Atlanta. That plan called for a monitor and review committee to be comprised of a representative from Forest Park, College Park, Clayton County and Atlanta, the four jurisdictions involved in the study.

With the plan supported by Atlanta and Clayton County and opposed by College Park and Forest Park, the council vote Monday night broke the deadlock. A prior agreement in the study declared that tie votes would be broken by the vote of one of the jurisdictions involved, with the order for the turn in voting coming in alphabetical order.

As it was Forest Park's turn in the rotation, the council's unanimous vote means that the Steering Committee will retain its duty as a monitor for the continuing plans of the study.

In other action at the meeting Monday, the council referred a group of citizens seeking stop signs at Cone Road and Needle Drive to the Public Safety Department. That department will study the situation and then report to the council.

A request by Jerrell Groover to move a building for a sandwich shop onto Jonesboro Road was tabled when there was some disagreement about sewage facilities at the site where the building was to be moved.

Also, two ordinance amendments putting new restrictions on salvage, pawn

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and flea market operations in the city were tabled when a dispute rose between Mayor Charles Summerday and City Manager William Bennett as to who would make the decision as to what charges should be attached to the granting of permits.

When Bennett interpreted city codes as giving him the authority to levy such charges, Summerday responded that Bennett was too broadly interpreting his powers as city manager.

The motions tabled at the Monday meeting will be considered at the next council meeting, slated for Feb. 18.

LAWRENCEVILLE, GA
GWINNET NEWS
FEB 1 1980

Metro

Airport Suit Filed

ATLANTA (UPI) — About 250 suburban College Park residents have filed a \$15-million lawsuit against the city of Atlanta, charging that low-flying planes around Hartsfield International Airport had reduced their property values by 25 percent.

The suit, filed Thursday in Fulton County Superior Court, claims the "noise, smoke, raw fuel and noxious odors" from the planes had diminished property values. In addition, the plaintiffs charged they have suffered from nervousness, sleeplessness and "constant fear for the safety of themselves and their families."

The lawsuit is "a companion" to a similar suit — filed by some of the same plaintiffs and seeking roughly equal damages — that has been moving at a snail's pace through the courts for the past several years, according to attorney Gene Burkett of Conyers, who is handling both suits.

MACON, GA
NEWS
JAN 23 1980

The New Aviation Bill Can Help Out Macon

In the heels of bad news came good word for Macon's air service.

The bad news was that competitive pressures fostered by airline deregulation and worsened by rising fuel costs forced Air South/Florida Airlines to abandon Macon-Atlanta commuter service.

The good news is that an Aviation Safety and Noise Abatement Act now threading the congressional labyrinth

will reduce inflationary pressures on airlines of all sizes. This can help places like Macon to hold on to their air passenger service.

A House-Senate conference committee, the White House, the post's union and the airline lobby all endorse the bill. The key part as far as communities like ours are concerned is the one which stimulates the acquisition of new-design, small jet aircraft.

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Previous noise abatement requirements demanded a very costly "retrofit" (making big changes in planes already in use). The smaller jet aircraft used by both commuter services and major trunk lines, such as the DC-9 and the 737, would have been made much heavier, therefore much more fuel-gulping, by the retrofit. Their noise level would have been cut according to the instruments, but not enough as to be perceptible to people living near airports.

Many cities like Macon could well have lost all jet service as airlines pulled out their small

jets rather than retrofit them.

The new bill eases retrofit requirements in favor of buying new, quieter and more economical jets. It also releases more airport development funds, and raises the federal share of smaller airport project funding back to 90 percent.

That's all to the good. Maybe now Delta and Ocean Airways (which is jumping in to try its hand at the Atlanta commuter run abandoned by Air South/Florida) can continue to keep 'em flying into and out of Macon. For a city hoping to attract and keep industry, that's a must.

MACON, GA
TELEGRAPH
FEB 8 1980

Minister Believes In 'Make a Joyful Noise'

PORTLAND, Ore. (AP) — "I have to make my stand on my convictions," says the Rev. Archie Hopkins, pastor of the Greater Solid Rock Church of God in Christ. "The judge upholds the law of the land. I uphold the laws of God."

And so, Hopkins said Wednesday, he will not comply with a county court order to put a lid on the noise level of his church services. The decibels come from amplified voices and organ music, a full set of drums, a saxophone, tambourine and electric guitar.

The church has been involved in a dispute with neighborhood residents for four years. A court order issued in May 1978 specified a maximum noise level, required insulation, and temporarily calmed things down. But a neighbor complained again last month, leading to the new order that the amplifier be muffled.

'Sleepless' neighbors don't dig disco scene

By DAVID ROYAL, News-Tribune staff writer

A new roller disco in Rome may be hitting it off with the younger crowd, but residents near the Shorter Avenue business don't exactly want to "boogie" to the loud music they claim they must endure each night.

And Rome City commissioners seem to be lending a sympathetic ear to the complaints from the residents.

Commission Chairman H.F. (Ted) Hunter told the residents at a Monday night commission meeting the business owner of Greenland Roller Disco has been instructed of "public nuisance" laws on the city's books and that enforcement of the statutes is imminent unless the noise level is reduced significantly at the business.

Hunter's remarks came in response to a complaint by a delegation of residents of the area, led by spokesman Dennis Smith, a Marshall Lane resident.

Smith complained the noise level in the neighborhood near the roller disco is so loud that many residents "can't sleep at night."

The resident said the noise is particularly loud due the bass sound.

"It's like listening to your heartbeat — only it's amplified," said Smith.

The delegation presented to the city a petition bearing 24 signatures of people complaining about the night spot.

Rome City Manager Al Crace said owner W.A. Green has been approached by Rome police and notified of the problem and of public nuisance laws the city feels are being violated.

Greenland Roller Disco, opened in January and is located at 2109 Shorter Ave.

Rome City Attorney Robert Brinson said the city could bring separate charges under the public nuisance laws each day any violation occurs.

Civil Defense Director

City Manager Crace told reporters the search for a new civil defense director (CD) has narrowed to three choices.

The CD post was left vacant when Lindsey Ford, director since 1968, retired at the end of the year, and the local office has been closed since that time.

Crace said a special screening committee has reviewed some 20 appli-

cants for the post and submitted three names for his consideration.

Crace said the three now are undergoing background and physical examinations.

The city manager said he has not set a timetable concerning his nomination for the post.

His nominee would then be subject to approval by the city and county governments and confirmation by the state civil defense.

Salary of the official, estimated between \$15 and \$18,000, is provided by the federal and state, 50 percent; and county and city governments, 25 percent each.

Old school property

The city gave notice at the Monday meeting that it is selling property around the Old Fourth Ward School at Fifth Avenue and West Eleventh Street.

The city will accept sealed bids on that property Monday, March 3. Bids are to be opened at 5 p.m. in the city commission chambers.

Commissioner Leon (Red) Wade said the city has no use for that property "in the foreseeable future" and noted the action will place the property "back on the city digest."

In other action, the commission approved a contract with the Georgia Department of Transportation (DOT) for work at the intersection of Turner McCall and Martha Berry Boulevards.

To cost just over \$11,000, the project would be financed 75 percent through the state and would result in some widening at the intersection as well as curbing.

A second contract approved Monday night by the city totaled \$1,920 and is for curb and gutter work on Deerbrook Drive.

The city commission also authorized the Community Development committee to enter into some 350 to 400 minor contracts it expects to begin as part of a \$3 million community improvement project over the next several years.

The contracts would still be signed by the city manager. Officials said the procedure should facilitate small transactions such as appraisals, land surveys and housing rehabilitation projects.

WAYCROSS, GA
JOURNAL-HERALD
FEB 1 1980

Residents File Suit

ATLANTA (AP) — A \$15 million suit has been filed against the city of Atlanta by a group of 250 residents charging that low-flying aircraft around Hartsfield International Airport have reduced the value of homes in suburban College Park.

"Noise, smoke, raw fuel and noxious odors" from the aircraft have driven down the market value of property by 25 percent, the suit claims. According to the suit, residents suffer from nervousness and sleeplessness and are in "constant fear for the safety of themselves and their families."

BURLINGTON, KY
BOONE CO. RECORDER
JAN 17 1980

Planning Commission Discusses Complaints

Barge traffic on the Ohio River prompted several residents to seek aid from the Boone County Planning and Zoning Commission at its meeting last Wednesday.

The noise created by increased barge traffic is becoming annoying and the view from homes overlooking the river has become less appealing, Robert Clore, Covington told the Planning Commission.

The Commonwealth of Kentucky has jurisdiction of the Ohio River in matters of interstate commerce. Mr. Clore asked the Planning Commission if it had any control of construction of barge moorings on the river.

Construction of barge moorings is in the jurisdiction of

the Army Corps Engineers, Planning Commission Attorney Dale Wilson told the residents. The Planning Commission is limited to making its feelings known to the Corps of Engineers, he added.

"It was made painfully clear that Ohio has jurisdiction for their shores," Commission member Paul Kroger said. "It's a little broader than we can handle," he added.

One of the few legal alternatives the residents have to stop the barge traffic along the Ohio River would be to have it designated as a scenic river under the Scenic River Act, according to Commission member Raymond L. Buse Jr. He added that the possibility of that happening were un-

likely. Commercial river traffic is expected to increase in the future, Mr. Buse said.

Commission member Irene Patrick suggested to the residents that they write to the proper governmental officials in Ohio to voice their concerns. She also suggested that they withhold donations they might make to organizations in Ohio.

As Cincinnati, Covington and Newport attempt to rejuvenate their riverfront areas, industry is being pushed down river and up river, Ellen Balck, 1062 River Rd., Constance, told the Commission. "If we don't do something, we'll be smothered," she added.

The Planning Commission

has received requests to zone more land along the river for industrial use, Mr. Kroger told the residents. The Planning Commission will want to hear the concerns of the residents in the area where the subject is discussed, he added.

Mr. Kroger advised the residents that would be the time to voice their concerns to the Planning Commission. The issue is expected to come before the Planning Commission either late in February or early March, he said.

LOUISVILLE, KY
TIMES
FEB 1 1980

House OKs easing jet-noise laws

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes. The measure, approved 285-122 yesterday, appropriates \$15 million for planning new noise-reduction projects.

PADUCAH, KY
SUN
JAN 27 1980

Soundproofing yields treat for ears at Jackson School

By JOHNNY MILLER
Sun Staff Writer

Grade schoolers at Jackson Elementary School barely can hear the thunder of street construction outside since their classrooms underwent extensive soundproofing.

And the naturally noisy children are grating less on the nerves of teachers. The sound of their chatter, chairs scraping on the floor and dropped books are more muffled.

The soundproofing measures were financed by the state Bureau of Highways as a concession to the school system for four-laning Park Avenue and significantly raising the noise level.

It probably is the first time the bureau has undertaken such a project although sound barriers of earth and concrete have been constructed along interstates, said Jim Clevenger, district engineer in charge of designs.

School officials more than two years ago complained of noise when it was announced Park Avenue was to become a major access route to the downtown area. Apparently, the soundproof-

ing measures have solved a problem that at first seemed insurmountable.

Measures recommended for the school by architects of Peck Associates Inc., are simple ones even apartment or home dwellers might use to deaden sound, said Clevenger.

For classrooms facing either Park Avenue or 21st Street, carpet was added to floors and walls, windows were made smaller, ceilings lowered and covered in acoustical sound-absorbing tile. Hallways also were soundproofed.

"You can hear almost nothing from the outside now and noises from inside the rooms are absorbed — there are no echoes," said Clevenger.

The highway official said it is certain noise will increase significantly when the street-widening is completed. "We know a lot more trucks will be pulling up to

that stoplight out there. A semi stopping and starting makes a lot of noise."

Methods of soundproofing — particularly carpet and acoustic tile — are not expensive, said Clevenger. A large number of rooms were involved in the Jackson School project and the final cost was \$79,000.

An earthen sound barrier of the type used along interstates was considered at the school, but the idea was discarded. "An earthen mound would not be very aesthetic and you couldn't build it high enough for second-floor classrooms," he said.

First grade teacher Mrs. Margaret Cook agreed the sound-deadening efforts have helped.

"I had a classroom last year that was terrible, it was so noisy," she said. Standing in one of the muffled rooms Mrs. Cook added, "This is almost peaceful."

CANTON, NC
ENTERPRISE
JAN 31 1980

Canton Police Crackdown

A crackdown on loud vehicles and the discharging of weapons within the city limits will be conducted by the Canton Police Department.

Police Chief Charles E. Calloway said that, due to complaints from citizens, the police department will begin a crackdown on loud vehicle horns, loud mufflers, squealing tires, baffles out of motorcycles, and any vehicle making excessive noise.

This portion of the enforce-

ment program will begin Monday. Anyone with a vehicle, truck, or motorcycle who has a question as to whether or not it is too loud can take the vehicle to the police department to have it checked.

Calloway said that Town Ordinance under Noise, Section 8-6009, and the state law reference to the authority of the town to control, regulate and prohibit noise, General Statute 160A-184, will be enforced.

He said a crackdown is also in effect on the discharging of firearms, air guns, arrows, and any shooting device that would cause injury or damage to persons or property within the city limits.

This, he said, is covered under town ordinances covering the discharge of firearms, air guns, arrows, etc., Section 8-6007; and the state law reference to authority to regulate firearms, General Statute 160A-189. //

CHARLOTTE, NC
NEWS
JAN 21 1980

By PATRICIA MCCORMACK
Special Staff Writer
Muffle those garbage cans at dawn's early light. Dial down those discs decibels.
Haven't you heard?
Uncle Sam wants America, the noisy to hush up — for our ears' sake.

Studies show that excessive noise causes first subtle, then bold damage to one's hearing.
The loss of hearing is gradual. At first, you don't hear the little things, the chirping of birds, the rustle of leaves, a lover's whisper.
Later comes more severe damage, making it tough to hear even loud sounds. And what you don't hear could kill you — a train whistle as your car approaches tracks at a fire alarm.
Or what you don't hear might endanger a life not your own — a siren of an infant in distress, for example.

Research shows four-year children, vital to hearing, especially are distressed by loud noise exposure in excessive noise. You've got an infant at birth and his brain cells they don't grow back once wiped out.

From a health standpoint, there is more than that to noise pollution.

Sudden noises, for one example, prompt heart adrenaline into your system and a nature's way of getting you ready for flight or fight.

Noise can't kill a person or at

least hasn't yet, but it has killed laboratory animals. Acoustic energy, trapped under the animal's fur, burned them up.

Douglas M. Costle, administrator of the Environmental Protection Agency, said EPA investigations of the health and physiological effects of noise have extended beyond the solely auditory effects.

"We are currently in the second of a four-year study which is examining the non-auditory effect of noise on primates — monkeys."

"Heads to date give us something to worry about. When exposed to noise levels similar to those experienced by millions of Americans in urban areas, the laboratory animals experience a 30 percent elevation in blood pressure."

"Further, when the primates are withdrawn from the noisy environment, their high blood pressure persists."

The findings at the University of Miami in Florida correlate with 40 epidemiological studies in 11 countries — all linking excessive noise exposure to cardiovascular disease.

At the National Institute of Environmental Health Sciences in Research Triangle Park, N.C., scientists have shown much noise-induced inner-ear damage in newborn guinea pigs exposed to high levels.

They said the severe damage makes it "morally prudent" to avoid exposing newborn humans to excessive noise.

QUIET

For your own good,
Uncle Sam wants you
to hold down noise

Costle says 20 million Americans every day are exposed to excessive levels of noise.

To keep them from joining 16 million Americans already hearing impaired, including 3.5 million children, is the aim of Uncle Sam's noise abatement crusade.

Local governments are putting laws, too. Local noise control laws now number more than 1,000 — up from 275 six years ago.

One in 10 new cars at increasingly barking dogs and requires the owner to break his dog of bad barking habits.

The Congressional edict for a quieter America is in the Noise Control Act of 1972, bolstered by amendments — The Quiet Communities Act of 1976.

Experts say the noise pollution battle is where the battles against water and air pollution were 15 years ago. Giant steps are needed to tune down America by the year 2000. This year, however, only \$14 billion in federal funds are at the nation's disposal. That is about 1 percent of EPA dollars.

Among potentially harmful noise are vibrations booming out

of disco loudspeakers — measured at from 115 to 130 decibels.

A decibel is a measurement of noise. At 140 decibels, noise causes pain. Damage to hearing in susceptible persons depends on time exposed and authorities say ear protectors probably are wise at from 85 to 90 decibels.

Normal conversation is 65; a lover's whisper sweet nothings, around 30; the rustle of leaves 10 or below; moderate rainfall, 50; and "quiet" in the library, 10, the average factors, 85.

Vacuum cleaner, 75; heavy traffic, 85; motorcycles, modified, 95; chainsaw, 100; rock music, amplified, 110; jet takeoff, 100 feet, 120; air raid siren, 130.

Some authorities fear disco loudspeakers will affect many of today's disco freaks by reach middle age.

Hearing exams given 7,000 grade, high and college youths by Dr. David Lipscomb show this fear to be real.

Lipscomb, head of the Noise Laboratory at the University of Tennessee, Knoxville, found progressive hearing damage, with up to 60 percent of college freshmen impaired.

"It is worse than 10 years ago. They are two or three decades ahead of themselves in hearing deterioration," he said.

Los Angeles and some other cities make disco pop signs outside warning of a possible hazard to hearing. At other discoes, experts say, disco music not be permitted to stay more than two hours.

Dr. Marc Kramer, head of Noise and Hearing Consultants of America and director of audiology at Long Island Hospital of Hempstead, N. Y., said audiologists put the noise damage zone at between 85 and 90 decibels.

Damage is linked to time exposed. The higher the decibel count, the less time it takes.

Kramer, consultant to public and private agencies nationwide, is secretary of New York's City Department.

He said the fire department's siren blares that knocks out concrete walls with a stream of water generate 117 decibels of noise.

But he said there hasn't been hearing damage in 10 years, the time frames assigned to the public have been warning, but hearing damage hasn't been in reported sound but rather out the fire.

CONTINUED

...the most undesirable neighborhood condition — more irritating than crime and deteriorating housing.

In the campaign for a quieter America, the EPA has produced regulations for ceilings on noise from portable air compressors.

These supply air for equipment such as pavement breakers and rock drills, major sources of noise at construction sites.

Other regulations set noise standards for pavement breakers and rock drills.

The regulations are supposed to result in a 45 percent reduction in the extensiveness and severity of construction site noise.

Regulations call for less noisy power lawn mowers, also. There are an estimated 40 million walk-behind and riding power lawn mowers in the United States.

The EPA claims the majority produce noise levels potentially harmful to the hearing of operators.

Limits on noise from new city transit buses, school buses and intercity buses are to go into effect in three steps from now to 1985.

"Buses are an integral component of the urban noise problem," Costle said.

Newly manufactured trucks with a gross vehicle weight rating of 10,000 pounds or more, when accelerating in accordance with specified tests, are not to exceed the following noise levels measured at 50 feet: 83 decibels now; by 1982, 80 decibels.

The EPA estimates this regulation will reduce urban traffic noise by more than 25 percent by 1980.

After big trucks, motorcycles make the most highway noise and are near the top as a source of annoyance.

An EPA regulation, if fully complied with, will cause an average five decibel reduction in new street-motorcycle sound levels by 1985, and a two-to-nine decibel reduction in sound levels of off-road motorcycles.

Motorcycle decibel ranges are street motorcycles, 78 to 83; off-road motorcycles, 80 to 95; mopeds, 60 to 73.

Charles Elkins, EPA deputy administrator for Noise Abatement and Control, says community planners can help reduce highway traffic noise by erecting sound deflectors along new highways or at the edge of a community.

This is more cost-effective if done at the time the original highway or community is being built, he noted.

And finally, there's the battle against aircraft noise. But Rep.

James J. Florio, D.-N.J., chairman of the Subcommittee on Transportation and Commerce of the House Interstate and Foreign Commerce Committee, fears it may already be lost.

Aviation noise abatement bills now before Congress, he says, if successful, will probably erode federal authority to control aircraft noise.

"In the face of possible revocation of existing federal aviation noise abatement authority, communities have already begun to pass their own ordinances to control the use of local airports by noisy aircraft," he said.

"Similar action by other communities near major airports could severely curtail interstate commercial aviation," he added.

"In the absence of federal authority, local governments cannot be prevented from enacting their own means for controlling aircraft noise issue."

The label on noise-emitting products will provide consumers with a noise rating. This will be a number showing how many decibels the product produces.

The label also will provide the range in decibels of noise put out by the same kinds of products from other manufacturers. The lower the rating, the quieter the product.

The first products selected for ratings are hearing protectors. Other products will be identified on a continuing basis.

Costle said EPA will put primary emphasis on requiring labels on products used in and around the home. Several industries already are at work on voluntary noise labeling.

Decibel readings around the home include these: powermower, 87 to 105; some dishwashers, 85; some hair dryers exceed 85; refrigerator, 40; stereo systems as played by some teenagers, as high as 120; chainsaw, 100 decibels.

The EPA already has specifications for quieter garbage trucks — newly manufactured ones. EPA Assistant Administrator David G. Hawkins said some garbage trucks now on the road have noise levels greater than 90 decibels — more than twice as loud as the standard EPA is imposing.

A recent poll conducted by the U.S. Bureau of the Census showed that noise is considered to be the

most undesirable neighborhood condition — more irritating than crime and deteriorating housing.

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POOR COPY

CHARLOTTE, NC
NEWS
JAN 21 1980

How loud is Charlotte? Study should tell

By CLAUDIA FINKENAU
News Staff Writer

Shhh.
That's what the Charlotte City Council may be saying before long.

A year-long study by the city's special projects division will be in the council's hands this month evaluating noise in Charlotte and what the staff feels is necessary to make the current code more effective.

The study was requested by the council about a year ago after complaints about loud rock concerts. Randy Jones, city transportation planning coordinator who helped put the study together, refused to name specific changes that will be recommended, but did talk about noise in Charlotte.

A current ordinance prohibits noises on "public streets or ways" above 85 decibels, about the amount of noise coming from an alarm clock two feet away. But the ordinance doesn't specify any particular penalties for breaking the law.

There is no one who actually measures noise in Charlotte, although most complaints are handled by the police department, said Jones.

He said most noise complaints — loud motor vehicles such as trucks and motorcycles, domestic noise such as arguments, loud record players, lawn mowers, air conditioners and power saws, barking dogs and rock concerts — are usually resolved without police action.

"Most people don't know they are making the noise.

"A lot of people around town think Charlotte is a noisy city and there are some who don't think noise is a problem."

Whether Charlotte is really a noisy place to be depends on where you look at it from, Jones said. If you come from Casper, Wyo., it's a pretty loud city. If you come from New York City, Charlotte barely whispers.

A new code could establish certain noise levels for certain parts of the city, for certain activities or by land use, Jones said. The business district, for instance, would probably have a higher limit than a neighborhood. The code could also specify certain penalties for breaking the law, too.

Breaking the current law is a misdemeanor. Penalties are left to the discretion of a judge, Jones said.

CHARLOTTE, NC
NEWS
JAN 29 1980

Report advises city to increase fight against noise

By DOUG SMITH
News Staff Writer

The city needs to hire a noise control officer, beef up anti-noise laws, buy more sound-measuring equipment and increase enforcement training to respond to citizen complaints about excessive noise, says a report to the City Council.

The report, compiled by the city's special projects office after a year of staff study, calls such measures "minimal" to overcome "deficiencies in the system under which existing noise problems are handled."

Beyond the minimal requirements, the staff also asks the council for advice on whether the city's

noise control program should remain nuisance-oriented or be expanded into such areas as zoning and motor vehicle restrictions.

A comprehensive noise control program could cost more than \$50,000, the report said, if the council decides, for example, to aggressively attack transportation-related noise, which accounts for 75 percent of all complaints in some major cities.

"I think this presents a good foundation for the council to make some decisions on what we want to do," said Councilwoman Laura Frech, who has led a two-year push for a better noise control program.

The city study was launched after citizens com-

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plained about excessive noise from a rock concert held at Memorial Stadium in July 1978.

Mrs. Frech said the report establishes that "noise is a problem"—something her constituents have let her know through complaints — and that she's convinced people see "peace and quiet" as an important factor in the quality of life here.

The report says the police and building inspection departments receive almost all the noise complaints in Charlotte.

Complaints to police usually concern stereos, radios, phonographs and amplifiers, except during warm weather when more people complain about loud parties and motorcycles. Police also wrote 990 tickets or warnings last year for defective mufflers, most of which were too loud.

Building inspectors say they receive about three complaints a month, usually about such equipment as chainsaws, air conditioners and lawnmowers and large trucks in residential neighborhoods.

Police indicated in the study that the noise problem could be alleviated through a comprehensive public information program, and both police and building inspectors said specific noise standards for various activities are necessary for effective enforcement.

The city staff also suggested that federal money be sought to establish a public information program to inform citizens about noise, what they can do

about excessive noise and how to complain.

All complaints would be funnelled through a designated noise control officer in the police or building inspection departments. And the officer would investigate complaints, perhaps resolving many without resorting to legal action.

The staff says more than one person might be needed in the noise control office, depending on how strictly the council wants to enforce regulations.

In any case, the report recommends, the council should approve a \$1,000 federal grant to assist the city in training additional officers in noise control techniques.

And, it adds, for effective control the city needs more than the five noise meters it's using now. The building inspection department should have one and the police department 14, one for each team, the report said. The total cost would be about \$4,500.

HICKORY, NC
RECORD
JAN 24 1980

Furniture Plant Aids In Study Of Noise

BY MARY N. YIHOULIS
NCSU News Bureau

A North Carolina furniture manufacturing plant is the special "laboratory" of a North Carolina State University engineer recognized as one of the nation's top authorities in the control of mechanical noise and vibration.

Dr. Franklin D. Hart, professor of mechanical and aerospace engineering and director of the NCSU Center for Acoustical Studies, has for more than a decade led research to develop technology for noise reduction in industries — particularly in the noise-intensive furniture and wood products industries.

North Carolina's furniture industry, with some 83,000 workers, employs more people in this state than any manufac-

turing fields other than textiles and apparel.

Hart travels frequently to the White Furniture Co. in Mebane that he calls his off-campus "laboratory." There he is conducting a demonstration program of feasible control methods he has developed for reducing noise of machinery in the furniture industry.

The program is supported by the National Institute for Occupational Safety and Health. The institute's interest, Hart points out, is to eliminate the occupational health hazards of noise pollution in the working equipment.

Among these are hearing loss and psychological effects.

To date, the institute has granted the NCSU Center for Acoustical Studies more than \$1 million for the support of research

aimed at noise abatement.

Hart cited a recent United Nations report on the environment that says noise pollution around the world is escalating so rapidly it is becoming "one of the major threats to the quality of human life."

That threat has long been the concern of researchers at NCSU.

As early as 1970, Hart began studying the noise-generating mechanisms of woodworking machinery that sometimes reach a noise level of 115 decibels. Noise legislation limits a worker's exposure to 90 decibels.

Thus in the industry's woodworking machinery areas where this noise limit may be exceeded, said Hart, employees must wear earplugs to protect their hearing.

Hart said noise-induced hearing loss is

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one of the most prevalent industrial health hazards for employees and that excessive noise levels over long periods can impair time judgment, cause observation errors and reduce vigilance. Those results can affect overall productivity.

He has led the development of noise control technology for woodworking machinery tools such as wood planers, saws, high speed routers, tenoners, shapers, moulders and facer-jointers.

With the cooperation of White Furniture Co., producers of bedroom and dining room furniture lines, and Bernie Bean, the company's vice president for production, Hart is documenting the application of noise control measures in "the real world."

"We are extremely fortunate to have a 'laboratory' that includes the types of woodworking machinery representative

of those used throughout the furniture and wood products industries," Hart said.

Now in the early phases of the demonstration program, Hart and his research team of graduate assistants are assessing the plant's noise environment and are collecting data on tooling and operational characteristics of the machines.

Other research phases will cover the selection of the appropriate noise control technology, the implementation of control measures, the evaluation of the controls, the improvement of the overall noise environment and evaluation of the cost impact.

"While some companies have developed their own noise control and hearing conservation programs, others would initiate programs if it were not for the uncertainty of what can be done and of the costs involved," explained Hart.

He believes the documentation of the demonstration project will provide the furniture and wood products industries with the basis needed to reduce their noise problems and protect their employees.

Since establishment of the Center for Acoustical Studies in 1968, Hart has coordinated a more than \$4 million noise research program.

Through the center, he and other NCSU faculty members and graduate assistants have been studying a wide range of noise problems — in other industries, such as textiles, metal fabricating, dairy and food processing, in the community environment, on the highways and at airports.

Hart describes the center with its sophisticated noise research laboratories as a "medium for bringing together the talents of NCSU faculty and staff with expertise in noise-related areas."

JACKSONVILLE, NC

NEWS

JAN 18 1980

Brynn Marr residents call for noise barrier

By DAVID SHELLEY

Daily News Staff

Brynn Marr residents want a noise-retaining wall built along Western Boulevard before the street is widened, N.C. Department of Transportation officials were told Thursday night.

Residents of the subdivision and merchants with businesses on the street voiced support for a seven-lane boulevard with a center turning lane.

No one spoke in favor of an alternate plan for building a road with six lanes divided by a median.

About 75 people attended the hearing at the First Assembly of God Church on Western Boulevard.

John Janega, who said he was speaking on behalf of Brynn Marr residents, said that the wall should be erected before construction is begun on the street.

He said such a wall is needed to keep the project within federal noise levels.

He said traffic on the street after the widening would produce noise levels exceeding the legal standards set by the U.S. Environmental Protection Agency.

He presented a list of signatures of subdivision residents who favor construction of a noise-retaining wall, which he said could be built with either treated wood or rust-resistant metal.

"We want to see a wall put up there and we want to see the wall there first," he said.

His remarks were met with applause, as were those of others speaking in favor of the seven-lane project.

Lester Lane of Foscoe Sales said he was opposed to the alternate route with a me-

dian, which he said would force him to move his business because of the additional right-of-way required.

"I am very much opposed to the alternate," he said. "If you move me out, I don't know where I will go."

Construction of a divided street with a median would impede the normal flow of traffic and offer a grassy median that would collect garbage, he said.

Steve Bartley, another businessman, said a center turning lane would be beneficial to businesses located along Western Boulevard.

"I am very much in favor of the center turn lane," he said.

Several other speakers also spoke in favor of the seven-lane proposal.

W.A. Garrett Jr. of the transportation department said widening of the road could begin as early as July if right-of-way acquisitions are completed by March.

The project could be completed within 18 months to two years after construction begins, he said.

Construction of the seven-lane project is expected to cost about \$3.23 million. The six-lane road with a median would cost about \$3.95 million, Garrett said.

Federal officials will make the final decision on whether the road will have six or seven lanes, he said. Federal funds will provide 75 percent of the funds for the expansion.

State officials said that a traffic light would be installed at University Drive and Western Boulevard.

Traffic lights will remain where Western Boulevard intersects with Lejeune and Marine boulevards, Country Club Road and Brynn Marr Road.

White Furniture Co. Participates In Noise Control Program

By MARY N. YIONOULIS

A Mebane, North Carolina furniture manufacturing plant is the special "laboratory" of a North Carolina State University engineer recognized as one of the nation's top authorities in the control of mechanical noise and vibration.

Dr. Franklin D. Hart, professor of mechanical and aerospace engineering and director of the NCSU Center for Acoustical Studies, has for more than a decade led research to develop technology for noise reduction in industries—particularly in the noise-intensive furniture and wood products industries.

North Carolina's furniture industry, with some 83,000 workers, employs more people in this state than any manufacturing fields other than textiles and apparel.

The NCSU noise expert travels frequently to the White Furniture Co. here in Mebane that he calls his off-campus "laboratory." There he is conducting a demonstration program of feasible control methods he has developed for reducing noise of machinery in the furniture industry.

The program is supported by the National Institute for Occupational Safety and Health (NIOSH). The Institute's interest, Hart points out, is to eliminate the occupational health hazards of noise pollution in the working environment.

Among these are hearing loss and psychological effects.

To date, NIOSH has granted the NCSU Center for Acoustical Studies more

than \$1 million for the support of research aimed to noise abatement.

Hart cited a recent United Nations report on the environment that says noise pollution around the world is escalating so rapidly it is becoming "one of the major threats to the quality of human life."

This threat has long been the concern of researchers at NCSU, fast becoming one of our nation's major research centers for the abatement of noise pollution.

As early as 1970, Hart began studying the noise-generating mechanisms of woodworking machinery that sometimes reach a noise level of 115 dBA. Noise legislation limits a worker's exposure to 90 dBA. Thus in the industry's woodworking machinery areas where this noise limit may be exceeded, said Hart, employees must wear earplugs to protect their hearing.

Hart said noise-induced hearing loss is one of the most prevalent industrial health hazards for employees and that excessive noise levels over long periods can impair time judgment, cause observation errors and reduce vigilance. These results can affect overall productivity.

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With the cooperation of White Furniture Co., producers of bedroom and dining room furniture lines, and Bernie Bean, the company's vice president for production, Hart is now documenting the application of noise control measures in "the real world."

"We are extremely fortunate to have a 'laboratory' that includes the types of woodworking machinery representative of those used throughout the furniture and wood products industries," Hart said.

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characteristics of the machines.

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Hart describes the center with its sophisticated noise research laboratories as a "medium for bringing together the talents of NCSU faculty and staff with expertise in noise-related areas." 71

Noise Pollution Relief Is Asked

Wilkes County Board of Commissioners in meeting Monday night heard a delegation asking that noise pollution from a sawmill in the area where the residents live be stopped.

A petition was presented to the board which stated: "The following named persons living in the Millers Creek area (first paved road above Ravenwood on the right) do hereby petition the Wilkes County Board of Commissioners to grant them relief from the horrendous noise level emitted from a sawmill operation which recently moved into the neighborhood."

The petition was signed by D. C. McGlamery, Arlee McGlamery, Claude and Toole McGlamery, Romie J. and Mae Foster, Mr. and Mrs. James D. Faw, Mr. and Mrs. Ralph A. Faw, Mrs. George McGlamery, Marvin McGlamery, Betty Mae McGlamery, Debbie Hall, Mrs. Wilma Faw, Mr. and Mrs. Wade H. Parsons and James E. Anderson.

There were some six citizens present concerning the sawmill operation and Mrs. Arlee McGlamery spoke, stating that the sawmill operation's noise level is so high that it is disturbing to the entire neighborhood, shaking windows in her home and has made a nervous wreck out of her personally. In addition to the noise level, she said there is a problem with the workers parking cars on both sides of the road and blocking traffic and

equipment being driven up and down the road, causing damage to the road.

Chairman Lankford explained that since this is not a zoned area, the commissioners have no authority, but added that everything possible will be done to assist the citizens. He stated that probably the citizens would have to take court action against the sawmill operation.

County Manager John Barber reported that he had talked to the environmental people in Raleigh and they agreed that with no zoning in the area, it would be very hard for the commissioners to take any action. Barber added that they did suggest that he contact N. C. State University in Raleigh and have someone from there make a noise level study.

Commissioner T. D. Carter stated that with situations like this, "It becomes more evident that this board needs to give more consideration to land use planning, because without land use planning, we are at a total loss as far as being able to do anything to help the citizens in the area."

The board was told the property is owned by Johnny McGlamery and leased for the sawmill operation and that Clayton Anderson is operating the sawmill business.

After a lengthy discussion concerning this noise pollution, motion was made by Jack Combs, seconded by Max Bauguss and unanimously adopted to authorize the county

manager to write the operator of the sawmill, informing him that a petition had been filed against the operation concerning noise pollution, plus pointing out the violations concerning use of the road.

The Energy-Saving Motto Today Is Go Underground

By GALETOLLIN
Associated Press Writer

MINNEAPOLIS — The way to stay on top in the battle against soaring fuel prices and dwindling energy resources is to go back underground, say scientists at the Underground Space Center.

Since early days, living creatures have turned to the earth for protection against climatic extremes.

And now the time has come to reconsider what the earth offers, says Dr. Charles Fairhurst, a prime mover in the establishment of the center in the University of Minnesota's Department of Civil and Mineral Engineering.

The British-born department head says much technology for underground and earth-sheltered structures already exists and more is being accumulated steadily. The techniques of underground space use, Fairhurst says, are among the simplest, most cost-effective and readily available means of energy conservation.

Prospects for greater utilization of underground space are excellent, adds Charles Lane, the center's assistant director.

The center's experts assert the advantages of people using the earth as a blanket are many:

—The earth is a natural insulator. Underground buildings attain 50 to 80 percent savings in energy consumption for heating and cooling, Lane says. There is no winter wind chill, and a properly located earth-sheltered home is shielded in the summer from the direct rays of the sun.

—During the summer, when the sun is high, solar collector panels above the roof may be adjusted to shade windows, on the exposed side of an earth-sheltered house. In winters, the lower sun angle provides direct sun warmth through windows.

—The environment is nearly silent. Noise pollution, including unwanted sound from airports and freeways, is greatly reduced.

— Urban congestion can be significantly lessened, and environmental quality is preserved by the retention of "greenspace."

— Laboratories and testing rooms requiring precision reduce vibrations when they move underground. The danger of fire, radiation and explosions is lessened.

— There is protection from hail, tornadoes and windstorms. Snow on the overhead grass adds insulation. The intensity of earthquake vibration is less severe underground than on the surface.

— Earth-sheltered homes normally can be built for about the same cost as conventional houses and the total life-cycle cost is much lower because of savings in energy and maintenance. Painting, shingling and similar exterior maintenance is eliminated.

Major obstacles mostly are of the "feelings" type. People have an innate feeling that they "don't want to live like moles." There hasn't been enough resale experience to build a track record appealing to lending institutions. Architects and builders tend to want their work displayed in the open, above ground, for everyone to see and admire.

Fairhurst says a properly oriented earth-covered dwelling has as much sun exposure as an above-ground house. Underground space can be designed to include windows, natural lighting, views of attractive landscape and more room for living on the surface, he says.

Increasing numbers of department stores have increased display space by eliminating windows and Fairhurst says they've won acceptance. A psychological study showed no significant drawbacks to building the Abo Elementary School in Artesia, N.M., totally underground and, in some respects, the learning environment was enhanced.

Overwhelming commitment to the "surface" has tended to hold down underground construction. Banks have been concerned with initial costs and

resale ability, rather than life-cycle costs. As energy costs increase, life-cycle costs will become more important. Fairhurst expects lending institutions will then become more receptive to making money available for earth-sheltered buildings. "No one likes to be first," he laughs. "Everybody likes to be a fast second."

Fairhurst says achieving acceptance will require vigorous efforts and carefully drawn regulations. If the public is correctly informed, he reasons, social objections to the underground will diminish.

The Underground Space Center was created as a research and information center. The staff of 20 includes civil, mineral and mechanical engineers. The center researches, plans and coordinates underground space use, provides a referral service and serves as a focal point for international cooperation.

There were a number of reasons why, in the past five years, Minnesota became the base for U.S. underground studies. "Obviously, climate was one," says Lane. "And Minnesota is totally dependent on outside sources for heating fuel. There is real need here to conserve energy."

Fairhurst also notes the Department of Civil and Mineral Engineering had been involved in underground research for longer than 20 years, that close ties existed at the university between civil engineering and architecture, that Minnesota's geology was well suited to underground space use and that the legislature was willing to provide support.

Fairhurst observes, too, the state's traditional ties with Scandinavia, where underground space technology is well advanced.

In Sweden, hydroelectric power stations, heating and sewage plants, oil storage and nuclear waste deposits are underground, sometimes in

abandoned mines. Norway has put its national archives below the ground water table, and also has underground swimming pools, athletic facilities and ice cream storage. Oil and gas are stored in 18 caverns in Finland, and Helsinki's Tempellankio Church is excavated in rock.

In Switzerland, Geneva's largest airport car park is entirely underground. In Canada, Montreal's underground Place Ville-Marie and Place Bonaventure contain attractive shops, restaurants and theaters. In the United States, large warehouses, cold storage facilities, manufacturing plants, offices and an International Trade Center have been located underground in Kansas City, Mo., and the University of Illinois-Urbana built its new library underground.

The Underground Space Center currently is providing the expertise and administering construction of six earth-sheltered houses in Minnesota, including three residences for state park managers, and a 12-unit townhouse in Minneapolis. All were funded by the Minnesota Housing Finance Agency. Utilizing monitoring equipment, the Underground Space Center will do an analytical study after the dwellings are occupied.

TRYON, NC
BULLETIN
JAN 29 1980

Dividend For Mid-Continent

HUDSON, OHIO, January 24, 1980 - Mid-Continent Telephone Corporation's Board of Directors declared regular quarterly dividends today on the common and preferred stock of the Company. The 42¢ quarterly dividend per common share is payable April 3, 1980 to shareholders of record as of February 29, 1980.

On all series of preferred stock,

quarterly dividends are payable on March 15, 1980 to owners of record as of February 29, 1980.

The Board of Directors resolved that the Annual Meeting of Shareholders will be held at 2:30 p.m. on April 24, 1980. The meeting will be at Denison University, Granville, Ohio, in the service of the area of The Newark Telephone Company which was recently acquired by Mid-Continent. Shareholders of record as of February 29, 1980 will be entitled to vote at the meeting.

Mid-Continent, the Ohio-based telephone holding company, has operating subsidiaries in 13 midwestern, eastern and southern states, serving more than 1 million telephones.

WAYNESVILLE, NC
MOUNTAINEER
FEB 6 1980

Loud Noise Complaints Get Attention

Due to complaints from citizens of the town of Canton, the police department will start a crackdown on loud vehicle horns, loud mufflers, squealing tires, baffles out of motorcycles, and any vehicle making excessive noise

Anyone having a vehicle, truck or motorcycle and who has a question as to whether it is too loud, can bring the vehicle by the police department and have it checked.

This is a Town Ordinance

Under Noise, Section 8-6009 and State Law Reference: Authority of Town Control, regulate and prohibit noise, General Statute 160A-184.

The police department will also crack down on the discharging of firearms, air guns, arrows, and any shooting device that would cause injury or damage to persons or property within the city limits of the town of Canton. This is a Town Ordinance under Discharge of Firearms, Air Guns, Arrows, etc., Section 8-6007 and State Law Reference: Authority to Regular Firearms, General Statute 160A-189. ft

Ray Dolby learned to invent

SAN FRANCISCO (AP) — It must have been a memorable sight.

Ray Dolby, in 1966, inventor, audiophile, physicist, walking the streets of New York City like a medicine-show peddler with some black boxes he said would eliminate unwanted noise from recorded music.

At age 48, Ray Dolby is now the owner of a \$13 million-a-year business. His name is synonymous with noiseless music reproduction.

"Things were really getting pretty desperate," he recalls. "The recording studios just said, 'We don't have any noise problem.'"

Now, nearly every major recording studio in the world contains a series of 1 x 6 x 7½-inch, brushed-aluminum boxes labeled "Dolby System A-Type Noise Reduction." Inside are 520 resistors, transistors, capacitors and other things de-

signed to remove the annoying background hiss from recorded sound.

Dolby, who grew up in Palo Alto, Calif., first tried to sell his invention in London, where he still maintains a factory. Decca Record Co. wanted to buy all the units it could. But their British competitors balked.

"I imagined that the other recording studios would be just as eager, and they weren't," Dolby recalls.

So he sent 30 letters to major U.S. record companies. Immediately, he got two telegrams back. Arriving in New York City, he sold the two firms on his idea. Others were quick to follow.

Fourteen years later, you can't walk into a stereo shop without seeing Dolby's name. In the advertising of Dolby Laboratories Inc., now based here, his name is "the sound of silence."

"Many engineers had thought about reducing noise," says Dolby. "I just thought of a particular way to solve the problem that works. It seemed to me that a problem with the old systems was that the loud sounds were being manipulated along with the quiet ones."

For years, audio engineers had sought the perfect way to eliminate tape hiss, a byproduct of magnetic recording that had plagued the music industry since the 1940s.

Various schemes had been tried. Dolby came up with a system unique in several respects.

In his system, Dolby says, everything which is done to the music before it is recorded is undone as it is played back. The result, he asserts, is a recording that mirrors the original performance more closely than other systems — with a reduction in junk noise.

Second, Dolby's system takes advantage of a peculiar aspect of human hearing. Tape hiss is a high-pitched sound in the same frequency range as cymbals.

When a piece of music with cymbals or brass is playing, the ear fails to hear hiss, Dolby

reasoned. Only during quiet passages or periods of silence can the hiss be heard.

So Dolby made his system work hardest during quiet, low-frequency passages. Early systems did not take the ear's "masking effect" into account and worked too hard, quashing music along with noise.

For Dolby, devising a way to present recorded music free of hiss and unwanted noise remained a dilemma while he was obtaining a doctorate in physics at Cambridge University studying longwave X-rays.

Then, while in India for the United Nations in 1964, Dolby hit on a way to solve the hiss problem. Years later, he holds several patents individually and his firm holds dozens.

Noise restricted

BURBANK, Calif. (AP) — A judge has ruled the Glendale-Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

Superior Court Judge Thomas Murphy acknowledged that his Thursday decision may prompt other agencies to try similar rules.

The airport authority filed suit against Hughes Airwest last July when Hughes increased its flights between small airports. The authority said an increase at Hollywood-Burbank Airport would exacerbate noise problems. Hughes claimed the rule discriminated against them and pre-empted federal authority over flights.

GREENVILLE, TN
SUN
FEB 1 1980

Noise Control Bill

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes. The measure, approved 285-122 on Thursday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It appropriates \$15 million for planning new noise-reduction projects.

KINGSPORT, TN
TIMES
JAN 23 1980

Noise Control Timetable Approved

By Tom Yancey
Times-News Staff Writer

The Citizens Advisory Committee on Noise Abatement last night approved a timetable that, barring complications, should have a noise control ordinance before the Board of Mayor and Aldermen sometime in May.

The group heard a memo from assistant City Manager Roger Campbell that advised limiting the scope of the ordinance to motor vehicle noise. Campbell said that extending the ordinance into other areas would involve additional study and manpower.

A recent survey by the Citizens Advisory Committee showed that loud vehicles, including cars, trucks, and motorcycles, was a subject of concern to many Kingsport residents.

Sgt. Bill Hickman of the Kingsport Police Department presented a checklist prepared following passage of a model ordinance in Boulder, Colo. Hickman went through the list and told what progress has been made already.

The timetable calls for committee review of noise abatement ordinances in other cities by March. Recommendations to the City Manager are to be made in April, with the ordinance proposal to follow the next month. Assuming everything is still on target, the committee will have a publicity and education campaign ready to go in June.

The committee is tentatively scheduled to meet early next month with representatives of the federal Environmental Protection Agency. This meeting is expected to be a learning session, and the committee also scheduled a work for Feb. 26.

Hickman showed the committee results of a test made by city police in 1978 of noise problems from vehicles, not including motorcycles. The test had four groupings. The first group

was large cars, the second group was trucks, vans, and four-wheel-drive vehicles, the third was mostly four-cylinder subcompacts, and the last grouping included cars and trucks modified by their owners, vehicles with defective mufflers, and vehicles operated "unusually," which lumped very rapid acceleration and other noisy procedures.

Results of the test showed many more vehicles in the last grouping in Kingsport than EPA tests have identified nationally. This is probably related to the fact that Tennessee does not have a vehicle inspection law, Hickman explained. In the four cylinder category, local cars seemed to be slightly quieter than the national figures showed for the 80 decibel range.

Hickman said the EPA is pleased that Kingsport is involving law enforcement personnel in the drafting stages of the ordinance. Other cities have approached the problem of noisy vehicles from a public health standpoint, and have run into problems, he said.

The Kingsport Police Department now has several noise level monitoring devices on loan from the EPA. City police are testing the devices to see which ones they like best, and which ones work best in local conditions, Hickman said. Right now the department is most interested in a machine that can be operated from a patrol car, possibly by a single officer.

Officer Nelson Quillen of the KPD showed the committee a film prepared by General Motors that explained some of the problem areas in noise abatement control. The film showed how the relationship between vehicle weight and power could affect noise levels, and how tire design can be a significant factor. It also showed how placement of monitoring devices can affect readings.

REGION V

ILLINOIS, INDIANA, MICHIGAN, MINNESOTA

OHIO, WISCONSIN

O'Hare noise relief not likely

by Diane Granat

Of our Washington Bureau

WASHINGTON — Little relief is in the air for residents around O'Hare Airport because a bill to relax federal aviation noise standards is almost certain to win passage in Congress this week and President Carter is expected to sign it.

The measure, which will exempt certain aircraft from anti-noise regulations, still is opposed by many congressmen from districts near airports. But a compromise version that retains the noise reduction deadline for most jets has attracted enough support to prevent a floor fight against the bill.

The original version would have abandoned a time limit for the replacement or retrofit of the engines on noisy jets. The compromise, reached in December in a conference between the House and Senate, leaves intact the deadline

for all four-engine and most three-engine jets. But two-engine jets still will have five more years in which to become quiet.

MANAGERS FOR the bill in the House predict it will pass but by only 30 to 40 votes.

In the Senate, followers of the bill anticipate easy passage, possibly by a voice vote, because many of the controversial items in the original Senate bill were dropped in the compromise.

Anti-noise congressmen and environmentalists who oppose the legislation say any rollback in the noise standards will unfairly delay relief for the nearly 6 million Americans who live near airports. They also argue that waiving any deadlines would penalize those airlines that already have spent millions of dollars to reduce their aircraft noise.

Supporters of the legislation, including most major airlines, con-

tend that retrofitting or muffling the engines would not result in a significant reduction in noise. They argue that it is more economical for airlines to replace the noisy jets with quieter models than rush to revamp the older, louder aircraft.

WHILE CONGRESSMEN from districts near airports in California, New York and Philadelphia have led the fight against the bill, none of the O'Hare area congressmen have been active in the debate.

U.S. Rep. John Porter, R-10th, who assumed his seat last week, said Tuesday he expects to oppose the legislation because he is against any relaxation in the noise standards.

But U.S. Representatives Philip Crane, R-12th; Henry Hyde, R-6th; Frank Annunzio, D-11th, and John Erlenborn, R-14th, all have not taken a stand on the measure.

Crane, Erlenborn deaf to jet noise

With friends like Phil Crane and John Erlenborn, neighbors of O'Hare Airport need no enemies.

Both congressmen represent neighborhoods where aircraft noise is intolerable. Yet both supported House approval last week of delay in requiring quieter jetliners. Senate and White House approval are only a matter of time.

Unlike Rep. John E. Porter, R-10th; Rep. Henry Hyde, R-6th, and Rep. Frank Annunzio, D-11th, Crane and Erlenborn sacrificed the interests of their constituents for those of the airlines.

Erlenborn, whose 14th Congressional District includes Addison and other communities within a

few miles of O'Hare runways, was on the House floor Thursday to cast his vote. He voted "aye" and thus joined the majority who were eager to help airlines at the expense of noise-beleaguered airport neighbors.

Crane, whose 12th Congressional District includes the noisiest parts of Mount Prospect, Arlington Heights and Elk Grove Village, also supported approval. (Crane was not present to cast his vote. Instead, he was "paired" for approval. Anticipating his own absence, a congressman may "pair" himself with another absent congressman who would vote opposite him. That way, the two absent congressmen cancel themselves out. A

"paired" vote is regarded for practical purposes as an actual one.)

Crane's legislative director defended his boss's support on grounds the regulations would reduce noise only moderately and that moderate relief would not justify the cost of compliance in terms of both fuel and money. Further, the aide said, by delaying compliance, Congress encourages airlines to buy new commercial jetliners, which will ultimately be even quieter than the noise-relief regulations require.

But that presupposes the airlines will do all they can now to comply with the postponement of dead-

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lines, that they will indeed buy new aircraft as a result of this law.

In fact, airlines have already had years in which to make aircraft less noisy, and only a handful of airlines have done so. There's no guarantee the airlines will work more quickly now. Even if they do, the old aircraft will still be flown by someone.

ARLINGTON HEIGHTS, IL
BUFFALO GROVE HERALD
FEB 1 1980

House OKs new plane noise rules

by Diane Granat

Of our Washington bureau

WASHINGTON — The House of Representatives Thursday approved a controversial measure that will loosen federal noise controls on two-engine and certain three-engine aircraft.

The legislation, which will extend the deadlines for airlines to reduce noise on those jets, was adopted in a 285-122 vote. Airlines originally required to replace or remodel noisy planes by 1983 now will have as many as five more years to make the aircraft quieter.

If the aircraft noise bill is approved by the Senate as expected, administration officials have said President Carter will sign it.

The bill adopted Thursday was a compromise from an earlier version passed by the Senate. The original Senate bill would have granted waivers from the noise standards to almost all three-engine and some four-engine jets as well as the smaller planes.

But in a conference with the House, anti-noise members were able to limit the exemptions to two-engine and some three-engine planes.

MOST OF THE votes against the

legislation came from congressmen from districts near busy airports, including newly elected U.S. Rep. John E. Porter, R-10th, who was elected last week. Opponents argued the rollback in noise control will prolong the burden on their constituents.

"The airline industry has had years and years to comply" with noise standards, said Porter, the only Chicago area representative to join the floor debate on the issue.

"Now, at the 11th hour, the rules are proposed to be changed so that 70 percent of the fleet can continue to bombard our ears with the noise that jitters the nerves and impairs the hearing of our citizens," he said.

From the O'Hare Airport area, Porter, Henry Hyde, R-6th, and Frank Annunzio, D-11th, voted against the bill. U.S. Rep. John Erlenborn, R-14th, voted in favor of the bill, and U.S. Rep. Philip Crane, R-12th, did not vote because he was in Florida campaigning for the Republican presidential nomination.

THURSDAY'S VOTE was a partial victory for the airline industry, which argued that delaying the noise control deadlines would give airlines the time to buy quieter, more fuel efficient

planes. Airline lobbyists said muffling the engines on older jets would not substantially reduce the noise and would be less economical.

The victory was tempered, however, because the airlines did not win all of the exemptions they originally sought.

The main aircraft affected by the waivers are two-engine DC-9s and 737s. Two-engine jets with 100 seats or less would be exempt until 1988. Jets with more than 100 seats would be excused until 1985 or longer if the airlines have ordered new quieter planes.

In addition to the noise reduction waiver, the legislation:

- Authorizes \$25 million for noise abatement programs, such as sound-proofing public buildings.

- Allocates \$15 million for planning noise compatibility projects around airports.

- Prevents property owners living near airports from recovering any damages for airport noise if they acquired the property after the bill was enacted and they had been made aware of the noise exposure map for the area. An exception would be allowed if a later change in airport operations created a significant increase in noise.

ARLINGTON HEIGHTS, IL
DES PLAINS HERALD
FEB 6 1980

Relaxed plane noise law OK'd

by Diane Granat
Of our Washington bureau

WASHINGTON — In a voice vote with only a handful of senators present, the U.S. Senate Tuesday approved a bill to relax aircraft noise controls.

The Senate's quick action followed acceptance of the bill by the House of Representatives last week. President Carter is expected to sign the legislation.

The noise bill, which was a compromise worked out by House and Senate conferees and the administration, will allow two-engine and some three-engine aircraft to delay meeting federal noise standards for as long as five years.

The extension is expected to affect at least 300 jets operated by airlines serving O'Hare Airport.

THE MEASURE was backed by the airline industry, which sought exemptions from the noise rules. Environmentalists and congressmen from airport districts opposed it, arguing that noise pollution would be unnecessarily prolonged by passage of the bill.

In addition to extending the noise reduction deadline from 1983 to as late as 1988, the legislation authorizes \$25 million for noise abatement projects such as buying up land around airports to create a buffer zone from noise or sound-proofing public buildings.

Percy, who supported the original Senate version, said he opposed the compromise bill because it dropped his amendment to provide federal funds for noise insulation for homeowners who live under noisy flight paths or near the end of busy runways.

"It is unfair to ask these homeowners (near O'Hare) to put up with this additional noise without at least allowing them funds to noise-insulate their homes," he said.

An aide to Sen. Adjal Stevenson, D-Ill., said Stevenson opposes exemption from noise standards, but he was willing to support the legislation because it was expected to stop airlines from seeking more deferments in future years.

ARLINGTON HEIGHTS, IL
ELK GROVE HERALD
JAN 24 1980

Truck noise still angers residents

Elk Grove Village residents say noise from a nearby truck terminal has been reduced since they first complained about it, but they still are not getting a good night's sleep.

Residents along Fleetwood Lane have complained about nighttime noises from a truck terminal at Landmeier Road and Lively Boulevard since it opened in mid-October. Although one of the three trucking firms that use the terminal has replaced one noisy piece of equipment, four nearby residents complained to the village board Tuesday that there still is a noise problem.

Katherine Cesaretti, 299 Fleetwood Ln., who lives across the street from the terminal, said the noise has been reduced since the Illinois Environmental Protection Agency began pressuring the trucking companies. But the noise continues, she said, and the village has not contacted the residents to find out what was going on.

JOSEPH BUTTITTA, 290 Redwood Ln., said he had telephoned Village Pres. Charles Zettek at 5:30 a.m. on a Saturday in November because Zettek "seemed to be the only hope or relief"

from the noise that had been keeping him awake. But, he said, the village board had a "jakkadaisical" attitude toward the problem.

Buttitta's remarks triggered an angry response from Zettek.

"You have been granted the privilege of addressing the board," Zettek said, "and then you have the unmitigated gall to tell me we're not doing anything. We're doing everything we can to abate that noise."

Village Mgr. Charles Willis said Cook County has taken the owner and one of the trucking companies to court on air pollution charges, but the charges against Klefstad Engineering, the owner, and Wilson Trucking, one of the tenants, have been continued until February. The state Environmental Protection Agency was involved but would not charge a \$10,000 per day fine as long as progress was being made toward getting rid of the noise.

"The village's hands are handcuffed by the situation," Willis said.

Wilson Freight has submitted a landscaping plan to screen out the noise. The plan is to be reviewed in February by the village's planning commission.

Willis said the problem was complex, because the state or county, not the village, may have control over noise and air pollution. He said village attorney George Knickerbocker was reviewing a recent court decision that kept Des Plaines from enforcing its standards.

ARLINGTON HEIGHTS, IL
HANOVER PARK/STEAMWOOD/BARTLETT
FEB 2 1980

Crane favors noise control rule delays

WASHINGTON — Although U.S. Rep. Philip Crane, R-12th, did not vote this week on a measure to delay aircraft noise control, an aide said Friday the conservative congressman supported the bill to postpone noise reduction deadlines.

The legislation, which passed 285-122 in the House of Representatives Thursday, grants waivers from noise reduction rules to two-engine and certain three-engine jets. Airlines will now have up to five extra years to make those planes quiet.

Crane's legislative director, Randy Rader, said the congressman believes the bill will provide more relief from aircraft noise in the long run because it

encourages airlines to replace noisy jets with newer, quieter equipment.

Rader said that without the waivers, airlines would have been forced to retrofit, or muffle, the engines on the older jets. He said retrofitting is costly and does not produce a significant reduction in the amount of engine noise.

Rader said Crane received some mail from constituents on the bill, which generated considerable controversy in the House, but the mail did not lean strongly in one direction.

Other congressmen from the O'Hare area and from other districts with large airports said they opposed the bill because they felt pushing back the noise control deadline would be unfair to their constituents who live with the constant din of aircraft noise overhead.

Crane was not present for the vote on Thursday because he was campaigning in Florida for the Republican presidential nomination.

CHAMPAIGN-URBANA, IL
NEWS GAZETTE
FEB 7 1980

Noise Pollution: Not The Price

Noise is a nuisance to many people. For some, it's a nightmare.

For most of my more than 40 years of newspaper work, I took noise for granted . . . noisy old typewriters, the staccato beat of the teletype machines, the metallic slam-bang and clicking of the linotypes, the jangling old-style telephone bell ringing.

As far as I know, the effects of all that daily assorted noise on the ears and brain were not harmful. Nor did it affect my concentration.

In fact, I found it more difficult to think in a quiet environment. Perhaps it did contribute in part to what the doctor diagnosed as hypertension, when I was in my early fifties.

Now I do my typing at home, and still like some accompanying radio music while I try to compose something for print.

In direct contrast, my wife finds noise mostly distracting if not detrimental to her thinking processes.

During her years in the classroom, student behavior was generally better than it is today. Not so much noise and confusion. At home, when she's knitting or concentrating on a sewing problem, she prefers to do it without extraneous noise.

When she's working at home, and I'm away, she usually enjoys a period of "golden silence."

On auto trips, long or short, I always flip on the car radio right after starting the engine. When I'm driving alone, the radio's always on. When we're together on a long highway jaunt, however, I usually favor her with periodic golden silence breaks.

In recent years, the problem of noise pollution has had some attention, but less publicity than air or water pollution.

Many factories and most offices are much quieter today than they were in the early years of the century — thanks to acoustical building materials, less noisy machines, quiet electric typewriters, et cetera.

But for many humans, noise pollution can be a serious, harmful problem.

The February issue of the Center for Health Information "Health Issues" gives attention to the po-

ramblings

by Willard Hansen
Editor Emeritus



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tential effects of noise as related to human health and well being.

A summation written by Carol L. Hamilton, CHI's director, taken from "NOISE: A Health Problem" put out by the U.S. Environmental Protection Agency, reports:

"We are all aware that there is a definite relationship between hearing loss and noise whether it be occupational or environmental. However, noise pollu-

tion may pose other and just as serious health problems. According to the EPA, noise can be a real health hazard and may be linked to causing such conditions as heart disease, low birth weight and poor development of language and reading skills in young children.

"It is difficult, however, to test the relationship between noise and these other health problems because of numerous and un-

controllable factors. For example, noise can cause the body to react — increased adrenaline, changes in heart rate, and elevated blood pressure — as it would to any stress situation. But this is only one of many other environmental and occupational factors which cause

stress. Therefore, because this does happen with noise but is hard to single out in research, there may be some possible link.

"Noise pollution should not be dismissed as the price to pay for technology. Individually, we can do something about noise from T.V., stereo, radio, toys, cars, kitchen appliances — they can be turned down, used sparingly, or turned off."

I'm sure Ebba is in tune with the last suggestion.

But she has adjusted rather well over the years to a noise-prone husband and a noisy (and at times noisy) black male noodle.

CHICAGO, IL
CALUMET
FEB 5 1980

EPA Sets Hearing

Rep. Miriam Balanoff (D-30th) announced that the Illinois Environmental Protection Agency has scheduled a public hearing to help the agency develop criteria to determine what waste materials are hazardous, and subject to the fee mandated by legislation passed in the last session of the General Assembly.

Interested citizens are urged to make their views known at the public hearing, scheduled for Wed-

nesday, at 9 a.m. to noon at the Pick Congress Hotel, Gold Room. Comments can be made at the hearing or mailed directly to: John Rein, hearing officer, division of Land/Noise Pollution Control, Illinois Environmental Protection Agency, 2200 Churchhill Rd., Springfield, Ill. 62708 or telephone: 217/782-6700.

"It is important for people concerned about the dumping of waste materials in their area to voice their opinions," stated Balanoff.

People who would like more information can call Balanoff's office at 734-7615.

CHICAGO, IL
HOMEWOOD ECONOMIST
FEB 3 1980

Homewood will enforce state statute barring noise pollution

By DAVID MONAGHAN

Homewood residents are now under the protection of a state statute which limits the levels of sound or "noise" pollution to 87 decibels, which would prohibit large trucks (under certain circumstances) and autos without mufflers. Though the statute has been around, Homewood hasn't enforced it locally until recently. According to police officials, last spring, four officers attended classroom instruction on noise pollution. Now, those officers are qualified to operate equipment used in gauging the sound levels.

Signs to the affect of the enforcement can be noted by motorists as they enter the village.

The equipment is not kept with the patrol cars, however, a procedure has been outlined for officers to follow.

When a violation is suspected, the officer calls the station and a qualified officer is then put in charge of metering the auto in accordance with the American standard specifications for general purpose sound level metering. The general purpose level is 87 decibels. A car lacking a muffler would register past that level. The industrial noise level is now set at 90 decibels per eight hours exposure.

The officer, using the metering equipment, would then measure at a height of 5 feet from the ground and 75 feet from the source of the noise to obtain a sound level reading.

The ordinance is aimed mainly at oversized trucks and "junk" cars without proper muffler systems.

Though no arrests have been made or tickets issued as a result of the ordinance enforcement, officers are aware of the offense and are now prepared to deal with it.

CHICAGO, IL
SOUTHWEST NEWS-HERALD
JAN 24 1980

Ridge League Urges Airport Noise Control

The Garfield Ridge Civic League is urging the city's Aviation Department to install permanent air and noise monitoring facilities at Midway and O'Hare Airports.

"This is particularly important to us since you have not seen fit to grant us noise relief between the hours of 10 p.m. and 7 a.m.," said Marius Gallagher, 5140 S. Melvina, aviation chairman of the civic league. In a letter sent to James Sachay, master plan coordinator of the Aviation department.

He also said the Environmental Protection Agency has stated that "some of its present air quality standards cannot be met now."

"With more planes it can only get worse," Gallagher said.

In the letter to Sachay, Gallagher also questioned the "wisdom of relocating the present military installation at O'Hare Field so that it can be replaced by a new international terminal."

"Most of these buildings that cost millions of dollars are almost new. We believe that it would be irresponsible to destroy them when there is plenty of other land in the field perimeter that could be used for the new terminal," Gallagher said.

THE NOOSE TIGHTENS ON O'HARE

By Harlan Draeger

Chicago's prized status as home of the world's busiest airport is becoming shaky under the pressure of congestion and a changing market.

Serious observers agree that O'Hare Airport can remain the dominant U.S. air hub only with more efficient, less crowded facilities.

The city's aviation future is riding on a series of critical decisions coming to a head this year.

Most airport problems have been building for years. Not until now, however, has the city been forced to squarely face all of them at once.

O'Hare is undergoing the most intensive analysis in its history—a federally financed study aimed at developing a "master plan."

Lan drum and Brown, the city's airport consultant, expects to finish it this summer.

Early studies released by Landrum and Brown point clearly to a multiple breakdown at O'Hare if demand trends continue and no changes are made.

Here are the forecasts:

• **Airfield:** The existing airfield and six main runways could handle traffic for the next five years without expansion. By 1995, however, annual flight delays would rise from 50,000 hours to an "unacceptable" 101,000. Unless two additional runways are built, nearly one-fourth of the 1980's demand cannot be met.

• **Ground access:** Without improvements, the roadway system serving O'Hare will not be able to handle traffic in 1990. "Major deficiencies" are predicted by 1995 on the Kennedy Expressway, Mannheim Rd., the Northwest Tollway and the airport entrance road.

• **Terminals, support areas:** Existing terminals, baggage, maintenance, general aviation and other service areas now cover 751 acres. To meet unlimited demand in 1995, an additional 575 acres will be needed. O'Hare, with 81 gates, will require 160.

• **Terminal curb space:** Curb space along the bluelined circular roadway serving the terminals will have to be tripled to handle the 1995 demand.

Expanding airport facilities to head off an impossible crunch will take several years—and a ton of money. Landrum and Brown estimates the cost of airfield improvements alone

at between \$200 million and \$600 million.

For two decades, O'Hare has been the trade-mark of Chicago, its best-known landmark. Not even the Sears Tower or the late Mayor P. Daley could match "the air-station of the world."

Last-minute competitors, led by Atlanta now are reaching for that title.

LAST YEAR, O'HARE handled 47.8 million passengers, down slightly because of the two-month United Airlines strike. Passenger traffic at Atlanta International Airport rose 15 percent, hitting almost 42 million. The rivalry will intensify in September when Atlanta opens the world's largest terminal complex.

Other cities, notably St. Louis, have started to capture air traffic once drawn automatically to Chicago.

Business leaders here are worried about more than a shock to civic pride. To them, the issue is growth—the continued rapid loss of industry and jobs.

"O'Hare is the biggest economic generator we have," said Thomas H. Coulter, president of the Chicago Association of Commerce and Industry.

The airport is such an integral part of daily life that its importance to the Chicago area often is overlooked. Beyond the obvious loss of first-rate air service, the direct economic impact is impressive.

More than 24,000 people work at O'Hare. Three times that many are employed in airport-related activities, such as hotels and motels. Each year, payrolls, purchases and spending by air travelers jump more than \$1.5 billion into the local economy.

O'Hare's value in expanding business is appreciated fully by Charles S. Sklar, chief executive director of the Chicago Economic Development Commission. "We have referred to it time and again when we're telling a company on Chicago," he said, "and it has worked."

RECENT DEVELOPMENTS in the airline industry make it clear that Chicago no longer can rest comfortably on its aviation laurels.

Trans World Airlines has decided to concentrate on Lambert-St. Louis Airport as a base of expansion. Early last year, St. Louis replaced Chicago as the airline's busiest station. Only one run out of Chicago was eliminated, but the frequency of many flights was reduced.

"It would have been difficult to grow at O'Hare," a TWA spokesman explained. "We are not abandoning O'Hare. It's still a very important part of our system. But we need adequate gate space and time slots to fly in and out. Obviously, O'Hare could not take many more."

EASTERN Airlines is turning toward St. Louis in an effort to stretch its system farther west. Its newly formed western division moved from Chicago to St. Louis a year ago, and one Eastern official was quoted as saying his company is "committed to making St. Louis the gateway to the West."

For years, Chicago and Dallas have been

Turn to Page 60

The airport is such an integral part of daily life that its importance to the Chicago area often is overlooked. . . . The direct economic impact is impressive.

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The major connecting hubs of the American Airlines system. In the last 18 months, American has added new hubs in St. Louis, Cleveland and Phoenix.

"This was not necessarily because we were faced with a congested situation in Chicago," said Don Halliday, general manager of American Airlines here. "We did that for marketing reasons, to draw business in those cities." Despite the shift, American's departures from Chicago ate at a record high.

CHICAGO IS home for United Airlines, the nation's biggest air carrier. But even United has added new hub operations in Cleveland and Denver. For example, a non-stop flight now links South Bend and Denver, bypassing Chicago.

"Everybody's overflying," said Robert Sampson, regional vice president for United. "That's not all bad for Chicago. You're still got the same number of schedules and it's less congested."

Roughly half the air travelers at O'Hare use it only as a connecting point en route to other cities. Sampson predicts a basic change in this ratio. "You can see the pendulum swinging," he said. "The market forces are in favor of O'Hare getting out of the connecting business to the extent that it is now. The same number of planes will be here, but the planes will

be filled with Chicagoans." Lack of space at O'Hare prompted Flying Tigers, a cargo airline, to start looking for another large cargo-exchange center in the Midwest.

O'Hare is a victim of its own success—overloaded by heavy jet traffic.

No one knows the airport better than United's Ilob Sampson, longtime head of the airline's Top Committee that oversees O'Hare development.

Sampson is proud of O'Hare, calling it "the finest airport in the United States. If not the world." But he concedes that the airport is "getting to the point where it's congested, both on the ground and in the air."

NONE OF this is news to regular air travelers. Irritating delays have become common in the past couple of years.

"There's so much traffic that the airport just isn't big enough," a veteran pilot said. "Pilots like to fly into O'Hare because the traffic controllers are superb. But we don't have enough gate space. Quite frequently, we are held up 30 minutes, and it can be an hour or hour and a half."

The notion of airports as smoothly running machines faded fast when the government began to deregulate airlines two years ago. Thousands of occasional and first-time fliers poured into O'Hare, taking advantage of

cut-rate prices. An airport designed to handle 33 million passengers a year suddenly was flooded with 50 percent more.

Snarls developed almost everywhere in the system: car and bus traffic paralyzing roadways alongside the terminals; long lines at airline counters; mad scenes at baggage claim areas; signs at the parking garage and lots reading "full"; long delays at parking gates.

"It's just crazy around the airport," says Leo Trebet, a stewardess who allows half an hour for the bus trip between the terminal and the parking lot she uses.

Defenders of the airport point out, correctly, that the squeeze is limited largely to peak periods of the day and week. An Eastern Airlines official said: "Sure, it's crowded at times, but there are still thousands of flights with no delay."

WHEN PLANNERS apply an industry rule of thumb, they find the airfield essentially running at full capacity from 7 a.m. to 9 p.m. on weekdays.

The most visible weakness at O'Hare is the logjam at the understaffed international terminal incoming passengers

often spend two hours getting through customs when several planes land virtually at once.

Dealing with the noise problem could be another challenge. Roaring jets are not the sound of music to residents near O'Hare, who have complained for years without much relief. Now the

surrounding suburbs are strongly resisting further airport expansion, and are picking up allies in Congress.

If O'Hare is congested, the opposite is true of Midway Airport—a square mile of Southwest Side real estate that theoretically could take some pressure off O'Hare. Delta is the only major carrier

still flying out of Midway. But large carriers are closely watching the moderate success of Midway Airlines, which started low-fare service to three cities in November.

MONDAY: Is Chicago's Aviation Department ready for the challenge of the '80s?

CHICAGO, IL
SUN—TIMES
FEB 4 1980

O'Hare fault-finding report is shunned

By Harlan Draeger

Three years ago, independent consultants issued a hard-hitting report that said Chicago was poorly equipped to deal with its aviation problems.

The study, never made public, found the city's Aviation Department crippled by serious "structural and operational weaknesses."

To remedy the defects, Thomas L. Jacobs & Associates recommended a major overhaul of the department's mis-

sion, organization and practices.

Nothing was done to carry out those recommendations.

"Status quo," replied Aviation Commissioner J. P. "Pat" Dunne, when asked if any changes had been made as a result of the study.

"I read some of it. Where did Jacobs get their expertise? We're constantly making changes, but that [report] is not our bible."



O'Hare
a troubled giant

Second in a series

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The Jacobs study was conducted for former Mayor Michael A. Bilandic. Dunne said he has "no idea" what prompted the study.

Eight months after the report was finished, O'Hare Airport hit the headlines: Columnist Mike Royko revealed that two judges, former law partners of the late Mayor Richard J. Daley, for years were secret partners in an airport newsstand-variety concession. Investigators later said the company, Airline Canteen Services, underpaid the city by large amounts.

THE JACOBS REPORT had urged immediate action to provide better auditing of revenues from airlines and concessions. The Airline Canteen scandal exposed the dark side of an enormously valuable civic asset: O'Hare Airport.

O'Hare still is widely recognized as one of the best-run airports in the country despite its growing congestion. Some steps have been taken recently to correct poor practices and resolve tough issues.

But an extensive review of Chicago's aviation system by the Sun-Times supports many of the criticisms in the Jacobs report.

Few trouble spots were overlooked in Jacobs' 75-page diagnosis of the Aviation Department. Some key points:

- "There is a real question as to whether the department works for the airlines and other airport users or for the city."
- The department works with an "unrealistically narrow definition" of its responsibilities to the city and the public. It has acted as an airport owner-operator rather than carrying out long-range aviation goals.
- The department functions "outside the mainstream of city government," partly because of unique duties and partly because of heavy reliance on such non-tax airport revenues as landing fees. City aviation officials do not have to control costs of programs and measure their effectiveness.
- To a large degree, the department has failed to adjust to "changing circumstances": environmental standards, federal guidelines for airport development and rapid shifts in airline traffic.
- Tighter management is needed at O'Hare. Workers are not held to performance standards, and work scheduling is haphazard.
- Too much important work is handed over to outside consultants, who are "running the department" to a certain extent.

The Aviation Department often is almost a servant of two masters. On one hand, it is responsible for "efficient management and operation" of O'Hare under 1958 bond agreements that financed it. On the other hand, the air carriers exert strong control over capital spending under those agreements.

WHEN ASKED WHO runs O'Hare, Dunne replied, "I'll say the airlines have a helluva big voice in it.

"That's not too bad. But in some instances you don't have the real tight control you'd like. They are not the most philanthropic people in the world. But 90 percent of our requisitions are approved."

Friction between the city and the airlines rarely surfaces in public. Privately, city personnel complain that the airlines call most of the shots. Airline officials grumble about inexperienced city consultants, poor planning and ill-qualified city workers hired through patronage.

Political influences were not mentioned in the otherwise candid Jacobs report. Yet patronage is an important feature of the airport scene.

ROBERT SAMPSON of United Airlines, chairman of the airlines' Top Committee at O'Hare, said he knows of "no area where the patronage system has effectively impaired the operation" of O'Hare.

Other airline people are less charitable. One, familiar with the sensitive job of snow-removal, is critical of crews assigned to O'Hare from the Streets and Sanitation Department:

"There is very little ability to direct people to do things. It's just the attitude of the political employee. Some drivers have more clout than their superiors."

The familiar whiff of politics always has lingered over Chicago's airports, along with the scent of money destined for those with political connections: timely land purchases, bid-rigging on runway paving, secret ownership of airport advertising business by a City Hall official, leases negotiated by political insiders.

SOME WELL-KNOWN exchanges persist. Donors to Democratic campaigns in the \$1,000-and-up category contribute the use of companies hired each year to do extra snow-removal work. One is co-owned by John Touhy, state Democratic chairman. Last winter, more than \$80,000 was paid for snow removal at Midway Airport to a firm owned by a Streets and Sanitation foreman.

Up and down the city's aviation ladder, most of the 900-member work force arrives with a political stamp of approval.

Examples: Edward A. Nedza, first deputy commissioner, receives a second public salary as a state senator. He became 31st Ward Democratic committeeman after former City Council powerhouse Thomas E. Kane went to prison. Michael Cardillo, who heads the 13th Ward Democratic organization of state Rep. Michael J. Madigan in Chicago, recently took over as maintenance chief at O'Hare.

Presiding over this sprawling enterprise is Dunne, 71, an aviation buff who dates back to his flying days in World War II.

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Dunne also has excellent political credentials: His brother, George, is Cook County Board president and Cook County Democratic chairman. Pat Dunne quickly points out that he began working at Midway Airport before George ever held a political office.

THIS WILL BE Dunne's 35th year in the city's aviation system, and he has been commissioner since 1977.

Dunne's style is to stay out of the daily operations of his department, leaving decisions to airport managers and other supervisors.

But Dunne's detachment has extended into larger issues, influencing the role played by his department. One year ago, Dunne ran into criticism because his department was not represented at a major Civil Aeronautics Board hearing in Washington on expanding airline service at Midway. Federal officials were shocked that Chicago never took a formal position.

Dunne also has managed to keep a low profile even in the sensitive area of airport noise. Relations with suburbs near O'Hare have hit rock bottom over the issue. Frustrated residents complain that Dunne and his staff ignore their complaints. Village officials, facing the possibility of more noise if O'Hare adds more traffic, say they still lack the capacity for making a contribution to decision-making.

Tuesday: How things work—and don't work.

CHICAGO, IL
SUN -TIMES
FEB 6 1980

Byrne to unveil new O'Hare terminal plan

By Harlan Drager

Mayor Byrne has a new strategy to give O'Hare Airport a better international terminal without taking over its entire military base.

The mayor soon will unveil an "interim solution" using a converted federal building to temporarily handle international flights.



O'Hare
a troubled giant

Fourth in a series

This would gain "lead time" to build a new international terminal, probably on vacant land at the southwest or northwest sides of the field.

Meanwhile, the present overcrowded international terminal could be expanded to handle increasing domestic traffic.

Unlike her proposal of last August, Byrne's new approach does not require relocating either the Air Force Reserve or Air National Guard units at O'Hare.

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Instead, the plan would convert a two-story Defense Department contract office building on the military base into an interim international terminal.

The concept also calls for shifting the defense contract agency to the Great Lakes Naval Base rather than seeing it move to Cleveland.

Byrne's compromise solution is almost certain to hold center stage in the continuing debate over how to upgrade service to overseas air travelers. It probably needs approval from President Carter, whose re-election she opposes. Opponents of any city intrusion on the military base are raising objections even before the plan is made public.

FOR MANY YEARS, the city has wanted the military base on the northeast corner of the field as a site for an international terminal. City officials see the present terminal as an answer to rising demand for more domestic flight space.

Four months after taking office, Byrne set out to acquire the 391-acre military base and relocate reserve and guard units there. She won an "agreement in principle" last fall from Carter to move the military base. But negotiations broke off when she backed Sen. Edward M. Kennedy of Massachusetts for the Democratic presidential nomination.

Even before the political hitch, her approach faced several obstacles:

- The city faced an enormous bill, ranging upward from \$150 million, just to tear down the military complex and rebuild it elsewhere.
- Both the Air Force Reserve and Air National Guard want to stay on the military reservation at the northeast corner of O'Hare.
- Nearly 160 high-paying civilian jobs would go to Cleveland with the loss of the Defense Contract Administration Services Region (DCASR) headquarters on the O'Hare military base. One day after President Carter confirmed his agreement to relocate the military base, the federal government announced a consolidation moving the Chicago DCASR office to Cleveland. This reversed a decision last March to bring the Cleveland office to Chicago.

• Suburbs worried about noise and safety joined DCASR employees and O'Hare military leaders in a coalition to block the proposed base takeover. Along the way, they have picked up strong backing in Congress.

Byrne's new short-range approach was designed to work around those difficulties—especially the cash barrier.

Byrne would not reveal details of the proposal. It was developed by her architectural advisory committee, headed by Harry Weese; acting O'Hare Manager Thomas Kapsalis, and city planning and public works officials.

FROM OTHER SOURCES, it was learned that the heart of

the Weese plan is converting the DCASR building into an interim international terminal.

Two new, 1,300-foot taxiways are proposed to link the converted DCASR building with the present runway system. The building would be extended on both the north and south to accommodate 11 foreign flights at once. Six planes could pull up to the building. The other five would park on the far side of the apron and shuttle buses would take their passengers in.

Under the plan, passengers boarding flights in Chicago would go to the second floor by escalator to ticketing and baggage-check areas. Incoming passengers would head for a lower-level customs hall with 20 passport stations, 24 baggage inspection centers and six baggage carousels. Both additions to the building would have a restaurant and duty-free shop.

Eventually, Weese and his team favor a new terminal with 27 flight gates, handling 150 percent more international traffic. They envision "a model of efficiency in passenger movement"—completely separate processing of incoming and outgoing passengers, three curbside levels to ease traffic delays and an electric transit shuttle.

Ultimately, the planners say, domestic traffic can be expanded 80 per cent by giving O'Hare a total of 120 gates. They recommend extending a Y-shaped concourse from the present international terminal. Straight concourses also would be added at both ends of the horseshoe-shape terminal.

The mayor's advisers say the interim international facility could be converted to general aviation purposes "when the ultimate terminal is completed, around 1984."

BUT THIS WAS called unrealistic by George Eggert, chairman of Operation Retain, the coalition fighting any takeover of the military base.

Eggert says the target date for moving the defense contract agency is not until February, 1982. He also criticized the lack of cost figures in the Weese plan. And he said the city would have to tear down some military buildings, including a newly built Air Force communications center, to make room for taxiways linking the DCASR building and runways.

"We think they need a new international terminal," said Eggert. "But, if the mayor wanted the most economical alternative, she would go directly to virgin ground."

Byrne has a special incentive for coming up with a quick solution to the international terminal issue. On Jan. 21, Joe F. Mels, acting assistant secretary of the Air Force, wrote to her saying he was willing to discuss proposed sites to relocate the military base. But Mels warned that he needs "a firm agreement on relocation" soon to justify further delays in construction at the military base.

"My target date for lifting the moratorium on new construction and planning of facilities at the current military site is March 31, 1980, unless more concrete proposals are forthcoming," he said.

CHICAGO, IL
SUN-TIMES
FEB 6 1980

Senate votes ban on grants to big airports

From Sun-Times Wires

WASHINGTON—The Senate approved legislation Tuesday that would eliminate the nation's largest airports, including O'Hare Airport, from the government's program of grants for planning and development.

The Senate also approved, by voice vote, and sent to the White House a bill delaying for up to five years federal noise standards for older twin-engine commercial jet aircraft.

The bill approved by the Senate—also by voice vote—and sent to the House would make ineligible for grants 72 large and medium-size hub airports.

To make up for the loss, rates and charges paid by the airlines to the airports would be renegotiated.

The radical changes in the airports program was included in a five-year extension of the aviation trust fund and development program at an estimated cost of \$6.2 billion. Part of the money will come from the trust fund, which now has a \$3.2 billion surplus, and part will come from appropriations.

The 40 largest airports will become ineligible for grants after Oct. 1 and the 32 medium airports will be ineligible a year later. All these airports board at least 700,000 passengers a year each.

On the average, the large and medium hub airports get only about 10 percent of their capital and operating costs from the federal government.

The Senate Commerce Committee, which originated the bill, sent a resolution to the Finance Committee suggesting a cut in the ticket tax from 8 percent to 2 percent as part of the package. The Commerce Committee has no jurisdiction over taxes.

Meanwhile, the Civil Aeronautics Board voted Tuesday to outlaw the domestic airline industry's practice of paying fixed commissions to travel agents and said each carrier must set its own compensation.

The immediate impact on the traveling public and on the nation's 17,000 travel agents, who write more than half the airline tickets sold in this country, was not clear.

The board said open commission rates should lead to greater competition among agents and could be a step toward a new marketplace where consumers as well as airlines could shop among agents for the best air fare buy.

CHICAGO, IL
SUN-TIMES
FEB 7 1980

Byrne gets high marks for O'Hare

By Harlan Draeger

No one, not even the most bitter political opponent, has accused Mayor Byrne of being timid.

Her moves on Chicago's aviation front in the last 10 months are right in character.

Byrne quickly plunged into long-standing airport issues, setting off in new directions and generally shaking things up.

Exhibit A was her push to overcome the worst handicap at O'Hare Airport—the overcrowded international terminal.

Top business leaders who visited the mayor shortly after her election put an efficient international terminal at the top of their priority list.

"They told me that if I didn't get something going in the next three years, we would no longer have the world's busiest



Last in a series

airport," she said in an interview. "That was enough for me."

Last summer, in a White House visit, Byrne made a pitch to acquire the O'Hare military base as a site for a new international terminal. Her plan quickly ran into problems—primarily cost—and now is being scaled down.

But Byrne's aggressive effort to acquire the military base, coveted by the city for years, immediately won high marks from airline officials. "We've got a mayor now who doesn't take the old answers," said Robert Sampson, chairman of the airlines' Top Committee at O'Hare. The committee speaks for the airlines in major O'Hare spending matters.

THE MAYOR'S style was summarized neatly by one of her transportation advisers: "Fast action instead of twiddling your thumbs for another decade."

Fast action is the problem, say Byrne's critics, who accuse her of acting too impulsively and paralyzing the Aviation Department staff.

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One of Byrne's first targets was the huge O'Hare parking garage, which she calls "a total disgrace." She assigned police to investigate alleged thefts by city employees and was startled at their report. "It was told to me in June that they had skimmed as much as \$500,000 [since the first of the year]," she said.

Byrne plans to return the parking garage's operation to a private company.

IN THE LONG RUN, Byrne's strongest influence may be exerted through the choice of Thomas Kapsalis as point man in her emerging aviation program.

Kapsalis, 46, is a veteran city planner with a degree in aeronautical engineering from Purdue University. Starting in 1958, he held a variety of city jobs in aviation, planning and urban transportation agencies.

Byrne first assigned Kapsalis to resolve the international terminal issue. In a surprise department shakeup on Nov. 6, she put him in charge of O'Hare.

"I'm back in the air," Kapsalis commented. "That's the job I always wanted."

DISCUSSING MANAGEMENT of the airports, the mayor said, "We've put out a whole new team. We beefed up the operation, and O'Hare is clean. I think as we develop this program, we're going to have a much stronger bureau."

The new O'Hare manager's special status creates an awkward division in the Aviation Department. Staff members see him being groomed to replace Commissioner J. P. Dunne, who retains the loyalty of many. For his part, Dunne, 71, says he'll stay on as long as his health holds out or until the job "ceases to be fun."

Kapsalis sees building "a management team" as his top priority at O'Hare. Its goals—upgrade 20-year-old facilities, develop both short- and long-range plans and improve concessions and other support services.

HE CAME to O'Hare during its biggest planning effort since birth. An elaborate master plan for O'Hare and Midway airports is being drawn up by Landrum & Brown, the permanent airport consultants. The mayor's architectural advisory committee is working independently on the same issues.

Landrum & Brown is looking at four major approaches to develop O'Hare for the expected demand in 1990. The most extensive option would add two runways at the southwest corner, move the cargo area to the west end, expand domestic terminals and build access roads on the west.

One drawback to such an ambitious project is high cost—and the difficulty of gaining airline financial support. For example, an airline executive said the carriers probably would underwrite a new international terminal but not "some god-damn palace on the prairie." Several years ago, the airlines rejected plans they considered too extravagant.

JET NOISE—a major source of friction between O'Hare and its suburban neighbors—no longer can be ignored. Quieter wide-bodied jets are expected to dominate the airline fleet in a

few years. But Landrum & Brown predicts that adding two runways to O'Hare would extend the noise impact over twice the population affected now.

To keep O'Hare from losing ground, Kapsalis would like to see its 83 gates expanded to 120 or 125 in the next decade. He believes this much expansion can occur without adding runways. Meanwhile, airlines are increasingly concerned about adequate air space and, with jet fuel prices soaring, the high costs of delays.

Byrne calls O'Hare "a good airport and basically sound." But she and Kapsalis are exploring a wide array of changes.

One possibility would sharply alter the city-airline relationship by turning O'Hare into a profit source for general city purposes.

NO CITY TAXES go to support O'Hare—a break-even operation financed by concession revenues and regularly adjusted landing fees. In 1959, air carriers guaranteed revenue bonds to build O'Hare. In return, they received 40-year leases and a strong voice in capital spending.

O'Hare could not turn a profit for the city until the bonds are, as expected, retired long before their expiration date in 1999. Chicago's latest fiscal woes could slow down that process. But Byrne is looking ahead.

"We don't have much revenue coming in," she said. "Those bonds don't have long to go. Then they [airline fees] could become city revenue."

Sampson, of the airlines' Top Committee at O'Hare, said, "Traditionally in the industry, this is opposed. The problem is airport passenger revenue being used for non-passenger purposes. What happens to the cost of air travel if every city does that?"

KAPSALIS SAID the idea of O'Hare making a profit will be explored because the city now lacks any incentive to increase its revenues.

O'Hare terminals would have a different flavor if the mayor has her way.

"I'd like to see more shops out there," she said. "We will be bringing in different kinds of restaurants and make something out of them."

Kapsalis wants a professional concessions study aimed at better quality, greater revenues and more variety.

And to combat the problems in heavy theft areas, the mayor said police will call in canine units.

Canine units are no sign, in her mind, that O'Hare is going to the dogs.

CHICAGO, IL
TRIBUNE
JAN 24 1980

Noise and costs

Chicago and Illinois have been losing jobs and businesses at an unhealthy clip. In a recent survey, Chicago businesses cited workmen's compensation and unemployment insurance costs in Illinois as the chief causes.

The Governor's Cost Control Task Force noted the need for reform in July of 1978. So did Gov. Thompson in his state of the state address this month. Yet, little has been done about the abuses and overgenerosity of these otherwise valuable protections for Illinois workers.

Sometimes, we even seem headed in the wrong direction. A case in point is a hearing-impairment standard that the Illinois Industrial Commission is proposing. The Illinois Manufacturers Association recommends, instead, the standard calculated by the American Medical Association.

The IMA estimates the difference will average \$9,900 per settlement—clearly nothing to sniff at. Such compensatory generosity hardly seems wise when there is already a job drain here.

The same goes for another hearing-loss standard that the Industrial Commission is proposing. The purpose of this one is to set the noise level at which a worker can claim that his hearing loss was his employer's fault.

The IMA again objects. The proposed noise level is 5 decibels below the nationwide standard set by the federal Occupational Safety and Health Administration.

Rebecca Schneider, the Industrial Commission chairman, says the federal standard has a different purpose. It fixes the noise level above which the government can fine an employer.

However, an Illinois commerce department memorandum points out that, if adopted, the proposal would mean a considerable increase in compensation insurance costs for employers. As a result, they would opt to spend the money required to reduce noise below the federal standard. Or, in some cases, they would simply quit business.

Maybe the marginal benefit to workers would be worth the increased cost to business; maybe not. The curious fact is that the first two times Commissioner Schneider queried business associations about the proposal, she ran into a stone wall of silence. Now her proposed standards are getting howls of disapproval.

The disapproval may be deserved. But the tardiness of response to a government agency that seeks cooperation is a bit mystifying.

CHICAGO, IL
VOICE
JAN 30 1980

Inaction fires residents

Truck terminal fuels county court test

By BARBARA SHEARER
Staff Writer

ELK GROVE VILLAGE — Frustration over the operation of a truck freight terminal invited tense moments at the Elk Grove Village board meeting last week, and prompted local residents to accuse the village of a do-nothing attitude.

But village board members and staff took offense at the accusation, citing all the effort the village has made to investigate residents' air and noise pollution charges.

Since the residents first brought in the complaint to the board in November, the village has invited the involve-

ment of the Illinois Environmental Protection Agency (IEPA) and the Cook County Environmental Control Agency. A lawsuit has been entered by the county, while the state has chosen to sit back and wait for legal reaction to that petition.

WILSON FREIGHT is currently operating a terminal on Landmeier, which runs about two-thirds of the distance between Tonne and Lively boule-

vard in the industrial park.

Residents living in single-family homes on the north side of Landmeier contend that noise levels extend beyond what they feel the state, county or local government laws permit. While they know that the county lawsuit is active, and that testing has been conducted, they were not satisfied that the county and state action precluded the village from enforcing its local standards.

Kathy Cesaretti, 299 Fleetwood, complained that the noise levels have improved slightly since the first appearance of her and her husband at a board meeting. "But the noise still exists," she added.

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Responding that he had parked his car in the area for a half hour one morning, Village President Charles Zettek concurred with the residents' contention. "It is noisy, no doubt about it," Zettek stated. "But we aren't going to stop that noise in a week . . . We may never be able to stop that noise."

"Right now you have everybody but the federal government involved," Zettek told the residents. "You may not be happy and I can't make you happy. But please don't feel we aren't doing everything we can."

FRED CESARETTI contended that the village could have done more by attending the initial court date. He had called from the courthouse to the village hall that day to ask why no one was on hand to represent the village.

"We didn't even know the county was going to court that day," Zettek responded. Since that time the village has notified the county that it wants all information on the lawsuit, however, Building Commissioner Thomas Rettenbacher noted.

Alluding to the residents' contention that the village should take parallel action against the freight company while the county acts in court, Village Attorney George Knickerbocker stated that a recent Illinois Supreme court ruling set a precedent for concluding that the matter is regional in nature and therefore should be handled by a governmental body of larger jurisdiction than the municipality.

Citing an opinion which involved the pollution contentions of the city of Des

Plaines, Knickerbocker said that he is continuing to investigate what action the village can take to enforce its own pollution control codes.

RESIDENT JOE Buttitta touched off a potential display of anger when he informed Zettek that he was the resident who had called the village president at 5:30 a.m. to complain about the noise at the truck depot.

Buttitta said that he would call Zettek again at that hour if it served to enlighten him as to the irritation being experienced by the neighborhood due to the noise at the terminal.

"Don't ever call me at that ungodly hour again," Zettek warned the resident. When Buttitta said he would as if he wanted to, Zettek continued to caution against such a method.

Noting that the freight company has agreed to landscape the terminal yard's to mute the night loading noise, Zettek concluded that "I don't argue with your complaint. I really don't."

But Zettek professed that the village was doing as much as it could at this time.

VILLAGE MANAGER Charles Willis offered that he feels the county court action, the landscaping plan, and the state's interest and communication "is indicative that something is being done."

"It is just incredible how much has been said about this problem and how much is left unsaid," Willis added. He commented on the county lawsuit thereafter, noting that the suit "handcuffs" the village's code enforcement ability. "That now serves to put into jeopardy what the village can do," he remarked.

Alluding to Knickerbocker's effort to investigate corresponding action by the village, Willis added that the legal study "is not something you can pull off the shelf."

Residents indicated resentment of the Willis' remarks, stating that the village had submitted their names to the county as individuals who would be willing to lodge an official complaint. Had they known that it would impair the village's legal abilities, Kathy Cesaretti stated she would have refused to complain officially to the county or the state.

Ceilings Cracked By Jets

They'll Never Get Used To Noise

BY GREG HOLDEN

The reporter knocked on the door. It opened: "Yes?"

He opened his mouth to speak. "I wanted to ask you about—" But suddenly, he was drowned out by a deafening roar. The earth shook. Very slowly, the roar faded.

The reporter pointed to the sky and smiled, "THAT's what I wanted to ask you about."

AIRCRAFT NOISE, of course, is something Des Plaines residents have had to live with ever since construction of O'Hare Airport began in the late 1950's. For many people, stop-and-go conversations, fluttering TV pictures, and Excedrin-type headaches are hazards of living in the flight path of "The World's Busiest Airport." It comes with the location.

But to those who say, "You get used to it," residents of the city's Orchard Place neighborhood simply grumble: don't believe it.

The noise is getting worse, they say. And homeowners are presently up in arms about 2 things in particular: legislation to weaken jet noise restrictions, and plans to build a new international air terminal at Mannheim and Higgins Roads in Rosemont.

For people like the Orloffs, 1629 Touhy Ave., and the Noesons, 1665 Touhy, the news that the number of jets flying over O'Hare will double by 1995 just means throwing up their hands again and saying "What can you do?"

They're used to seeing the airport expand, despite their objections. Both families have lived on the Des Plaines' south side for 30 years. That was "before" many things, including the airport itself. They settled in Orchard Place when it was an unincorporated area and not part of the city's 6th ward.

"We like the area. We have roots here. So why should we be chased out?" Stanley Orloff says. "We were here 1st."

Unfortunately, squatter's rights don't apply when you live directly under the flight path of Runway 22, as the Orloffs and Naesons do. Over the years they've learned the habits of jet planes intimately. Every 40 seconds or so, you pause, and grit your teeth, until the noise goes away.

Every 40 seconds, for part of every day, for over 15 years. And you never get

used to it, they say.

"We used to count 'em, and they would come over one after the other," Orloff said. "It's worse in Summer with the windows open. We called up the control tower once, and the guy just said, 'Hey, here's another one who wants to spout off about the planes.'"

FLORENCE Noeson and her family gained a strange kind of notoriety about a year and a half ago, when a television crew filmed a large crack running the length of their living room ceiling, caused by airplanes rumbling a few hundred feet above their chimney.

"I would like to move out of here, I really would," she said. "It drives me nuts. If they come up with the right price, we'll go."

The crack has since been fixed. "Luckily, someone in our family is a painter," she said. "Maybe it'll hold. I hope so."

But the Orloffs aren't so lucky. Cracks in their dining room and living room ceilings haven't been repaired yet. They estimate it will cost \$900-\$1,000 per room to fix them.

And they can list plenty of other problems caused by the jets: gardens that don't grow as well, exhaust specks on laundry hung on the clothesline, and impossible television reception.

"In Summertime there's no sense watching it (the TV) Orloff says. "You turn it off and get disgusted."

Once, he adds, strong winds from a landing 747 knocked "about 20" nesting blackbirds out of a tree and scattered branches. "There were dead birds all over the ground."

Irene Orloff says several years ago an elderly woman neighbor suffering from a terminal disease was troubled by the noise, but her (Orloff's) complaints were of no avail.

MRS. ORLOFF says it's better that she's working days now. That gets her out of the house.

"I have endured a lot of noise," she says. "There were times when my head was going to fall off."

The Orloffs are private people. They say they're good citizens who don't bother their neighbors, and don't like to complain. They don't believe complaints will stop the airport.

Mr. Orloff: "I look at it this way--there's nothing you can do about it. You can't fight City Hall."

Mrs. Orloff: "What hurts too is feeling you can't do anything about it."

One person who disagrees with those feelings is Pat Galla. For the past 4 years Galla has been a leading opponent of jet noise and planned airport expansion. To her the situation isn't hopeless, and she calls people to join the battle.

"I've always believed where there's a will there's a way," she says, "and if you get enough people fighting this, you'll get it done thru legislation and cooperation."

Galla is a member of the recently-formed Orchard Place Civic Assoc., including about 100 families, which has joined forces with another citizens group, Operation Retain. Retain was formed by angry employees of military procurement facilities at O'Hare, who would have to move to Cleveland, Ohio to make way for the international terminal.

These citizens' groups have their work cut out for them. The announcement that the terminal would be moved to the military site was made last October, by someone who was then trying to win favor with Chicago Mayor Jane Byrne: President Jimmy Carter himself.

Chicago's "Master Plan" for expansion of O'Hare calls for building 2 new runways, and adding many more gates, to handle more aircraft. The city contends new jobs will be created, and more tax money will be collected, while keeping a air traffic from backing up.

But people like Pat Galla and Irene Orloff don't see it that way. Orloff feels she's paying taxes to increase the noise problem (total cost of airport expansion has been set at about \$600,000). And Galla says more runways will increase the danger of jet collisions.

"People have got to get involved," Galla says. A public meeting has been scheduled for February to discuss the airport noise problem. In addition, the Illinois Pollution Control Board will hold a hearing on jet noise in Des Plaines Apr.

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to. As Galla says, "You don't have to be an expert in the field, to tell people how bad it is."

The Orloff's certainly know. And despite the fact that noise will get worse this Spring, when the wind shifts to the south and planes begin to take off over their house, they don't plan to move.

They'll be remodeling their house. And they'll call the O'Hare control tower if noise goes on all nite, or starts at 6 a.m. on a Sunday morning.

"If it gets too bad we make a call," Orloff says. "It gives you some satisfaction."

But not much.

"It's said that we have no place to run to, except maybe a farm," Mrs. Orloff says. "But we've been here 30 years, and we don't feel we should have to move."

ELMHURST, IL
LOMBARD SPECTATOR
FEB 1 1980

Noise Abatement Planned

I-290 Reconstruction Proposed

by JOHN DAVIS

A major renovation project for I-290 is planned which would add one lane in each direction between Hwy. 53 and Butterfield road and provide some relief for residents from high levels of noise.

The additional lane for the stretch — currently two lanes — will be added on the median, and no right-of-way acquisition will be required. The rest of the road will be resurfaced in the project, which is estimated to cost between \$62 million and \$75 million.

"Safety is our prime consideration," said Wally Kos, location studies squad engineer for the Illinois Department of Transportation.

I-290 west of Hwy. 53 and east of Butterfield road is a three-lane thoroughfare. The result is that in each direction a bottleneck occurs in the 0.2-mile area between Hwy. 53 and Butterfield road.

Two basic alternatives are being considered by IDOT: one would in-

volve a 32-inch-high barrier wall between east- and westbound traffic, the other a ditch.

A reason for the large amount of traffic along I-290, Kos said, is the flourishing growth of DuPage county, especially in the western area. Also, the presence of the I-290 tollway has attracted a large number of motorists to I-290.

The project is expected to be completed within the 1981 construction season — spring to fall. According to IDOT, two lanes of pavement will remain open to traffic during construction.

"Major accidents occur regularly within the (highway's) interchange areas," Kos said. "Traffic backups make it difficult for drivers to merge. The stretch exceeds the national accident rate for interchange areas."

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The amount of traffic and noise which residents in the area (including Elmhurst, Hillside, Wood Dale and Addison) experience is also above standards set by the federal government, Bill Barbel, IDOT environmental engineer, said.

"The elimination or reduction of noise has been examined for all populated areas (along the stretch) with areas proposed for physical noise abatement," Barbel said.

Three types of structures are being considered for noise abatement along the populated areas: wood, metal or fiberglass walls between eight and 20 feet tall; earthen berms; and landscape screening (including trees, bushes and shrubbery.)

However, in the area on the west side of I-290 between the Chicago and North Western railroad and St. Charles road in Elmhurst, it will be uneconomical for physical noise abatement structures, Barbel said.

He said the elevation of the road-

way compared with the elevation of the residential area would require a wall 25-30 feet high, which would be both unsightly and costly.

Kos said IDOT is considering a proposal by the City of Elmhurst for modifications to the York road interchange which would provide access to businesses on Lake street just west of York road. Those businesses are isolated by a fence and can be reached only from Armitage road.

"We still expect traffic congestion east of Butterfield road along I-290," Kos said. "In the Hillside area there is no room for another lane along the median. Constructing another lane would involve a considerable amount of right-of-way and retaining walls."

"There's no way we're going to solve the problem of peak rush hour Eisenhower traffic," Ken Magander, IDOT, sectional chief, said. "There's no way we're going to solve all the problems."

HINSDALE, IL
THE SUBURBAN TRIB
JAN 24 1980

Complaints spur action

Truck firm hopes trees, shrubs will quiet uproar

By Peter Meyer

A TRUCKING firm in Elk Grove Village has submitted a landscaping plan to the village in an attempt to buffer noise from its trucking terminal and, it is hoped, silence complaints from nearby residents.

Wilson Freight Co., Chicago, which operates a trucking terminal on Farco Avenue between Lively Boulevard and Tonne Road has submitted a plan to the village whereby the company will plant trees and shrubbery along Landmeier Road in an attempt to reduce noise levels.

The village plan commission is scheduled to review the firm's proposal Feb. 6.

RESIDENTS WHO live north of Landmeier Road at Fleetwood Lane have complained about trucks idling for more than an hour late at night and heavy "workhorse" trucks that shuffle truck trailers from one loading dock to another.

Residents' complaints have spurred a study of the problem by the village. The Cook County Environmental Control Department, and the Illinois Environmental Protection Agency.

Major Hearn, regional manager of the state EPA's noise reduction division, said

Wednesday that the EPA has found that the terminal violates state and village noise levels.

HEARN SAID the division has instructed the trucking companies to install a shield over trucks that shuffle truck trailers to loading docks.

He said the EPA plans to check noise levels again in about six weeks. Hearn said, however, he doubts whether landscaping will significantly reduce noise levels near the terminal.

Gary Parrin, assistant village manager, said Wednesday that the landscaping might reduce noise levels somewhat as well as improve the property esthetically.

"WE STILL think this hasn't been resolved and we're pursuing it," Parrin said.

A few residents who attended Tuesday's village board meeting inquired about the progress of the study.

Steven Fuller, administrative assistant for the village, said there is a question whether the state noise law takes precedent over the village's ordinance governing noise pollution.

Fuller said the village attorney is studying the matter.

LAGRANGE, IL
SUBURBAN LIFE CITIZEN
JAN 30 1980

Noise is hazardous

Noise is unwanted sound. Our civilization may be the world's most advanced, but it also is the noisiest. Sometimes our surroundings are so noisy that our health can be affected.

Noise is no longer a problem confined to factories and airports. Homes are noisier today. Bigger and noisier appliances are being crammed into homes. There are more extensive heating and cooling systems, more TV and hi-fi sets, more of just about everything that adds to noise. And the children, as always, are often noisy.

Noise can rob us of sleep, make us tense and jumpy, and lower general efficiency. Some doctors speculate that there is a relationship between noise and stress ailments such as peptic ulcer, heart disease, colitis, high blood pressure and migraine.

The American Medical Association points out that there is little most of us can do about noises out of doors in the neighborhood, but that it is possible to lower the noise level in the home. You can't stop passing trucks and buses, airplanes overhead, the

neighbor's power lawn mower or the factory whistle. But you can use air conditioning that will permit you to keep windows closed most of the year. Make sure windows are tight fitting and weather-stripped. Landscaping with trees and shrubs plus walls and fences has been overrated as a sound barrier, but might be of some help.

Indoors, carpeting on the floors, draping of large expanses of glass or hard wall surfaces, upholstered furniture and pillows all will soak up sound.

LASALLE, IL
NEWS-TRIBUNE
JAN 31 1980



By ANDY LANG
AP Newsfeatures

Do trees and shrubbery near a house reduce the intensity of outside noise heard inside the house?

Many authorities have said so for years. Robert B. Newman, Professor of Architectural Technology at Harvard University, says they are wrong. Rather than attempt to interpret his viewpoint, I decided to let him give his opinions on the subject in his own words. Here they are.

From time to time, articles appear in newspapers and other publications stating that plant materials have the ability to act as acoustical baffles, deflecting sound waves, changing their direction and reducing their intensity. Also, that 'properly installed in sufficient quantity, these plantings are said to reduce loud noises by as much as 80 percent.' Unfortunately, trees and shrubs do almost nothing to reduce the transmission of outdoor noise.

"Outdoors, the loudness of noise from a source decreases with distance. If, for example,

you triple the distance (say from 100-feet from the source to 300-feet away), the noise is reduced to about half its previous loudness. But it is often impossible to get far enough away from a bothersome source of noise to make it tolerable. That is why people experiment with barriers.

"A solid wall that cuts off line-of-sight between source and listener can be helpful, but at best it can only reduce the loudness to a little less than half what it would be without the wall.

"Many experiments have been made with plantings as noise barriers. Actual noise measurements reported by the Department of Agriculture, the Highway Research Board, the Department of Transportation and others show consistently that ordinary hedges or groves of trees give very little reduction. Measurements made a few years ago in a tall, 100-foot deep, dense Panamanian jungle showed that the noise was reduced to just less than half the loudness that would have been recorded without the jungle in-

tervening. This kind of planting is simply not available in most locations.

"Trees and shrubs have no mechanism by which they can stop sound. The sound wave simply goes around trunks, branches and leaves, and moves on almost unimpeded to the listener. To reduce noise transmission, one must have a solid barrier — and even then the effectiveness is limited.

"I have a personal experience. I was disturbed by the noise of some large transformers in a fenced enclosure across the road from her house. The utility company, to reduce the noise, planted a single row of evergreen shrubs along the fence around the transformers. The lady promptly reported that the noise had disappeared. Measurements made at the site before and after the planting showed absolutely no change! The noise was just as loud as before. Out of sight, out of mind?

"Anyone who wants to check the validity of 'trees don't do anything' can do some simple

CONTINUED

experiment himself. For example, find a tall hedge with an opening in it and light traffic on the other side. Stand back some distance and with your eyes closed, see if you can tell when a car or motorcycle disappears behind the hedge.

"By all means, if a building site is in the middle of a dense forest, keep as many trees as possible, and take advantage of the slight noise reduction this gives. Otherwise, plant greenery for its own sake, but find other means for reducing noise."

PARK RIDGE, IL
PARK RIDGE ADVOCATE
JAN 24 1980

State board sets hearing on airport noise control

A hearing on airport noise, one of seven scheduled by the Illinois pollution control board, is scheduled for the council chambers of Park Ridge, April 9 at 10 am.

The board is now studying the noise impact of airports and whether or not air pollution stemming from them should be under its control.

Mayor Martin J. Butler chairman of the O'Hare NOISE chapter recently spoke before the board in a plea for them to assume the responsibility.

The board will hold a similar hearing in Des Plaines, April 10 at 10 am in council chambers.

At each of the seven meetings, testimony

will be heard.

Mayor Butler said that those presenting testimony are mainly against placing the problems under the pollution control board, such as airlines, industry and commerce associations, etc.

Those in favor of control include the Illinois Environmental Protection agency, the Tri-City (MI) Airport Commission and Illinois attorney general William Scott. The Tri-City commission is scheduled to testify at the Park Ridge session and Scott at the Des Plaines one.

The control board will later hold economic impact hearings.

PARK RIDGE, IL
PARK RIDGE ADVOCATE
JAN 24 1980

Time to rally

The time for local citizens to rally around Park Ridge mayor Martin J. Butler and his efforts to control and abate O'Hare noise and pollution is now.

The mayor should be commended for his unending and time-consuming efforts to fight the battle.

As chairman of the O'Hare chapter of NOISE he recently appeared before the Illinois pollution control board and presented a well-worded and hard-hitting speech asking for the problems to be put under state control.

Now the state board, in its study of whether airports should come under its control, has set a series of hearings, one to be held in Park Ridge at 10 am, April 9.

The Tri-City (MI) Air port commission, a pro group, will testify that day, and attorney general William Scott, another pro-control advocate, will testify the next day in Des Plaines.

But myriads of organizations and businesses will present expert testimony at five other hearings as to why airports should not be controlled.

Back the mayor, write the state board, write your state representatives.

The noise citizens make now could finally make a difference in the O'Hare problem.

PEORIA, IL
JOURNAL-STAR
FEB 8 1980

Church To Ignore Noise Ban

PORTLAND, Ore. — "I have to make my stand on my convictions," says the Rev. Archie Hopkins, pastor of the Greater Solid Rock Church of God in Christ. "The judge upholds the law of the land. I uphold the laws of God."

And so, Hopkins said, he will not comply with a county court order to put a lid on the noise level of his church services. The decibels come from amplified voices and organ music, a full set of drums, a saxophone, tambourine and electric guitar.

The church has been involved in a dispute with neighborhood residents for four years. A court order issued in May 1978 specified a maximum noise level, required insulation, and temporarily calmed things down. But a neighbor complained again last month, leading to the new order that the amplifier be muffled.

Airport noise won't be measured here: expert

By DEAN TODD

The Decatur Airport, rather than Greater Rockford Airport, is about to have its N.Q. — that's Noise Quotient — measured.

William Grady, Greater Rockford Airport manager, had hoped the Rockford airport would benefit from the free Airport Noise Demonstration Project to be conducted by the Illinois Institute of Natural Resources.

But there is a very good reason the project will take place at Decatur's airport, said Prof. Paul Schomer, the man who will conduct it. Schomer, member of the electrical engineering staff at the University of Illinois, is an acoustical consultant and works out of the Champaign offices of the Army Corps of Engineers.

There are many ways to lessen the impact of noise, but they fall generally into two methods, Schomer said.

"You can reduce the noise, or you can keep noise-sensitive land uses away from the source of the noise," he said.

The latter could include land-use zoning and routing aircraft to avoid those sensitive areas.

Illinois is interested in both methods as possible means of diminishing the impact of airport noise, Schomer said.

"Greater Rockford Airport already employs an extensive system of preferential runways, so it already is doing much to eliminate noise impact," he

said.

Schomer said he chose the Decatur Airport over Rockford's because it has done less to abate noise, so has greater potential to show benefits through methods developed during the Airport Noise Demonstration Project.

While Greater Rockford already has some demonstrably successful anti-noise flight procedures, Schomer said he is still contemplating the possibility of "doing something with land use" here, perhaps developing zoning proposals aimed at lessening noise impact around the Rockford airport.

While Schomer is the contractor chosen for the project, Niels B. Herlevsen is the project director for the Institute of Natural Resources. He said INR is involved because "noise has emerged as a dominant issue, a nuisance in many cities, particularly road and airport noise.

"Over one million Illinois citizens are affected by airport noise," he said. "We would like to see airport noise abated."

Herlevsen added his opinion is that airport noise abatement should be at no cost to the airline industry.

While most of those affected by airport noise are in the area of O'Hare International Airport, Chicago, there is significant impact also around the state's medium-sized airports such as those at Decatur and Rockford, and that impact could increase in the future, according to Herlevsen.

The INR demonstration project is designed to determine what noise abatement procedures are available to small and medium-sized Illinois airports and to measure the effectiveness of those procedures, he said.

The project is to be in four phases, with the first, a baseline study, expected to be completed about June 30.

In the first phase, Schomer will analyze existing conditions around the Decatur Airport. That includes a description of aircraft using the airport, flight procedures there, land-use patterns around the airport, and a noise-contour chart of Decatur, using day-night sound level indicators.

ROCKFORD, IL
REGISTER-STAR
JAN 27 1980

A noisy rec room can really wreck your night

By ROGER C. WHITMAN
Garrett News Service

"A lot of work and dollars went into the rec room, just so we'd know where our kids were nights," a reader wrote recently.

"It's serving the purpose, too. The kids and their friends like to get together there and have a good time, and they're off the streets.

"But one big problem: So much noise comes up that we can't get any sleep. How can we cut down on the noise?"

THIS OFTEN happens with basement rooms. With masonry walls and asphalt tile to amplify and echo sound waves back and forth, and usually only a normal floor above, perhaps a sheetrock ceiling, no wonder the decibels surge upstairs.

Cutting down on the noise volume, though, is really easy — all of it within reach of average do-it-yourselfing. While you may not achieve the sound-deadness of a cork-lined broadcast studio, you'll still get a dramatic reduction in noise.

The biggest sound-deadener is a dropped ceiling of acoustic tiles or panels, and thick Fiberglas insulation in the space between. This one step can

make an unbelievable difference in blocking sound waves.

A dropped ceiling consists of a grid or thin strips of stainless or aluminum, suspended from the regular ceiling by wire; this isn't really as tricky as it may sound. The edges are supported by L-shaped strips fastened to the walls. The tiles or two-foot by four-foot panels of acoustical material (perforated with thousands of tiny holes to trap sound waves) and the supporting strips are sold in lumber yards and home improvement centers. Lots of advice and detailed instructions go along with your purchase. You buy the insulation there,

as well.

The second biggest influence on killing sound is thick wall-to-wall carpeting. If this, along with the dropped ceiling, doesn't produce enough sound-deadening, then start decorating the walls with draperies or fabrics of any kind; loose, not stuck to the walls, like decorator's burlap. The folds trap sound waves.

A thick wall-to-wall carpet on the floor above can also have a big effect on blocking noise from below.

IF EITHER the TV or upright piano is against a wall, move it out a foot or two, and cover that area of the wall, at least, with some heavy hanging. This will break up direct vibrations that are normally transmitted by the wall itself.

Suggestion: You may not need all these sound-deadening steps in order to get your beauty rest upstairs while the rec room is rocking. So install them one at a time and note the improvement.

Of course, if all these steps aren't enough, you may have to fall back on the cheapest noise blockers of all: ear muffs. But I doubt this. These steps will really lower the rec room decibels.

WAUKEGAN, IL
NEWS-SUN
JAN 25 1980

Station's noise angers neighbors

By LEONARD SYKES JR.
Staff Writer

James Creek and Chester Rygiel would literally like to put a muffler around Don's Service Station at 22nd Street and Green Bay Road in North Chicago.

The reason for the muffler is a car wash and public address system the owner, Don Owens, installed nearly two years ago.

Owens has become a noise and air polluter, say Creek, Rygiel and other irritated neighbors.

Actually, Owens is not the real culprit in this story, it appears. The people ultimately responsible for the alleged pollution problem at

Don's are the officials at the Amoco office in Chicago.

North Chicago city officials have spent a year trying to urge Amoco to correct the noise and alleged air pollution problem at Don's. So have officials of the regional Environmental Protection Agency (EPA), the Lake County Health Department, and residents who live just a block south of Don's Service on 21st Place.

But, try as they might, they haven't been able to get any action from Amoco.

If things don't improve soon, the Rygiels believe there won't be any trees or shrubbery to shade them or their neighbors next summer.

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They claim that mist from Don's carwash has been poisoning vegetation in the neighborhood. But that point hasn't been proven conclusively yet.

"Last summer it looked like fall around here," Mrs. Rygiel said. "Leaves were everywhere."

But the chemicals are only part of the problem. The noise level, the other source of annoyance, is so loud Mrs. Rygiel says the only sound close to it might be found while sitting in a plane on a runway at O'Hare airport.

Here, according to Rygiel and Creek, are major objections to the station:

- Car horns that honk incessantly during periods when the station appears to be unmanned.

- Lights that are left on all night annoying residents who live adjacent to the station.

- Loud noises emanating from the station's washing and drying equipment, which a field operator from the EPA indicated may be in violation of state noise pollution regulations.

- Detergent and wax mist from the car wash which the Rygiels charge could be responsible for damage to trees and shrubbery in the area.

A study by the Lake County Health Department has not yet proven whether the toxic level of chemicals from the car wash has been great enough to cause damage to plants.

Whatever the findings, all residents in the neighborhood adjacent to Don's station want a solution to the problem.

"None of us in the immediate vicinity are suggesting that the car wash be closed," said Creek in a letter to North Chicago Mayor Leo Kukla. "(But) we are suggesting that the same engineer who designed the unit should be able to come up with something to quiet it down."

"We are also suggesting that this matter could be settled amicably. Nothing was ever settled in a spiteful manner."

The last action taken against Amoco to solve the problem was a stern letter from North Chicago city officials warning the oil franchise that unless steps are taken to alleviate the problem, the city will use its enforcement powers to settle the matter.

EPA has already started action. James Reid of the EPA's Springfield office said the federal agency has begun preparing a "technical feasibility study and an economic reasonability study," the first step taken before the complaint is turned over to the Illinois attorney general's office for prosecution.

"We have to do more than show they're violators," said Reid. "We have to be able to show them a reasonable way to solve the problem economically."

Reid said Don's Standard can stop the enforcement "wheels from turning" by contacting the EPA and showing willingness to solve the problem.

"But the strange part about the case," said Reid, "is we never received a response from the people at the car wash."

Owens says he wants to see a solution worked out but, "My hands are tied. I'm in the middle of it all."

The problem is now in the hands of Amoco, which leaves residents who live along 21st Street wondering if there ever will be a solution.

"They can go around and close up a tavern when (it's) in violation," Mrs. Rygiel said. "Why can't they close the station?"

CRAWFORDSVILLE, IN
JOURNAL-REVIEW
JAN 30 1980

Noise level

Noisy consumer products will have to carry labels telling prospective buyers how much noise to expect, reports Prevention. It may be a year before the ruling, by the Environmental Protection Agency, goes into effect. Chain saws or power tools will probably be among the first to carry this information. Labels will have to state the amount of noise in decibels and the range of noise for competing products so customers can compare.

EVANSVILLE, IN
COURIER
FEB 1 1980

House approves measure to relax airplane noise-control standards

WASHINGTON (AP) — The House easily overcame opposition from environmentalists and some local citizen groups to approve a compromise bill Thursday that would relax noise-control regulations for two-engine jet airplanes.

The measure, which passed 285-122, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It also appropriates \$15 million for planning new noise-reduction projects.

The bill is a product of a Senate-House conference committee compromise. The Senate last year approved a version that was more lenient toward the airlines. The compromise measure is expected to be passed in the Senate.

Opponents attacked provisions of the bill that would extend the time airlines may continue to fly two-engine jets that lack noise controls.

The jets were due to be replaced or refitted with

quieter engines by 1983. The bill provides that two-engine jets with 100 or fewer seats will be exempt until 1988 and those with more than 100 seats will be exempt until at least 1985. The larger two-engine jets could fly for an additional year if replacements are ordered by 1983 and delivered by 1988.

The sponsors, led by Rep. Glenn M. Anderson, D-Calif., said that forcing airlines to refit their planes with heavier, quieter engines would use more fuel. They also argued that airline passengers in small and medium-sized cities would suffer if the airlines retired the planes rather than make costly changes to control noise.

The two-engine planes covered by the legislation include McDonnell Douglas DC-9s, Boeing 737s and the BAC-111.

The measure would tighten somewhat noise controls for three-engine planes, including the DC-10 and Lockheed L-1011, that are required to meet the new standards by 1985.

EVANSVILLE, IN
COURIER
FEB 8 1980

Pastor won't muffle noise

PORTLAND, Ore. (AP) — "I have to make my stand on my convictions," says the Rev. Archie Hopkins, pastor of the Greater Solid Rock Church of God in Christ. "The judge upholds the law of the land, I uphold the laws of God."

And so, Hopkins said Wednesday, he will not comply with a county court order to put a lid on the noise level of his church services. The decibels come from amplified voices and organ music, a full set of drums, a saxophone, tambourine and electric guitar. The church has been involved in a dispute with neighborhood residents for four years.

Vroom! Vroom! City seeks grant to crack down on noise pollution

By NANCY LAUGHLIN
Staff Writer

If the motorcycles in your neighborhood are so loud they drown out your TV set or the semis roaring by your house rattle the rafters, the city may have help on the way.

Karl Bandemer, city urban grants director, said Tuesday Fort Wayne will apply for a three-year grant for about \$105,000 from the U.S. Environmental Protection Agency to begin a program to crack down on noise pollution.

The grant would allow the city to zero in not only on vehicular noise but also on noise from factories, Bandemer said.

EPA officials have warned that federal money for noise control is extremely limited and said they have enough money for programs in only two cities, Bandemer said.

But, even if Fort Wayne isn't chosen to receive the grant, EPA officials in Chicago promised Monday they will loan the city noise monitoring equipment for six months and conduct a workshop, planned now for early March, on enforcing noise-pollution laws, he said.

Bandemer said he asked the EPA regional office in Chicago about three weeks ago if Fort Wayne could get some of the grant money. They answered Fort Wayne could not get it directly, but could receive a grant through a state

agency. The EPA suggested the Indiana Association of Cities and Towns apply for the grant and then pass it on to Fort Wayne.

The Indiana Association of Cities and Towns agreed to submit a grant proposal to the EPA, asking for \$105,000 over a three-year period to make Fort Wayne a demonstration city, Bandemer said.

Bandemer and a representative of the state association met in Chicago with EPA officials Monday, and the grant application will be submitted on or before the Feb. 28 deadline. The city should know within 60 days whether it will receive a grant, he said.

Regardless of whether the grant is approved, however, the EPA has promised to provide Fort Wayne with noise monitoring equipment on a six-month loan, Bandemer said.

The federal agency also will conduct a workshop for city officials around this region and for the persons who would have to enforce the pollution laws, including police, zoning officers and building inspectors. They will explain the uses of monitoring equipment and talk about the legal aspects of prosecuting offenders, he said.

If the city receives the grant money, Bandemer said, it would be used to train enforcement officers, purchase equipment, write ordinances, buy signs and launch a major public relations program to inform citizens of the law.

AN UNDERGROUND MOVEMENT

BY GALE TOLLIN

The way to stay on top in the battle against soaring fuel prices and dwindling energy resources is to go back underground, say scientists at the Underground Space Center in Minneapolis.

Since early days, living creatures have turned to the earth for protection against climatic extremes.

And now the time has come to reconsider what the earth offers, says Charles Fairhurst, a prime mover in the establishment of the center in the University of Minnesota's Department of Civil and Mineral Engineering.

The Utah-born department head says much technology for underground and earth-sheltered structures already exists and more is being accumulated steadily. The techniques of underground space use, Fairhurst says, are among the simplest, most cost-effective and readily available means of energy conservation.

Prospects for greater utilization of underground space are excellent, adds Charles Lane, the center's assistant director.

The center's experts assert the advantages of people using the earth as a blanket are many.

The earth is a natural insulator. Underground buildings attain 50 to 80 percent savings in energy consumption for heating and cooling, Lane says. There is no winter wind chill, and a properly located earth-sheltered home is shielded in the summer from the direct rays of the Sun.

During the summer, when the Sun is high, solar collector panels above the roof may be adjusted in shade windows, on the exposed side of an earth-sheltered house. In

The earth is a natural insulator. Underground buildings attain 50 to 80 percent savings in energy consumption for heating and cooling.

winters, the lower sun angle provides direct Sun warmth through windows.

The environment is nearly as quiet. Noise pollution, including unwanted sound from airports and freeways, is greatly reduced.

Urban congestion can be significantly lessened, and environmental quality is preserved by the retention of "green space."

CONTINUED

Laboratories and testing rooms requiring precision reduce vibration when they move underground. The danger of fire, radiation and explosions is lessened.

There is protection from hail, tornadoes and windstorms. Snow on the overhead glass adds insulation. The intensity of earthquake vibration is less severe underground than on the surface.

Earth-sheltered homes normally can be built for about the same cost as conventional houses, and the total life-cycle cost is much lower because of savings in energy and maintenance. Painting, shingling and similar exterior maintenance is eliminated.

Major obstacles mostly are of the "feelings" type. People have an innate feeling they "don't want to live like moles." There hasn't been enough resale experience to build a track record appealing to lending institutions. Architects and builders tend to want their work displayed in the open, above ground, for everyone to see and admire.

Fairhurst says a properly oriented earth covered dwelling has as much sun exposure as an above-ground house. Underground space can be designed to include windows, natural lighting, views of attractive landscape and create room for living on the surface, he says.

Increasing numbers of department stores have expanded display space by eliminating windows, and Fairhurst says they've won acceptance. A psychological study showed no significant drawbacks to building the Alex Honigsmeyer School in Astoria, N.J., totally underground and in some respects, the learning environment was enhanced.

Overwhelming commitment to the "surface" has tended to hold down underground construction. Banks have been concerned with initial costs and resale ability rather than life cycle costs. As energy costs increase, life cycle costs will become more important. Fairhurst expects lending institutions will then become more receptive to making money available for earth-sheltered buildings. "No one likes to be first," he laughs. "Everybody likes to be a fast second."

Fairhurst says achieving acceptance will require vigorous efforts and carefully drawn regulations. If the public is correctly informed, he reasons, social objections to the underground will diminish.

The Underground Space Center was created as a research and information center. The staff of 20 includes civil, mineral and mechanical engineers. The center researches, plans and coordinates underground space use, provides a referral service and serves as a focal point for institutional cooperation.

There were a number of reasons that, in the past five years, Minnesota became the base for U.S. underground studies. "Obviously, climate was one," says Lane. "And Minnesota is totally dependent on outside sources for heating fuel. There is real need here to conserve energy."

Additionally, Fairhurst notes the Department of Civil and Mineral Engineering had been involved in underground research for more than 20 years, that it has existed at the university between civil engineering and architecture, that Minnesota's geology was well suited to underground space use and that the

legislature was willing to provide support.

Fairhurst observes, too, the state's traditional ties with Scandinavia, where underground space technology is well advanced.

In Sweden, hydroelectric power stations, heating and sewage plants,

latho Church is excavated in rock.

In Switzerland, Geneva's largest airport car park is entirely underground. In Canada, Montreal's underground Place Ville-Marie and Place Bonaventure contain attractive shops, restaurants and theaters. In the United States, large warehouses, cold storage facilities, manufacturing plants, offices and an international Trade Center have been located underground in Kansas City, Mo., and the University of Illinois-Urbana built its new library underground.

The Underground Space Center is providing the expertise and administering construction of six earth-sheltered houses in Minnesota, including three residences for state park managers, and a 12-unit townhouse in Minneapolis. All were funded by the Minnesota Housing Finance Agency. Utilizing monitoring equipment, the Underground Space Center will do an analytical study after the dwellings are occupied.

The people involved in the Underground Space Center are looking forward to construction of a proposed earth-sheltered \$16.5 million Civil and Engineering Building. When the 100,000 square foot building is occupied, the Underground Space Center itself will have some underground space.

Gaining public acceptance is a problem. Increasing numbers of department stores have expanded display space by eliminating windows, and they've won acceptance.

oil storage and nuclear waste deposits are underground, sometimes in abandoned mines. Norway has put its national archives below the ground water table and also has underground swimming pools, athletic facilities and ice cream storage. Oil and gas are stored in 16 caverns in Iceland, and Helsinki, Finland,

FORT WAYNE, IN
NEWS-SENTINEL
FEB 6 1980

City to Seek Anti-Noise Grant

The city will apparently seek a three-year, \$105,000 grant from the Environmental Protection Agency to initiate an anti-noise pollution program.

Karl Bandemer, the city's urban grants director, said the grant would help the city crack down on vehicular noise and noise from industrial sources.

Despite the city's application for the funds, chances of receiving the money appear slim. The EPA has said it has enough funds for programs in only two cities.

Even if Fort Wayne does not receive a grant, though, the city should receive an EPA loan of noise monitoring equipment for six months. A workshop on enforcing anti-noise ordinances is also planned for March, Bandemer said.

Fort Wayne cannot receive the grant directly, but the Indiana Association of Cities and Towns agreed to submit the grant proposal on behalf of Fort Wayne.

If the money is received, Bandemer said, it will be used to train enforcement officers, purchase equipment, write ordinances, buy signs and launch an anti-noise public awareness program.

FORT WAYNE, IN
NEWS-SENTINEL
FEB 14 1980

Feds Keep On Truckin' To Reduce Noise Levels In Truck Industry

By AL FLEMING

DETROIT — They're sounding off about noise in the truck industry. The clatter may be music to the ears of truck drivers and those who live near heavily traveled truck routes.

There is impetus to make trucks quieter inside and out. It is part of the taming of the truck which is being undertaken by government regulatory agencies to improve "driver environment" and to reduce "noise emissions."

Joan Claybrook, who heads the National Highway Traffic Safety Administration, has stated: "The Teamsters live in a brutal world, and I am very sympathetic to their plight."

One of those plights is noise inside the truck cab — the driver's home way from home. Current government regulation requires that interior noise not exceed 90 decibels. (A decibel is a unit for measuring relative loudness of sound, beginning with 1 for the faintest audible sound detectable by the human ear and ranging to about 130.)

Because truck manufacturers believe that quietness is a virtue that attracts customers, many vehicles are designed for sound well below the 90-decibel level. Some are below 80, which is about as quiet as a busy office.

"Over the next decade, the driver environment will improve significantly," predicts Dean D. Forester, director of engineering for General Motors Corp.'s GMC Truck and Coach Division, Pontiac, Mich. "There'll be quieter interiors, more room, better heating and ventilation, better ride."

It sounds as if future truckers will be living the life of Riley. But what about the family whose rose-covered cottage happens to be located, not beside a quiet stream, but along a busy highway, where heavy trucks play a symphony of gear changes and buzzing tires?

Current regulations require that medium-size and heavy trucks meet a noise-emission, or "pass-by" noise level of 83 decibels. That's been in effect since 1978, and will be reduced to 80 decibels in 1982.

To put that into perspective, a pass-by noise level of 80 compares to many passenger cars and light trucks today. Work is under way by truck makers, engine producers and muffler suppliers to meet the 1982 requirement.

And the Environmental Protection Agency is studying the possibility of moving the level below 80, which is stirring discomfort among truck producers. Says GMC's Forester: "A typical community noise study has shown that further reduction of sound levels beyond those currently required doesn't result in a proportionate decrease in overall community noise levels." Further studies on the cost-benefit ratio of lower decibels are continuing.

Forester points out that other things besides lowering the decibel boom can contribute to peace and quiet along highways. Specifically, they are: enforcement of truck-operator regulations; replacement of older, noisier vehicles with new vehicles designed to meet the 80-decibel level; and control of tire noise. (Over 35 miles an hour, tires are said to be the dominant source of noise.)

"The greatest potential benefit to a community will be derived from a combination of those three factors," says Forester. "Hopefully, any future regulations will recognize them."

While government regulators may not agree with that, the point is that there's a lot of whoopin' and hollerin' going on over truck noise. And that should be music to the ears of drivers and just plain peace-loving citizens alike.

HAMMOND, IN
TIMES
FEB 13 1980

Congressional Votes Glimpsed

NOISE NEAR AIRPORTS. The House approved, 285 for and 122 against, legislation relaxing Federal Aviation Administration (FAA) rules to tone down noisy aircraft. The vote adopted a conference report later approved by the Senate and sent to the White House.

Benjamin, Fithian and Derwinski voted yes.

Russo voted no.

Murphy and O'Brien did not vote.

INDIANAPOLIS, IN
NEWS
JAN 25 1980

HERMAN HOGLEBOGLE

Noise, Pollution

Herman, where can I get some current information on the problem of noise pollution?

I'm doing a report on the subject, which is becoming one of the most serious forms of industrial pollution in urban areas. People's health actually can be ruined by excessive noise.

I have checked the materials in the library, but I need more specific information. Are any national groups working to study this problem?

NOISE FOR NOISE

The recent increases in noise levels have prompted the formation of several groups to study and suggest methods to control this problem. You may contact:

Citizens Against Noise
Box 58170
Chicago, Ill. 60658

Founded in 1970, this group's purpose is "to achieve the control of noise levels through education and related means and action by community, civic, professional and other organizations and by governmental agencies at all levels."

Committee on Noise
Donna Dickman
2823 O St., N.W.
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This is a committee of the American Speech-Language-Hearing Association, founded in 1969 to help sponsor research into noise pollution.

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INDIANAPOLIS, IN
STAR
FEB 6 1980

Bill Relaxing Jet Noise Rules Sent To Carter

Washington (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate and was sent to President Carter Tuesday.

The Senate also approved and sent to the House a bill curtailing federal aid to airports.

The airport noise bill was worked out by House-Senate negotiators after the two houses had passed differing versions. The compromise was approved by the House last week.

It amends an existing law that would have required the jetliners to be replaced or refitted with quieter engines by 1983.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

LAFAYETTE, IN
JOURNAL & COURIER
FEB 6 1980

Bill would relax airline noise rules

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

MUNCIE, IN
PRESS
FEB 11 1980

WORD FROM WASHINGTON

The debate on airport noise in the House had an interesting chapter.

"We have all seen some version of the 'perils of Pauline,'" said Rep. Geraldine Ann Ferrard, D-N.Y., who continued:

"There she lies upon the railroad tracks as a train comes looming down upon her. We watch in close anticipation, but we all know that Pauline will be saved.

"This noise bill reminds of that same situa-

tion. Except in this case, it is Geraldine upon the runway as the airplanes rush down upon her. Unlike Pauline, I have no great confidence in my being saved.

"On the contrary, if this bill is made law, Geraldine and six million Americans who live near airports will have been run over by noisy airplanes."

RICHMOND, IN
PALLADIUM-ITEM
FEB 10 1980

Truck manufacturers hearing about noise

By Al Fleming

The Washington Star

DETROIT — They're sounding off about noise in the truck industry.

The clatter may be music to the ears of truck drivers and those who live near heavily traveled truck routes.

There is impetus to make trucks quieter inside and out. It is part of the taming of the truck that is being undertaken by government regulatory agencies to improve "driver environment" and to reduce "noise emissions."

Joan Claybrook, who heads the National Highway Traffic Safety Administration, has stated: "The Teamsters live in a brutal world, and I am very sympathetic to their plight."

One of those plights is noise inside the truck cab — the driver's home way from home. Current government regulation requires that interior noise not exceed 90 decibels (A decibel is a unit for measuring relative loudness of sound, beginning with 1 for the faintest audible sound detectable by the human ear and ranging to about 130.)

BECAUSE TRUCK manufacturers believe that quietness is a virtue that attracts customers, many vehicles are designed for sound well below the 90-decibel level. Some are below 80, which is about as quiet as a busy office.

"Over the next decade, the driver environment will improve significantly," predicted Dean D. Forester, director of engineering for General Motors Corp.'s GMC Truck and Coach Division. "There'll be quieter interiors, more room, better heating and ventilation, better ride."

It sounds as if future truckers will be living the life of Riley.

But what about the family whose rose-covered cottage happens to be located, not beside a quiet stream, but along a busy highway, where heavy trucks play a symphony of gear changes and buzzing tires?

CURRENT REGULATIONS require that medium-size and heavy trucks meet a noise-emission, or "pass-by" noise, level of 83 decibels. That's been in effect since 1978, and will be reduced to 80 decibels in 1982.

To put that into perspective, a pass-by noise level of 80 compares to many passenger cars and light trucks today. Work is under way by truck makers, engine producers and muffler suppliers to meet the 1982 limit.

And the Environmental Protection Agency is studying the possibility of moving the level below 80, which is stirring discomfort among truck producers.

Says GMC's Forester: "A typical community noise study has shown that further reduction of sound

levels beyond those currently required doesn't result in a proportionate decrease in over-all community noise levels." Further studies on the cost-benefit ratio of lower decibels are continuing.

HE SAID OTHER things besides lowering the decibel boom can contribute to peace and quiet along highways. Specifically, they are: enforcement of truck-operator regulations; replacement of older, noisier vehicles with new vehicles designed to meet the 80-decibel level; and control of tire noise. (Over 35 miles an hour, tires are said to be the dominant source of noise.)

"The greatest potential benefit to a community will be derived from a combination of those three factors," Forester said. "Hopefully, any future regulations will recognize them."

While government regulators may not agree with that, the point is that there's a lot of whoopin' and hollerin' going on over truck noise. And that should be music to the ears of drivers and just plain peace-loving citizens alike.

SOUTH BEND, IN
TRIBUNE
FEB 6 1980

Bill would relax jet noise limits

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

TERRE HAUTE, IN
STAR
FEB 6 1980

Senate Passes Measure Relaxing Noise Control

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate and was sent to President Carter Tuesday.

The Senate also approved and sent to the House a bill curtailing federal aid to airports, which its sponsors said would save airline passengers \$5 billion in taxes in five years.

The airport noise bill was worked out by House-Senate negotiators after the two houses had passed differing versions. The compromise was approved by the House last week.

It amends an existing law that would have required the jetliners to be replaced or refitted with quieter engines by 1983.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1988.

The aid-to-airports bill would eliminate from the federal aid pro-

gram airports at which more than 700,000 passengers board airplanes each year. As of 1970, there were 72 such airports.

It would reduce the federal airline ticket tax of 8 percent to 2 percent.

Sponsors said passengers would still pay airport costs through user fees charged to the airlines and added to the price of tickets.

But they said it could be done more cheaply this way because the middleman cost of going through the federal bureaucracy would be eliminated.

The tax revenues go into an aviation trust fund from which funds for airport improvements are drawn. Sponsors of the bill said the fund has a surplus of \$3.25 billion because the federal Office of Management and Budget seeks to keep its revenues high and its expenditures low.

In addition to extending the larger airports, the bill extends the federal aid program for five years. It would otherwise expire in June.

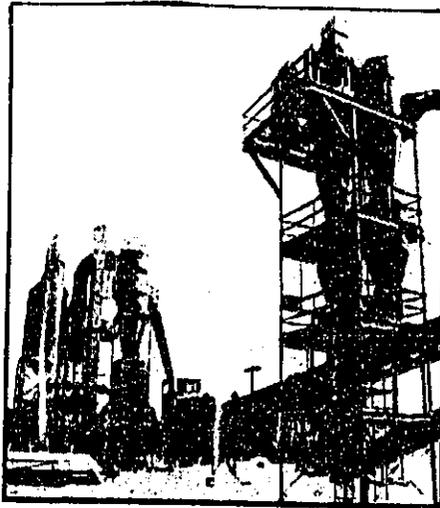
It authorizes \$3.25 billion for the five-year period.

WABASH, IN
PLANT DEALER
FEB 1 1980

□ **House OKs noise bill** — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 yesterday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It appropriates \$15 million for planning new noise-reduction projects.

BATTLE CREEK, MI
ENQUIRER & NEWS
FEB 9 1980



AP Photo

Subject of controversy

This car-shredding machine owned by Superior Metal Shredder Inc. of Kalamazoo stands idle while state, city and court battles rage over alleged hazards caused by the device. A report Friday by a Department of Natural Resources hearing officer said that it has not been established that the shredder causes excessive noise and vibration and that the Michigan Air Pollution Control Commission, which ordered the shredder shut down, only has the power to deal with air pollution problems.

DEARBORN, MI
PRESS/GUIDE
JAN 24 1980

Update

Defense of noise law due Feb. 4

The question of whether or not the city's anti-noise ordinance applies in a complaint against the Moslem mosque in southeast Dearborn will return to the courts within two weeks, according to City Attorney William Hultgren.

The city has until Feb. 4 to file its brief defending the constitutionality of its anti-noise law, which has been questioned by local attorney Noel Keane in defense of the mosque's azan, a call to prayer amplified daily from the mosque. Keane has charged that the city's ordinance, which some mosque-area residents used last year in filing a complaint against the prayer call, is "unconstitutionally vague."

The case has been assigned to Wayne County Circuit Judge Thomas J. Brennan, who will decide on the issue using both sides' briefs without oral argument, Hultgren said. Keane took the case to Circuit Court after District Judge Joseph Burtell denied the motion to dismiss charges in 19th District Court.

DETROIT, MI
FREE PRESS
JAN 16 1980

WHEN HEARING FADES

The 'invisible' problem of the elderly

By ARLENE EMMETT

First Press Staff Writer

You bought the small luxuries of life in bunches of delectable, and now that you're old, you pay.

At 17, perhaps, you started blasting your radio and smoking at the same time. You loved rich foods and too much vodka and coffee. You played with guns, and one accidentally went off right by your ear.

Your ears, all the time, were keeping score.

At 24, you were in a car accident. At 24, you had already been to so many loud blaring discos that even Strauss and Summer sounded alike.

At 60 you began to lose your hearing. And now, at 80, your listening skills — the efficiency with which the brain processes auditory signals — have dropped by almost a third.

YOU'RE A TYPICAL American suffering from a typically American health problem, one of the most common problems among Americans 65 and older: hearing loss. It affects one of two older Americans, and is as much an affliction of our noisy, affluent life-style as it is the result of the natural aging process, says a University of Michigan audiologist, Dr. Ralph R. Rupp.

Rupp is co-author, with James P. Mauer, of a new book, "Hearing and Aging: Tactics for Intervention" (Grune & Stratton, \$16.50), which he calls "the only comprehensive book" on hearing loss in the elderly and how to cope with it.

Rupp says new federal regulations slated to go into effect within the next several years will help protect both young and old against the cumulative effects of noise pollution. These regulations, to be implemented under the 1972 Noise Control Act, will require stiffer noise standards for certain vehicles, such as motorcycles, as well as noise-output labels on some household appliances. Later this year, Environmental Protection Agency (EPA) regulations will require labels on commercially sold ear protectors to show their noise-reduction capability.

RUPP BELIEVES this is only a partial solution. For the elderly, he says, different measures are needed. Rupp says 90 percent

of the elderly suffering from a hearing problem can probably benefit from some kind of hearing aid or other acoustical device available today.

"It's a lot better to have a person recognize you have a hearing loss than think you're a pseudo-mentally-retarded person," Rupp said to his Ann Arbor office. "Society doesn't discriminate against the elderly," he said, and "much of the slow-down... much or what might be considered early senility is hearing loss gone unresolved."

Rupp, who is also the director of the Hearing, Speech and Language Department of the Kenny Rehabilitation Center at Pontiac General Hospital, believes hearing problems are likely to grow along with the nation's elderly population, which should double by the year 2020, according to some population projections. He calls hearing loss an "invisible problem."

"You can be someone who has a cane or a pair of cataract glasses," he said. But "hearing loss does not visibly, easily show. Naively the other communicator assumes intact auditory function, and in the majority of cases, that's not true."

In fact, hearing loss is so prevalent among the elderly (more than half of all Americans with significant hearing loss are over 65 years old) that it undercuts cardiac, pulmonary and renal problems, Rupp said. "Older persons are only twice as likely to wear eyeglasses as younger persons but 13 times as likely to wear a hearing aid," says the book by Rupp and Mauer, a professor of speech and hearing sciences at Portland State University in Oregon.

And hearing loss not only the gradually diminished ability to perceive sound. In my older people — four of five, the book says — a experience a slowdown in "listening" ability: that portion of the brain which processes and interprets what is heard between 60 and 80 years of age, the average person's listening efficiency drops approximately 30 percent, Rupp said, and that constitutes another communication barrier.

"There are the occasional elderly who really have remarkable hearing," Rupp said. "But by age 80, the majority will have hearing and listening difficulties."

The culprit, he says, is life-style — or "secondary aging," as he calls it — those factors such as smoking, alcohol, caffeine and high cholesterol and sodium consumption which research has indicated cause damage to the ear over time, over and above natural changes in the ear brought on by the aging process ("primary aging").

"My bias is, it's not the aging, it's what happens all along," Rupp said. "We're talking about living in our culture."

Rupp calls the ear "a lifetime adding machine," tallying up aural insult upon aural injury. Once you accumulate enough injuries, you pay with a hearing loss.

"Noise pollution is probably the number one contributor to the development of hearing deficits," he said. "All the things we enjoy — tobacco, alcohol, rich foods — contribute to a reduced blood supply to the inner ear (a fluid-filled chamber which interprets sounds to the brain). Once the microcirculation (to the inner ear) is damaged or impaired, you have a reduction in performance," he said.

THE MOST common sites of damage are the cochlea — that organ in the inner ear which does the "computer analysis of signals coming into it," he said, and calculates the intensity and frequency of those signals — as well as the eighth cranial nerve that leads to the brain. Cell damage in either of these sites can result in any number of listening and hearing problems.

For example, an older person might experience difficulty in listening to noise or rapid speech, or to one voice in a living room full of relatives.

"Soft high-frequency consonants such as 's,' 't,' and 'th' are the first to go," he said, whereas low-frequency vowels are retained. "These people say 'my friends are starting to mumble,' because the clarity is lost."

"They enjoy music but don't hear the high violins. They have trouble following rapid dialog on TV, and they find that careful, male, articulated news commentator

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...ers them is the easiest to follow," commentators have low, resonant voices, he said.

Who is the hardest to follow? Rupp said older men with hearing losses most commonly answer "my wife." (Women find their husband's lower voices easier to understand.)

WHAT CAN BE done about hearing loss?

The best cure, Rupp says, is prevention: protecting the ears before they are damaged. Young people can help save their hearing by avoiding excessive exposure to such noisy offenders as power tools, stereos, snowblowers, and then by using plastic or foam rubber earplugs or ear muffs when exposure is necessary.

He cited the federal regulations to require labeling on all ear protectors within the year, as well as passing rules for industry developed by the Occupational Health and Safety Administration (OSHA), which allow exposure to 90 decibels — the equiv-

alent noise of a typical machine shop — for no more than eight hours.

These measures, of course, are not sufficient to help those who have already developed a hearing problem. But then, Rupp said, a careful medical review, hearing tests and a professional hearing-aid evaluation are needed. The tests should be conducted by a professional audiologist who can refer the patient to a reputable hearing-aid dealer.

"We're concerned about erroneous and inappropriate amplification," Rupp said. Often, well-meaning relatives will take a person with hearing difficulties directly to a hearing-aid dealer, rather than first obtaining a professional consultation. That can result in buying the wrong type of hearing aid, he said.

AND THERE are other considerations.

"The main goal is to rekindle a listening attitude," to help those with hearing losses practice listening skills and learn to listen creatively again, according to Rupp. That can be accomplished with a great deal of patience and care on the part of relatives and friends — who can volunteer to learn about the aid, troubleshoot it in times of emergency and help the person with the hearing loss by teaching them what environments the aid works best in.

Most important, says Rupp, is recognizing there is a loss.

"From my orientation, the individual should not try to hide the hearing aid, but show it and let people know," he said. "The presence of a visible sign of loss should contribute to a positive attitude on the part of the other communicator."

DETROIT, MI
NEWS
JAN 20 1980

Air travelers can look for soaring fares

By EDWIN G. PIPP
News Staff Writer

Air travelers can expect higher fares and curtailed service during 1980 as the airlines fight for profits amid rising fuel prices in a soft economy.

The first fare increase of the year — 3.3 percent — came on Jan. 1 and likely will be followed by other increases every two months.

The Civil Aeronautics Board, which regulates the airline industry, says it will review airline costs every two months and award increases when necessary.

AIRLINE OFFICIALS say those increases will come every two months if fuel prices continue to increase this year as they did in 1979.

"Last January we were paying 39-cents a gallon and today the average price is 80-cents a gallon and still going up," said one airline official. "It will be \$1 a gallon by the end of the year."

Each one-cent a gallon increase in fuel prices costs the nation's airlines \$100 million a year. Fuel costs which used to be 12 percent of airline operations now account for 30 percent of the carriers' expenses.

To meet rising fuel costs the CAB permitted five fare increases last year which increased the price of an average coach seat by 30 percent during the year.

DESPITE THE CONTINUED fare increases during 1979, domestic airline traffic was up 11 percent over 1978, but below the 18 percent gain in 1978 over 1977.

The carriers began to feel the nation's declining economy near the end of the year as traffic slumped to only a 4 percent increase over 1978 during the last 15 days.

Airline industry officials are gloomy about 1980 business.

"It will be a year when revenues are up and traffic is up and profits are down because of the fuel price increases," said Daniel Z. Henkin, vice president of the Air Transport Association which represents 33 domestic carriers.

HE SAID some airlines already have curtailed service as much as 5 percent and this is expected to continue during the year.

Air Transportation World, a publication which

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reports on the industry, says the soaring fuel prices sent airline profits plummeting in the third quarter of 1979, and fourth quarter losses seem inevitable for many carriers.

Typical third-quarter earnings declines are Pan Am, 40 percent; TWA 60 percent; Delta, 61 percent; Eastern, 85 percent, and American, 97 percent.

The declining profits come at a time when the carriers are committed to buying new aircraft to replace older jets and meet government pollution and noise standards. The carriers are expected to spend some \$90 billion on new planes during the 1980's.

DURING THE FIRST three quarters of 1979 they took delivery of 106 aircraft worth \$1.8 billion. Through 1984 the carriers have ordered 434 airliners costing \$10 billion and have options for another 290 costing \$8.3 billion.

ESCANABA, MI
PRESS
FEB 12 1980

Noise questions arise

MENOMINEE — Three young Menominee men continue to question the environmental impact of an expanded Twin City Airport and the Environmental Protection Agency (EPA) said it is not convinced there has been a complete analysis of the possible noise impacts.

However, a Federal Aviation Administration official said last week the FAA is aware there will be significant increase in noise levels from aircraft operations at an expanded airport and the noise levels were considered in the approval of the project's Environmental Impact Statement.

The three citizens, James Kadlubowski, Thomas Hupy and John Hallgrisch, a public health specialist, have approached local airport commission, the county board and various federal and state agencies with their concerns.

FERNDALE, MI
MADISON HEIGHTS NEWS
JAN 17 1980

Council Briefs

Noise questions

State Senator Bill S. Huffman, D-18, in a letter to City Council, said he received several requests from apartment owners and members of the business community to construct a noise abatement earth berm along the east side of Interstate-75 between 13 and 14 Mile roads. He gave Council information on who to contact for testing and research

from the Michigan Department of Transportation.

Councilmen and administrators were puzzled by Huffman's letter saying they hadn't received any complaints from the area. Councilman Wolf wanted the matter "checked out" by city administrators before Council takes action. Council referred the matter to the city manager for study and recommendation.

HARRISON, MI
CLAIR COUNTY CLEAVER
JAN 31 1980

Clare's Column

Civilized Noises Sneaking Up On Your Heart, Mind

We are being threatened by everyday noises that sneak up on you quietly over an extended period of time.

They're the noises we have learned to live with in a civilized society—in the home, at work, on the streets. In fact, we have become so used to them we have trained ourselves to ignore them.

But these sounds are causing severe hearing problems, say the experts.

And it's not only our hearing that is at stake, it is our hearts, our blood pressure, even our mental faculties.

Noise has become as much an environmental hazard to humans as are air and water pollution, the Health Insurance Institute reports.

According to the U.S. Environmental Protection Agency (EPA), there are 13 million people working in environments where noise levels are so excessive as to be dangerous to hearing and health.

There is a clear and present danger to 15 to 20 million other Americans in situations that are too noisy.

Right now the generally accepted limit on noise is 90 decibels—the equivalent of working 20 feet from a subway train or using a jackhammer or a punch press.

But the EPA says 90 decibels is too loud and that the acceptable noise level should be immediately dropped to 85 decibels.

This drop could reduce by one half the number of workers whose hearing is endangered by noise levels in the workplace.

Tests have shown that the average person exposed to as little as 70 decibels for 40 years could suffer hearing damage.

Heavy traffic or loud music registers about 80 decibels. A kitchen with stove vent, dishwasher, garbage disposal unit and food blender all going at once records well over 100 decibels. This doesn't count the vacuum cleaner, television set or air conditioner.

It has also been shown in experiments that noise can cause mental stress, even lead to mental disabilities.

This is most evident around airports where both the noise level and the stress level is clearly too high.

We know the noise levels in neighborhoods near airports have a great deal to do with the impact on people's mental health.

In fact, there's evidence that people in these areas take more drugs and sleeping pills.

We know also that people exposed to high levels of noise are usually more intolerant of other people and are more argumentative.

Laboratory tests, too, have shown that noise can elevate the blood pressure which can ultimately lead to heart problems.

What can be done about noise levels?

To cut down on construction noises, wooden fences

can be set up while similar barriers can be put up around noisy equipment.

The EPA also suggests people buy quieter products, and the agency is beginning a program to label noise levels produced by many appliances, tools and auto parts.

The government agency has proposed regulations calling for quieter trash trucks. They also plan to do the same for almost all surface transportation.

Here are some tips on how to help protect your home from noise: Seal cracks around windows with caulking material. This can reduce street noises by half.

Use draperies to absorb noises. They should be thick, and full, twice the width of the wall they cover, and set back from the window but no more than 8 inches.

A light pile carpet with a layer of rubberized foam is better to absorb noises than one layer of carpet 3 times as thick.

Acoustical ceiling tiles can help lower noise. Leaving space between the ceiling and the tiles—by creating a fake ceiling—will keep it still quieter.

HOUGHTON, MI
MINING GAZETTE
FEB 9 1980

Commission can't hear noise case

KALAMAZOO, Mich. (AP) — Noise is polluting the air in their neighborhood some Kalamazoo people claim, but the Michigan Air Pollution Control Commission cannot hear their case, according to a report.

The Department of Natural Resources says the commission, a department within the DNR, can regulate pollution you can see or smell, but not pollution that affects the ears, and thus cannot regulate noise and vibration from Superior Metal Shredder Inc., a state official said Friday.

William Fulkerson, a hearings officer with the DNR, also said the department's air quality staff "has failed to establish that excessive noise and vibration are caused by the shredder," which is used to chew up rusty cars.

HOUGHTON, MI
MINING GAZETTE
FEB 11 1980

In forging industry

Grant given to MTU to alleviate noises

HOUGHTON — Michigan Technological University has received a grant for \$158,738 to continue its study to alleviate noise levels in the forging industry, according to Congressman Bob Davis.

Davis said the grant, made by the National Science Foundation, is the second the university has received for the project, which is to be funded for the next 18 months.

Alfred A. Hendrickson, professor at the MTU Metallurgical Engineering Department, said the study, if successful, will increase productivity for the forging industry. Hendrickson said, "The level of noise at a forging plant, besides causing health hazards

for the employees and environmental hazards for the community due to noise, causes a decrease in production because current methods of abating noise levels constrain the operation of the forging hammer.

"Our study will try to solve the scientific problem of the noise itself, rather than tamper with the forging hammer," he said.

Davis said the study is endorsed by the private sector and receives approximately \$60,000 per N.S.F. grant duration from the Forging Industry Educational and Research Foundation.

KALAMAZOO, MI
GAZETTE
FEB 6 1980

Bill easing jet noise rules sent to Carter

WASHINGTON (AP) -- A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

KALAMAZOO, MI
GAZETTE
FEB 8 1980

Shredder recommendation not binding

Examiner says DNR can't regulate noise, vibrations

By MARK FRITZ, Gazette Staff Writer

A state hearings examiner says the state's Air Pollution Control Commission and the Department of Natural Resources don't have the legal power to regulate noise and vibration allegedly caused by Superior Metal Shredder Inc.'s car shredder.

In a report released today, DNR hearings officer William Fulkerson said, "I find the

(DNR Air Quality Division) staff has failed to establish that excessive noise and vibration are caused by the shredder."

Fulkerson said the Air Pollution Control Commission — which ordered the shredder shut down — only has the power to deal with air pollution.

Fulkerson's recommendations were the result of a contested hearing Jan. 24 with Superior and the DNR Air Quality Division.

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An Ingham County Circuit Court judge had ruled that Superior was denied a contested hearing when the Air Pollution Control Commission ordered the shredder shut down in November.

With the shredder at 1525 King now idled, Superior president David Rosenberg is in the process of applying for a new DNR permit. Though the contested hearing was largely symbolic, Fulkerson's recommendations will be among the evidence when Superior's new permit is considered Feb. 19.

Most of the recent complaints from the Edison Neighborhood residents have centered around vibration and noise allegedly caused by the shredder. Whether the Air Pollution Control Commission, a DNR policy-making board, decides to ignore the vibration and noise complaints is up to the members, Fulkerson says.

"It could well be that the commission will decide to reverse me," Fulkerson said this morning.

Fulkerson's report was also harshly critical of the shredder's constant mechanical problems and what was described as Superior's failure to comply with DNR recommendations.

"The history of the metal shredder can best be described as a history of malfunction," Fulkerson said in his report. He said Superior allowed the "emission of air contaminants that cause detriment to the safety, health, and welfare or comfort" of nearby residents. He also said that Superior exceeded the trial-run period included in the shredder's installation permit.

Though not considering vibration and noise complaints, Fulkerson's report did conclude that the shredder violated the state's permit provisions.

LANSING, MI
STATE JOURNAL
JAN 22 1980

We don't want noise

We have been studying the proposed routes of I-69 through Bath Charter Township and as a resident of the village, do not appreciate the thought of living in a noisy freeway corridor. So we approve the state's southern route south of Park Lake, but our township board is going to vote for the northern route and cut the township in half.

They believe this is what the people want. We'd like to ask the people, especially the ones from the village area and Park Lake, if this is their choice? If you wanted to live in this noise would you have built or bought out here? And if it's not your choice, you should let the board know before the hearing on 1-31-80. And as for the township board's statement of new sewer users, if they take the Southern route that would be great, but can the sewers handle 700 new users? It would all have to go through Bath on the way to DeWitt and the man holes overflow now out on Fawn Valley at times.

A few years ago, our township board (yes a different one than now,) crammed a sewer down our throats, which we are still paying for and can't pay for and now this township board wants to cram a noisy freeway down our throats that we equally don't want.

So please let's all express our opinions so our township board can vote as we, the people, want them to.

WAYNE and ALICE JEAN LOOMIS
Bath

LANSING, MI
STATE JOURNAL
FEB 9 1980

DNR can't stop noisy shredder

KALAMAZOO (AP) — Noise and vibration at a controversial Kalamazoo metal shredder cannot be regulated by the Michigan Air Pollution Control Commission, a state official said Friday.

The opinion on alleged problems at the Superior Metal Shredder Inc. operation was issued by the Department of Natural Resources.

"I find the (DNR Air Quality Division) staff has failed to establish that excessive noise and vibration are caused by the shredder," DNR hearings officer William Fulkerson said in the report.

Fulkerson said the MAPCC, which ordered the shredder to shut down, only has the power to deal with air pollution problems.

FULKERSON'S recommendations were the result of a Jan. 24 hearing between Superior and the DNR. An Ingham County Circuit judge earlier had ruled that Superior was denied a hearing before the shredder was shut down in November.

Superior officials are applying for a new operation permit from the DNR. Fulkerson said his recommendations will be considered when the permit application is reviewed Feb. 19.

"It could well be that the commission will decide to reverse me," Fulkerson said.

For the last few months, the company has modified the shredder to comply with DNR air pollution regulations.

THE SHREDDER has been a source of controversy for the past 14 months. People living near the operation on the city's southwest side complained of vibration and noise levels when the car shredder was in operation.

DNR lab tests have revealed that above-average levels of toxic metals have been found near the shredder and in the soil of a nearby residential area. The tests showed results similar to those found by a private laboratory last year.

Fulkerson's report was highly critical of the shredder's alleged mechanical problems and what he called the company's failure to comply with DNR recommendations for various technical improvements.

"The history of the metal shredder can best be described as a history of malfunction," Fulkerson said in his report.

MENOMINEE, MI
HERALD-LEADER
FEB 9 1980

Questions on airport noise get mixed reaction in D.C.

By DAVID DISHNEAU
Herald-Leader Staff

MENOMINEE — Three young Menominee men continue to question the environmental impact of an expanded Twin County Airport and the Environmental Protection Agency (EPA) said Friday it is not convinced there has been a complete analysis of the possible noise impacts.

However, a Federal Aviation Administration official said this week the FAA is aware there will be a significant increase in noise levels from aircraft operations at an expanded airport and that noise levels were considered in the approval of the project's Environmental Impact Statement.

The three citizens, James Kadlubowski, Thomas Hupy and John Hallfrisch, a public health specialist, have approached the local airport commission, the county board and various federal and state agencies with their concerns.

In a recent letter to the EPA, they questioned what they called "serious discrepancies" in the final impact statement which was submitted for public review and was finally approved — with changes — last spring.

Barbara Taylor, chief of the EPA's Environmental Review Staff for the midwest region, said today schools near the airport "probably won't be impacted to the degree those folks are concerned about."

But Taylor said the "noise contours" — the amount of aircraft noise that will result all around the airport from operations — shown in the approved EIS appear to be larger than what they should be when the airport is at peak operation as described in the environmental statement.

"It looked like they did not expect operations to increase, but the noise contours increased," Taylor said.

She said if the noise contours are correct, "a no-build operation would be worse," because without the new

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runway to direct air traffic away from the city, the increased noise would be directly over the community.

At this point, no one is quite sure what the future holds for aircraft operations at Twin County Airport. Initial funding for the first phase of the airport project last year was reduced from the amount originally expected. So far, the FAA has committed money to the project to begin buying enough land for a runway long enough only for the turbo-prop planes. But the FAA has said that could be changed, depending on Republic's plans. Republic has said the turbo props will someday be replaced.

Taylor said she is sending her questions on to the FAA. She said her "gut reaction" is that there will not be significant noise impact on the community from the project, but that she would like to see "more concrete data" to support that.

The decision on whether to do anything at all about the EIA's concern lies with the FAA. It's the FAA's project and the environmental impact statement has already been approved.

FAA spokesman Mike Rose said that, because the statement has been approved, "we have to assume there were no technical errors." He said the statement was specially processed as one that will create some noise impact and that the three Menominee citizens who are now questioning the report did not bring up anything his office was not aware of already.

MONROE, MI
NEWS
FEB 1 1980

House relaxes jet noise control

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 on Thursday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It appropriates \$15 million for planning new noise-reduction projects.

MONROE, MI
NEWS
FEB 9 1980

DNR powerless to act on noise pollution claim

KALAMAZOO, Mich. (AP) — Noise is polluting the air in their neighborhood, some Kalamazoo people claim, but the Michigan Air Pollution Control Commission cannot hear their case, according to a report.

The Department of Natural Resources says the commission, a department within the DNR, can regulate pollution you can see or smell, but not pollution that affects the ears, and thus cannot regulate noise and vibration from Superior Metal Shredder Inc., a state official said Friday.

William Fulkerson, a hearings officer with the DNR, also said the department's air quality staff "has failed to establish that excessive noise and vibration are caused by the shredder," which is used to chew up rusty cars.

The commission had ordered Superior closed, but Fulkerson, in a report, said the commission only has authority to regulate air pollution.

Fulkerson's recommendations were the result of a Jan. 24 hearing between Superior and the DNR. An Ingham County Circuit judge earlier had ruled that Superior was denied a hearing before the shredder was closed in November.

Superior, meanwhile, has

applied for a new operating permit from the DNR. Fulkerson said his recommendations will be considered when the application is reviewed Feb. 19.

"It could well be that the commission will decide to reverse me," Fulkerson said.

Fulkerson's report was highly critical of the shredder's alleged mechanical problems and what he called the company's failure to comply with DNR recommendations for various technical improvements.

"The history of the metal shredder can best be described as a history of malfunction," Fulkerson said in his report.

Superior officials could not be reached for comment late Friday.

MT, PLEASANT, MI
SUN
JAN 26 1980

Noises sneak up quietly

We are being threatened by everyday noises that sneak up on you quietly over an extended period of time.

They're the noises we have learned to live with in a civilized society — in the home, at work, on the streets. In fact, we have become so used to them we have trained ourselves to ignore them.

But these sounds are causing severe hearing problems, say the experts.

And it's not only our hearing that is at stake, it is our hearts, our blood pressure, even our mental faculties.

Noise has become as much an environmental hazard to humans as are air and water pollution, the Health Insurance Institute reports.

According to the U.S. Environmental Protection Agency (EPA), there are 13 million people working in environments where noise levels are so excessive as to be dangerous to hearing and health.

There is a clear and present danger to 15 to 20 million other Americans in situations that are too noisy.

Right now the generally accepted limit on noise is 90 decibels — the equivalent of working 20 feet from a subway train or using a jackhammer or a punch press.

But the EPA says 90 decibels is too loud and that the acceptable noise level should be immediately dropped to 65 decibels.

This drop could reduce by one half the number of workers whose hearing is endangered by noise levels in the workplace.

Tests have shown that the average person exposed to as little as 70 decibels for 40 years could suffer hearing damage.

Heavy traffic or loud music registers at about 80 decibels. A kitchen with stove vent, dishwasher, garbage disposal unit and food blender all going at once records well over 100 decibels. This doesn't count the vacuum cleaner, television set or air conditioner.

It has also been shown in experiments that noise can cause mental stress, even lead to mental disabilities.

This is most evident around airports where both the noise level and the stress level is clearly too high.

We know the noise levels in neighborhoods near airports have a great deal to do with the impact on people's mental health.

In fact, there's evidence that people in these areas take more drugs and sleeping pills.

We know also that people exposed to high levels of noise are usually more intolerant of other people and are more argumentative.

Laboratory tests, too, have shown that noise can elevate the blood pressure which can ultimately lead to heart problems.

What can be done about noise levels?

To cut down on construction noises, wooden fences can be set up while similar barriers can be put up around noisy equipment.

The EPA also suggests people buy quieter products, and the agency is beginning a program to label noise levels produced by many appliances, tools and auto parts.

The government agency has proposed regulations calling for quieter trash trucks. They also plan to do

the same for almost all surface transportation.

Here are some tips on how to help protect your home from noise:

Seal cracks around windows with caulking material. This can reduce street noises by half.

Use draperies to absorb noises. They should be thick, and full, twice the width of the wall they cover, and set back from the window but no more than eight inches.

A light pile carpet with a layer of rubberized foam is better to absorb noises than one layer of carpet three times as thick.

Acoustical ceiling tiles can help lower noise. Leaving space between the ceiling and the tiles — by creating a fake ceiling — will keep it still quieter.

SAGINAW, MI
NEWS
JAN 25 1980

Hong Kong turns deaf ear to noise — no one can hear

HONG KONG (UPI) — Pile drivers, pneumatic drills, unrivalled traffic density, antiquated factory machinery and an airport flight path directly overhead have made Hong Kong the world's noisiest city.

And the ear battering is turning helpless victims into nervous wrecks.

While the curbing of unnecessary noise has become a priority issue in the United States and many other industrialized countries, government and industry in Hong Kong have turned a deaf ear, or one rapidly turning deaf, to the problem.

Dr. Norman Ko, the British Colony's staunchest crusader against noise pollution, admits he is discouraged but says he won't give up a campaign he started in 1969.

It took Ko and a team of researchers at the University of Hong Kong six years to prove in undisputed terms that Hong Kong is the world's noisiest city.

Ko, a senior lecturer in the mechanical engineering department, measured noise in decibels in several major cities. Hong Kong, with a reading of 75, emerged far worse than New York, 68; Dusseldorf, 63; London 62; or Tokyo, 57.

The government hailed the detailed report, which itemized every type of noise pollution and provided recommendations to curb the racket without blocking economic progress.

Strong anti-noise legislation was promised.

That was in 1977.

But, Ko said in an interview, there still are no laws to force builders to use quieter equipment, nothing to require workers to wear ear protectors, no enforced soundproofing and not even a regulation to stop the importation of noisy vehicles.

Hong Kong's noise problem is intensified by its high-rise environment. "Noise reverberates between rows of buildings," Ko said. "It travels and builds up before dying down."

Despite the warnings of Ko and medical doctors that workers in factory and construction sites risk noise-induced deafness — and that residents are subjected to nervous stress, tension and high blood pressure — only token relief has emerged.

The government reduced the time the noisiest equipment can operate daily to 12 hours, halting the din from 7 p.m. to 7 a.m., plus Sundays and public holidays. Violation carries a fine of \$1,000.

But many builders say privately they prefer to risk the fine rather than delay a project.

Ko noted that since his report emerged, construction, factory output and traffic have soared, making the city noisier than ever. Workers near pile drivers and in textile and metal factories endure noise levels between 100 and 120 decibels, when 90 is considered the maximum.

"As the situation stands," said Ko, "a new generation is growing up conditioned by noise, noise and more noise to believe that living under these conditions is the normal way of life."

SAGINAW, MI
NEWS
FEB 3 1980

Heard of John K. Nelson?

He calls noise control program a ringing success

BY MIKE DEYER
News Staff Writer

If you've never heard of John K. Nelson, there is a pretty good chance he has never heard of you.

Nelson is Saginaw's environmental protection officer responsible for the enforcement program established under the city's nearly 3-year-old noise control ordinance — a program he claims is ringing success.

To support this argument, Nelson cites the 80 tickets issued to owners of noisy vehicles and the 20 investigations of industrial, commercial and residential noise complaints his office has handled since the program began.

Nelson also offers a second argument. Fast Saginaw's attack on noise is an example of the type of effort far more cities than the few now taking a similar approach ought to consider implementing.

This time Nelson turns for support to a pair of surveys conducted last year by the federal Environmental Protection Agency and Department of Housing and Urban Development.

The surveys asked urban residents to rank in order of seriousness the complaints they have about their communities.

Noise, Nelson points out, topped both lists, with more than 80 percent of the respondents identifying it as the number one problem.

Despite such findings, Saginaw and Grand Rapids are the only cities in the state with noise control programs, although that situation is likely to change in the near future.

Nelson, with the financing of a federal grant, has been serving as a consultant to the police departments in Flint, Bay City, Midland and St. Louis to help them begin municipal noisefighting.

Furthermore, the state is expected within the next year to provide sound-level testing equipment to 10 communities, and the state police have already installed sound meters in a few highway weigh stations to test trucks.

Ticking off a lengthy list of medical conditions attributable to noise, besides the most obvious — hearing damage — Nelson says an all out assault on the problem is long overdue.

Still, the approach taken in Saginaw is not one of warfare but of voluntary cooperation, although the weapon of bringing district court misdemeanor charges is available.

Conviction can bring fines of up to \$500 or jail terms of up to 90 days.

"But that's not what we are after," Nelson quickly emphasizes. "We are not in the business of collecting fines. We are not trying to collect fines to make this office self-supporting."

What Nelson is trying to do is quiet some of the racket, make the environment a bit more bearable.

Operating on an annual budget of about \$1,000 and armed with another \$3,000 or so worth of testing equipment, Nelson works toward that goal both by actively seeking problems himself and by responding to complaints filed with the city clerk's office.

The latter have spanned a wide range of irritations, from industrial clamor to the neighborhood annoyances of barking dogs and blaring stereos.

To help quiet the din of the street, Nelson equips a police car with one of his sound detectors and horn, accompanied by an officer, laws on the prowl for vehicles that push the meter reading over the maximum decibel limits spelled out in the noise control ordinance.

Violators are issued a ticket and given 15 days to correct the problem and return to City Hall for a retest. If the vehicle is no longer a noise maker, the charge is dismissed.

For the 80 tickets issued, Nelson says, the voluntary compliance rate is running at 98 percent.

Any motorist who would like a vehicle tested merely has to call or stop at the city clerk's office and ask. Nelson will run the test without charge, and will not issue a ticket even if the vehicle should fail.

This same type of cooperative approach applies when a formal complaint is filed.

With the owner of a barking dog, Nelson will suggest a training technique designed to break the habit of a rambly mutt, or he will ask that the animal be kept inside.

If a business is the target, Nelson will work with the management toward eliminating whatever is causing the trouble.

"We have had marvelous cooperation from industry," he says. "I can't think of one instance where management didn't respond immediately."

Nelson concedes, however, that he has not had much contact with private businesses, primarily, he speculates, because workers do not realize they can see his help.

"In the private sector," he says, "my biggest weapon is persuasion, although I can always call EPA or OSHA (Occupational Health and Safety Administration). A federal violation carries a fine of \$20,000 a day. If an employer tells me to go fly a kite, I'll just say, 'OK, I'll fly over to the phone booth and call OSHA.'"

Nelson also wields plenty of clout in the public sector, enough, in fact, to order a halt to any operation, including those being carried out by his own boss — the city.

"I'm not saying this just to keep out of trouble," he promises, "but the city management has followed through every time we've found a problem. They just spent \$1,300 for a new muffler for the police helicopter, and any products the city purchases have to meet our noise limits."

Not only does Nelson test for existing racket, but thanks to a new meter he has just added to his collection he is now able to extend his advice to manufacturers to help them prevent building noisy products in the first place.

The new \$2,300 meter, loaned to Nelson for six months by the EPA, is mainly a research tool. It separates a sound into its various frequencies, thereby revealing which part of the sound is causing the disturbance.

Once the troublesome frequencies are found, it is much easier to determine the best way to correct the problem.

Nelson sends data provided by the meter to the manufacturers of whatever he happens to have tested.

The usefulness of the device, he points out, is well illustrated by the recent run-in he had with a dust collector outside North Intermediate School that was raising the ire of nearby residents.

Nelson says a test with a standard meter showed the sound level was not harmful, even though the noise was annoying.

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The school district attempted to quiet the collector by installing mufflers-silencers, but the noise remained. Nelson then tried his new meter and discovered the trouble was the result of low frequency tones. Traditional muffling materials will not reduce.

The answer, Nelson told the school district, was to write to the manufacturer, to develop a muffler or attenuator that will be effective against these low frequency sound waves.

Just such a muffler is now on order, and once installed, Nelson says, the complaints ought to stop.

SAGINAW, MI
NEWS
FEB 4 1980

Breathe easier

Others' smoke won't hurt you

BY AL ROSSITER JR.

WASHINGTON (UPI) — Environmental factors an individual can not control — pollution or cigarette smoke from others — do not appear to have a significant role in the development of heart disease, researchers conclude.

However, an American Heart Association study committee says the factors people can control — their own smoking and diet — do seem to have a major impact on common heart ailments as has long been thought.

The study was ordered by the group because of concern about environmental roles in causing disease.

William Harlan, chairman of postgraduate medicine at the University of Michigan and chairman of the study group, said the investigators looked at six factors linked in one way or another with heart disease. They are drinking water hardness, trace metals in food or water, occupational air pollution, noise, microwaves and environmental stress.

The study, he said, clearly indicated that personally controlled environmental factors are more important in cardiovascular disease than the outside environment.

Harland said investigators found only slim and inconsistent evidence that water hardness has a direct influence on heart disease. He said except for a small number of persons getting high exposures on the job, the evidence is contradictory.

There has been concern about cigarette smoke a non-smoker inhales.

The report said increased concentrations of carbon monoxide may decrease exercise tolerance and instigate chest pains in those with coronary artery disease. But Harland said population studies fail to provide convincing evidence that carbon monoxide in non-smokers has a role in the development of artery disease, the underlying cause of most heart attacks and strokes.

But, the report said because of the pervasive nature of carbon monoxide, it needs more attention than it now gets.

UNION LAKE, MI
WATERFORD SPINAL COLUMN
JAN 23 1980

Barking dog prohibition strengthened

The White Lake disorderly persons ordinance was amended on Tuesday, January 15, by the township board to specifically prohibit loud and persistent barking dogs.

Supervisor James Reid said police chief Justin Walt had proposed the change to include barking dogs as one of the violations of the ordinance, although they are already technically covered in the existing ordinance language.

The amendment makes it unlawful for a resident to "keep or harbor any dog which, by loud, frequent or habitual barking, yelping, howling or other noise, materially disturbs the peace and quiet of the neighborhood or public, or causes serious annoyance to persons in the neighborhood who are of reasonable and ordinary sensibilities."

The change is to take effect 30 days after the text is published.

YPSILANTI, MI
PRESS
FEB 9 1980

NOISE AND VIBRATION at a controversial Kalamazoo metal shredder cannot be regulated by the Michigan Air Pollution Control Commission, a state DNR official said Friday. People living near the shredder complained of vibration and noise levels when the car shredder was in operation.

MINNEAPOLIS, MN
STAR
JAN 29 1980

City's vital signs good, report says

By ROBERT GUENTHER
Minneapolis Star Staff Writer

Minneapolis' vital signs continue to be healthy and, in some areas, show improvement, according to the fifth "State of the City" report issued by the city Planning Department.

Among the report's findings are that:

- City and private housing efforts seem to be having an effect. In 1979, there were 943 fewer living units in substandard condition than there were a year earlier. Of all single-family homes and duplexes, 17,644 (17.3 percent) were substandard.

- Meanwhile, for the third year, construction of new housing exceeded demolitions—by 427 units. And about 1,000 rental units were converted to condominiums or cooperatives. (Those conversions,

however, did not alter the overall split in city housing—52 percent rental and 48 percent owner-occupied.)

- The number of people working in Minneapolis declined slightly in 1979 to 269,600, from 269,900 a year earlier. However, the number of city residents with jobs rose from 196,300 to 198,600. Members of minority groups continue to have a higher incidence of unemployment than the rest of the population.

- Except for rape and vandalism, the city's crime rate has dropped. During the first six months of 1979, home burglaries were down 12 percent from a year earlier. Minor crimes rose 20 percent, while rapes were up 74 percent from the comparable period for 1978.

- The number of live births

among city residents continued to rise, though it is still well below the 1970 birth rate. The birth rate for 1978 was 14.4 per 1,000 population, up from 13.2 in 1976.

- Air and noise pollution generally continued to decline. Water quality problems, particularly water clarity, in city lakes remained unchanged.

- City bus ridership was up about 10 percent, but traffic accidents also jumped, by 8.5 percent.

- Between 1969 and 1978, the average family income rose from \$7,855 to \$12,300. However, this 56 percent increase was overshadowed by an 87 percent rise in prices during the same period.

- The number of city residents receiving public assistance rose to 23,645 in 1978, up 13 percent from 1977.

MINNEAPOLIS, MN
STAR
FEB 12 1980

EDITORIAL

Airline bad guys beat out good guys

NORTHWEST AIRLINES knows exactly what is meant by the saying that there's a sucker born every minute.

Three years ago the airline believed it when Congress backed up a Federal Aviation Administration regulation demanding that noise abatement equipment be installed on jet aircraft by 1983 — to give people living around airports, especially under takeoff and landing patterns, relief from aircraft noise.

Within the past few weeks, however, both houses of Congress passed the Aircraft Noise Abatement and New Technology Incentive Act. While that act has all the sounds of something that will bring relief from jet noise, it's something of a phony. It's an example of Orwellian "Newspeak," where yes means no, no means yes and, in this case, where abatement means non-abatement.

By passing the bill, Congress not only made a sucker out of Northwest Airlines, it broke the federal government's

promise to many people living around Minneapolis-St. Paul International Airport — and the hundreds of thousands of people living around airports elsewhere — that intense aggravation from jet noise would end in 1983.

During the past three years that Northwest and a few other airlines were spending millions of dollars to add sound-absorbent materials to their jets' engines, other bigger airlines spent most of their time dragging their heels and lobbying Congress to junk the regulation and/or get deadlines extended.

Those airlines succeeded. Instead of the 1983 deadline, airlines now have until 1988 to retrofit jets with 100 or fewer seats, and until 1985 to retrofit jets with 100 or more seats.

Retreating from the 1983 deadline sets a dangerous precedent. The action gives industries facing similar noise, safety or pollution deadlines an incentive to gamble that at the last minute

Congress will cave in to their demands, too; for if Congress pulled back from such important noise standards, why should anybody believe that Congress will remain firm on other deadlines?

The action also is a breach of commitment to airlines, which, like Northwest, acted in the public interest by making the necessary investment to bring their fleets into timely compliance. They are the losers, because other carriers that haven't spent the money to retrofit their jets can, for the moment, offer cheaper fares, thus putting complying airlines at a multimillion-dollar competitive disadvantage.

To use the words of Sen. David Durenberger, R-Minn., who was among the bill's opponents, "Congress has just reversed 10 years of progress on airport noise control." The ground lost will be difficult to regain.

—Betty Gibson
for The Minneapolis Star.

House backs relaxation of jet plane noise rules

Associated Press

mittee, is expected to be passed in the Senate.

Washington, D.C.

The House of Representatives easily overcame opposition from environmentalists and some citizen groups to approve a compromise Thursday that would relax noise-control regulations for two-engine jet airplanes.

Opponents attacked provisions of the bill that would extend the time airlines may continue to fly two-engine jets that lack noise controls. The jets were due to be replaced or refitted with quieter engines by 1983.

The vote was 285-122.

But the bill provides that two-engine jets with 100 or fewer seats will be exempt until 1988 and those with more than 100 seats will be exempt until at least 1985. The larger two-engine jets could fly for an additional year if replacements are ordered by 1983 and delivered by 1984.

The measure also provides an additional \$57 million for airport development, including \$13 million for smaller general-aviation airports that serve private planes. It also appropriates \$15 million for planning new noise-reduction projects.

The bill, a product of a compromise in a Senate-House conference com-

Our great walls: A sound solution?

By Bernard Jacob

More and more Minnesotans are visiting the Great Wall of China. But how many Chinese will come to see Minnesota's great walls — the freeway noise barriers in the metropolitan area? They are our great walls.

To understand the noise barriers, it is helpful to view the freeway as a large river serving commerce and industry. These constantly moving activities create waves and tides that must be contained and the walls do just that.

The noise walls are very singular in their origin and their duties. They are direct descendants of the automobile and of the freeways. Their mission is very simple to contain the noise — to keep it from reaching residential areas fronting on the freeway.

The Minnesota Department of Transportation was one of the first in the nation to respond to citizens' requests for noise abatement. The first wall was built in 1972 along Hwy. 1-35W near Diamond Lake Road exits.

It is still one of the handiest walls. It is slightly serpentine in plan and its construction is a sandwich of wood posts with horizontal cedar planks on both sides and trim narrow boards randomly placed over the joints. The natural cedar with the slight green coloration of the preservative is in good contrast to the grassy embankment as well as to the sky. On the residential side of the wall, handsome landscaping was developed.

The original wall proved to be too costly and also over-engineered, because just one side of the sandwich alone could do the job. Subsequent walls of this design consisted of wood or concrete posts with horizontal planks attached to one side only. Over the planks, vertical galvanized steel plates were placed randomly and over the joints.

Generally the posts are exposed to the freeway side and the other side, with no posts showing, faces the residential area. At ramps and other turns deemed dangerous, in places where the walls are immediately adjacent to the roadway, the smoother side faces the road and the posts face the interior.

The major variant to the wood wall is the concrete wall as seen along Hwy. 194, near the Prospect Park area. It consists of vertical precast concrete panels with either raised or smooth surfaces. The panels have been alternated and, in many cases, staggered in height. Along I-694 near Long Lake, the panels — alternating joints between smooth and rough finish — have been overplated with a supergraphic composition. Natural motifs have been painted on the lake wall.

The design of noise barriers poses unique visual requirements. Ideally the walls have to meet defined specifications — which is a relatively easy and rather mechanical, if not routine, response. Visually, however, they must be viewed by motorists traveling between 50 and 70 m.p.h. and also by residents going to their living rooms or simply walking or jogging. On the one hand is the rapid, elusive and gross image, on the other side the details of texture, pattern and color.

The transportation department has dealt with the diverse requirements and demands with sensitivity and understanding. Its site and development unit has won several awards for site and wall planning, examples of which have become models nationally. What is needed now, however, from the department is a little more boldness, a little more courage, a little more vision. The department's sensitivity is now sufficiently known so that the time has come to fully develop the walls.

As art and as sculpture, no apology is needed for them. Christo's simple Herring Fence had a short lifetime. Our Minnesota walls will last for a long time and should be simpler yet.

The supergraphics on the concrete panels along I-694 are apologies. Unneeded. Unneeded also is the contrast between smooth and rough surfaces. Either surface by itself is more acceptable — if the walls must be in concrete. The deceptively simple wood walls are much more rewarding and should be preferred where possible.

However, the side exposed to motorists is problematic. It is true that at high speeds the vertical posts condense to form a plane. But the posts have simply been cut off. They have no top, no ending and the horizontal planks just fill the gaps. The residential side of this fence is much more appealing and, as design, much more resolved. The freeway side of the wood fence has yet to be solved.

Great walls are rare. Sea walls and dams come to mind. There is a great deal of trust and delight in a straight wall. It offers protection, it offers enclosure and also direction.

The clouds in the sky over the wall are more real and more beautiful. The uninterrupted plane and line of the ground sojourned the imagination. Certain segments of the existing walls achieve these qualities and are extremely compelling.

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The walls must not be staggered. They should be of one height, continuous. They must be bolder and less dignified.

As architecture defining the river bed, the freeway corridor, and by sculpture for their form, the walls are functional and handsome.

Our Chinese visitors will not be able to walk on top of our walls; they will just have to drive our freeways in experience the strength and power of their presence.

Bernard Jacob, a practicing architect in Minneapolis, is editor of *Architecture Minnesota*.

ST. PAUL, MN
DISPATCH
JAN 31 1980

There's no fuel crisis for AF One

Chicago Tribune

The president's shiny Air Force One is one of the noisiest, least fuel-efficient jetliners flying America's skies.

Despite all the attention the White House has given to the energy crisis in recent years, President Carter and other Washington VIPs fly in a fleet of inefficient airplanes that fail to meet federal noise standards imposed on the commercial airlines.

Although the president's plane is popularly known as Air Force One, he and other high level government officials have at their disposal a fleet of five jetliners that the Air Force calls C-137s.

THE C-137 is in fact a military version of the 707 — the four-engine jetliner built by the Boeing Commercial Airplane Co. in Seattle and now known throughout the aviation industry by the rather unflattering title of "kerosene queen" because of its voracious appetite for jet fuel.

Most airlines are phasing

them out because they are too expensive to operate.

"I feel it anomalous that the president of the United States, while urging the people to conserve the use of fuel, and while exerting pressure on the (airline) industry to spend large sums of money to meet government-imposed noise and emissions standards, was himself using one of the noisiest, least fuel-efficient planes . . ." said Frank Spencer, associate professor of transportation at Northwestern University and former 707 pilot for American Airlines.

"IT SEEMS that the president should set an example by using aircraft which are quiet and fuel-efficient."

According to data provided by the White House, the C-137s in the VIP fleet are not even as fuel-efficient as some comparable 707s flying in airline service.

The three early-model C-137-100 series Air Force planes have a takeoff weight of 260,000 pounds and consume 21,000 pounds (3,134 gallons) of fuel on a normal flight between Chicago and Washington. The two slightly heavier C-137-200 planes (326,000 and 334,000 pounds takeoff weight) consume 24,000 pounds (3,582 gallons) of fuel in the same flight.

A comparable 258,000-pound 707 owned by Trans World Airlines would consume 16,500 pounds (2,462 gallons) of fuel on a similar flight.

ST. PAUL, MN
DISPATCH
FEB 1 1980

Jet-noise rule change OK'd

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 on Thursday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It appropriates \$15 million for planning new noise-reduction projects.

ASHLAND, OII
TIMES GAZETTE
FEB 5 1980

Page of opinion

Noise villain in production

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory were found to

be averaging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as anti-noise wardens. The object is to raise sufficient noise about noise to force constructive action.

ATTICA, OH
HUB
JAN 17 1980

NEW EQUIPMENT MEANS GREATER EFFICIENCY

Silence can be golden in more ways than one. Columbia Gas of Ohio has found.

The gas company is buying less air-driven and hydraulic construction equipment and realizing sound savings as a result.

Hydraulic tools are much quieter and in some cases cheaper than air-driven counterparts, so both workmen's ears and customers' pocketbooks benefit from the changeover.

Use of hydraulics by Columbia is increasing in an effort to find new, more efficient means to power construction and maintenance tools.

Among the advantages hydraulic tools hold over air-driven tools are they tend to be smaller and lighter weight, yet more efficient.

Some operators questioned the power of the tools when they were first introduced, but head-to-head field comparisons proved hydraulics frequently do a better job with less physical strain.

They also meet Environmental Protection Agency (EPA) noise level regulations.

In addition, the hydraulic power system is more versatile. A variety of hydraulic tools can be run from one power source, a truck engine or an auxiliary engine.

Finally, initial and continuing costs are less for the complete hydraulic system of truck, power source trim and tools. Switching from compressed air to hydraulic tools can result in an initial savings of \$2,000 per package. Additional cost savings

are realized as a result of lower maintenance costs for hydraulic compressors. The loud racing of an air compressor engine may

In 1979, Columbia orders for soon be a thing of the past at hydraulic drive, power take-off Columbia worksites.

CIRCLEVILLE, OH
HERALD
FEB 2 1980

Noise affects efficiency

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were

assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory were found to be averaging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United

States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as anti-noise wardens. The object is to raise sufficient noise about noise to force constructive action.

COLUMBUS, OH
DISPATCH
FEB 8 1980

Judge Rules On Airport Noise

BURBANK, Calif. (AP) — A judge has ruled the Glendale-Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise. Superior Court Judge Thomas Murphy acknowledged that his Thursday decision may prompt other agencies to try similar rules. The airport authority filed suit against Hughes Airwest last July when Hughes increased its flights between small airports. The authority said an increase at Hollywood-Burbank Airport would exacerbate noise problems. Hughes claimed the rule discriminated against them and pre-empted federal authority over flights.

FREMONT, OH
NEWS-MESSENGER
JAN 16 1980

Illinois gradually getting noisier, says chief noise investigator

By JIM GEORGE
Gannett News Service

SPRINGFIELD — Jim Reid, the musician, detests rock music. To him, it is merely noise.

But Jim Reid, the noise investigator, realizes that one person's noise may be another person's music. And that makes his job more difficult.

Reid is the state's chief investigator of noise complaints. In the language of the bureaucrat, he is manager of the noise field operations section, division of land-noise pollution control, Illinois Environmental Protection Agency.

He and his staff of 10 investigate approximately 1,000 complaints a year, involving about 300 separate incidents. They also train local police departments to monitor noise and handle complaints.

"We're literally complaint-oriented," Reid said. "We don't go looking for noise. If it isn't bothering the people, we don't like to go out and tell them it should be bothering them."

In Reid's opinion, Illinois is gradually getting noisier. But he thinks the state will quiet down a bit as high fuel prices force curtailed use of the number one noisemaker — the automobile.

"I think the state is getting a little noisier," he said.

"But that may change because people are driving less."

To Reid, excessive noise is a serious pollutant. It can cause pain, make blood vessels constrict and make babies move within their mother's wombs.

"And there have been cases where people have been driven to violence by noise," he said.

Although vehicle traffic produces the most cumulative noise in Illinois, O'Hare International Airport, located northwest of Chicago, is the state's single biggest noisemaker, Reid says.

"O'Hare probably is our most severe problem as far as a solution is concerned," he said. "It's an extremely loud noise that they have to put up with there."

Reid said his staff and airport officials have worked to reduce noise levels, by rotating the use of runways and requiring planes to use steeper approaches and takeoffs. But, he added, noise abatement runs second to safety in the priorities of airport managers.

Other frequent generators of noise complaints include dryers in grain elevators, large commercial refrigeration and air conditioning units, and home window air conditioners. In most of these cases, Reid said, technology has provided ways to cut the noise.

OREGON, OH
NEWS
FEB 6 1980

Noise Ordinance for city delayed for Solicitor opinion.

Oregon City Council cancelled putting a noise ordinance on next Monday's agenda pending a decision by the Solicitor to determine what department will enforce the ordinance.

Six months in committee, the ordinance was proposed to give the City a tool to handle complaints about noise pollution. Presently, the city doesn't have an ordinance to prevent excessive noise.

Objections to the ordinance were raised by Councilman Pando Pappas due to the many areas in the ordinance that were termed unenforceable and if challenged would not hold up in court.

Councilman Bob Martin, who had presented the ordinance, agreed that parts of the ordinance would be unenforceable, "but a lot of the sections could be used if they (the city) had to."

"The ordinance is a carbon copy of the Toledo noise ordinance, but if we have a problem we could amend it later. This is at least something on the books," Martin said.

Enforcement of the ordinance will require a

decibel meter that is estimated to cost \$250 to \$300. Penalties as listed in the wording of the present ordinance would be a maximum fine of \$100 for an individual and \$1000 for an organization.

At presently worded the ordinance calls for enforcement by a director of Pollution Control. Council sent the legislation to Solicitor Warrick to determine the enforcing body.

UPPER SANDUSKY, OH
CHIEF-UNION
JAN 17 1980

Carpet investment reaps dividends

LANCASTER, Pa. — Wall-to-wall carpet adds much to the prestige and dignity of a home, but most of us never consider the peripheral benefits.

Carpet is a tranquilizer. It helps reduce household sound levels and virtually eliminates impact noise.

Carpet's soft pile relieves foot fatigue; it feels better underfoot than hard, unyielding floors. Carpet's non-skid surface prevents many slips and slides, and cushions falls that may occur.

In addition to comfort and safety, carpet also offers easy care. Only a frequent vacuuming is necessary for a neat picked-up look. Carpet

actually keeps dust and dirt from being tracked through the house since it "brushes" shoes and holds soil high in its pile (but out of sight) until it's vacuumed away.

Some maintain that carpet also helps reduce energy consumption in the home by insulating against warm air loss through the floor. While it's true that carpet feels warm to the touch (when you walk over it barefoot, for example) it's doubtful that carpeted floors actually conserve energy. Why? Because relatively little room heat escapes through floors in the first place; most loss occurs through other

openings and surfaces such as windows, doors, roof, etc.

In fact, the Council of Better Business Bureaus specifically rules out advertising which claims that carpet can reduce home heating bills.

However, in these days of rising prices, carpet itself is a real bargain. It's one of the few home furnishings that has effectively defied inflation. While most consumer products have doubled or tripled in price, carpet is actually less expensive today than it was a generation ago.

We haven't forgotten beauty. Today's carpets and rugs offer a tremendous choice in colors, textures, and designs. Carpet "frames" other furnishings so that they look more important and distinctive; it is often the basis of an entire color or

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decorating scheme. A carpeted floor makes the entire room seem complete with a minimal amount of furniture.

The consumer who wants to make the best possible choice in carpeting should begin the selection process by consulting a reputable dealer. According to the experts at Armstrong Cork Co., if you sacrifice quality, you lose the advantages of better performance, longer life and easier maintenance.

VANDALIA, OH
CHRONICLE
JAN 23 1980

Public invited to hearings on wall, its cost

By GLEE KIRENTZ
Chronicle Staff Writer

Three separate public hearings will be conducted in Vandalia Council chambers next week to decide finally whether citizens whose properties abut I-75 want a noise abatement wall installed when the interstate is widened and how best to pay for that wall.

On Monday, Tuesday, and Wednesday evenings at 7:30 each night, members of the Vandalia City Council will meet with residents of the Marview Drive neighborhood, the Westhafer Drive neighborhood, and the Kenbrook Drive neighborhood, respectively. City manager Mike Ratcliff suggested conducting the public hearing on noise abatement in three separate sessions, since neighbors in one sub-division may want the wall built, while those in another may feel they can do without it. It is possible to build the wall in separate sections.

Ratcliff further recommended that the 10 percent local share of the wall's cost be shared on a 75/25 percent ratio between property owners and the city.

He estimated that the assessment to property owners for the 75 percent share of the cost would run some \$12 per linear foot.

The administrator said he was recommending the shared costs, including assessments, because the wall, if built, "reflects general benefits to the neighborhoods.

"It is my opinion," Ratcliff told Council members in a written memo, "that the method of financing will have an influence on the areas to be protected and on the type of construction. If the City were to pay 100 percent of the local share, I am sure that the demand would be greater for a more ornate and more expensive wall; and, that all areas that have a potential need for noise abatement would be requested to be covered. Conversely, if there is to be a special assessment against the benefitting property owners for a portion of the cost of this wall, then I would feel that a less expensive type construction would be the preference; and, also some areas of coverage where the benefit might be marginal would be dropped.

"If all areas of the city where there are homes directly abutting the expressway were covered, the noise abatement wall would be approximately 8,730 feet in length. At an estimated cost of \$160 per foot, this would make a total estimated cost of \$1,396,800. The local share, assuming a 90 percent federal grant, would be estimated at \$139,680. For purposes of determining the cost sharing, these figures have been converted to a per foot basis, as the cost per foot would not change if the total cost of the project increased or decreased due to adding to or subtracting from the area covered by the wall. The local share would be \$16 per foot."

Ratcliff reached his 75/25 percent recommendation for sharing the local cost as follows: "It is my judgement that those persons directly abutting the expressway receive a substantial direct benefit from this wall and should bear directly a portion of the cost for the wall. It is further my opinion that because of overall noise reduction to some additional areas of the city, there is some indirect benefit, and this cost should be paid by the city at large." The resulting assessment, then would

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be \$12 per lineal foot paid by the abutting property owners and \$4 by the city, totalling the \$16 quoted as the local share of 10 percent of the total project.

All residents whose property abuts I-75 will receive written notification of the public hearing pertaining to their specific neighborhoods, Ratcliff assured Council, whose members then voted unanimously to establish the three dates next week for the hearings.

In other business Jan. 21, Council:

—ESTABLISHED A PUBLIC HEARING to be held Monday, Feb. 4, during the regular meeting of Council to receive suggestions from citizens for proposed projects using Community Development Block Grant funds for 1980. Residents who wish information about projects eligible for block grant funding may attend a hearing tomorrow, Jan. 24, at 5 p.m. in the Vandalia City Building, 333 Bohanan Memorial Dr., where the program will be explained.

Administrative assistant Randy Reid suggests the following possible uses for 1980 CDBG funds: 1) Improvements at Robinette Park; 2) Drainage improvements in the Edgewood subdivision; 3) Demolition of the old schoolhouse building on Kenbrook Drive; 4) Construction of the noise abatement wall along I-75; or 5) Rebuilding of catch-basins in the Edgewood subdivision.

All ramifications of Reid's proposals, plus any suggestions from citizens, will be discussed during the Feb. 4 hearing.

—DECIDED to meet on Tuesday, Feb. 5, at 7:30 p.m. in a workshop session devoted to a study of solutions to the Poplar Creek drainage

problem. City manager Ratcliff noted that three choices are available to deal with the situation: 1) On an area wide basis (considering all 624 acres involved) at an approximate cost of \$1,025 per acre; 2) On a shared basis, under the city's subdivision ordinance, with the developer responsible for 66-inch drain tile in areas being developed and property owners being assessed in the undeveloped sections; and 3) By working with the airport, from which source nearly one-third of the troublesome drainage comes, to restrict the water flow, using a retention basin on airport property. Tax rates or general obligation bonds would be used to pay for options 1 or 2, with some assessments scheduled for the reduced project under option 3, which is the city manager's recommendation.

Ratcliff called the probable expense of the project — some \$640,000 — a "relatively significant capital project," and Councilman Jim Robinette moved to set up the workshop session.

Councilman Don Schlein asked Ratcliff to "have more information on retention basins ready at that time; that's a relatively new idea." Ratcliff assured that such information would be available for the workshop, and Council okayed the meeting 7-0.

—AGREED UNANIMOUSLY upon Councilman Marv Collins' suggestion to apply the \$21,300 received in 1979 Community Development Block Grant funds to the \$26,096 cost of the sidewalk and curb project in Lane plat. Of the difference, the city will pay the rest of the cost of curbs (\$4,773), with residents to be assessed for driveway work on their properties at a dollar per square foot.

Noise wall, yes; assessment, no

By Marj Hildebrand,
Editor

The residents of Kenbrook Drive and vicinity agree they want a noise abatement wall constructed when that portion of I-75 which abuts their backyards is widened.

At least there were no "nays" from the group which attended Monday night's public hearing before council.

Where disagreement entered — and it was polite discord — was over the financing.

City Manager Michael Ratcliff has recommended that property owners be assessed 75 percent of the estimated \$16 per foot cost or \$12 with the city general fund paying the other 25 percent or \$4 per lineal foot.

Les Overfield, who helped to head a citizens committee which brought about the request to the state for the wall and obtained from council the promise that Vandalia (or Vandallians) would put up the 10 percent local share, commented "We hoped for no assessment at all. I can see where you would get some static from others not in the area (and I am not being assessed), but our committee recommended the city absorb all the cost and if there is more direct benefit to those along the highway, let them pay some."

Vandalia Mayor Michael Robinette emphasized, as did Ratcliff, that the 75-25 figure, was merely a starting point and could be changed.

Also discussed was the length of the wall and the type of construction. Under consideration is a noise abatement barrier from Farrell to Kenbrook on the west side of I-75 and on both sides of the highway, north of SR 440 to the Inland and Robinette Park Boundaries. Total cost is estimated \$1.4 million with the federal government paying 90 percent and the city, 10 percent. The state, which could pay the \$140,000 required for the 90-10 split, has said it does not have the funds. Council therefore, passed a resolution to take care of the funding, either by assess-

ment, city cost, or a combination of both.

A public hearing with the residents of the Marview area was to be held last night; a session with the residents of Westhafer has been set for Thursday, Jan. 31 at 7:30 p.m. in council chambers.

Ratcliff said Monday night that after listening to all public comments, council can make a tentative assessment, to aid the state in beginning the wall design. Actual assessment is not made until the job is completed, probably in 1981, and complete costs are known. Then, there is another public hearing.

Meanwhile, the possibility of a county community development block grant does exist. Ratcliff told the Kenbrook Drive area residents they might wish to attend council's meeting Monday, Feb. 4, at which a public hearing on CDC ideas for funding will be held.

He referred to a sidewalk project for which CDC funding reduced property owners' share by about 90 percent. It is expected that council will set the assessment figure at Monday's meeting.

The city manager listed actual addresses on the east side of Kenbrook which would be covered by the wall (1027 to 727) with some periphery streets such as 543 and 540 Poplar Grove, 581 and 600 Farrell and 401, 408, 406 Circleview. He noted the direct benefit to Kenbrook Drive residents with some indirect benefit to other properties on Blue Jay, Crestwood Hills, etc. "Our at-large share from the general fund of the city of 25 percent is, in effect, so that all residents pay."

Although some owners on the ends of the suggested wall noted they would not be receiving the same benefits as those in the middle because of woods, a hill and natural barriers, the consensus was that the noise abatement would be more complete if the wall ran the proposed length.

It was also noted that there probably would be a maximum limit of footing

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— such as 100 assessed. As for the type of wall, Overfield said, "We don't want a cheap screening; we want reinforced concrete with a facing." He also told council that the wall was important to the health and welfare of the entire city. "It is increasingly difficult to move real estate due to the increased noise from the highway. People say 'don't show me a house in that plat by the highway.' This hurts everyone."

Overfield said there are some such

noise barriers in Ohio already and "many more across the country." Although he lives on the unassessed side of Kenbrook, Overfield said, "Personally I would share in the assessment; I would not want to jeopardize the building of the wall."

Councilman Marvin Collins threw out one concern of his colleagues, "If it comes to assessments, how far do we go? — If the city pays for this wall, should we put a wall at the west end of town because of the airplanes?"

VANDALIA, OH
CHRONICLE
FEB 6 1980

Council sets noise wall assessments: 75-25 Kenbrook, 25-75 Marview

Kenbrook Drive residents would "have preferred to pay less, but we realize the city had to do it," says Pat Must. She is one of the area's property owners who will be assessed 75 percent of the local cost for construction of a noise abatement wall, possibly from Farrell Road to Tionda along I-75 when the highway is widened from four to six lanes next year.

Council Monday night set assessment policies, at a maximum level, for Kenbrook as 75-25, citizens and city, respectively; for Westhafer (the wall is also anticipated to go north of SR 440) at the same 75-25 percentage; and for the Marview area, 25-75 respectively, because Marview properties do not abut I-75. The next step is the city sending a letter to those affected, giving the assessment and asking them, in view of that, do they want a wall.

Three public hearings were held last week, one for each area, to obtain residents' opinions on the need for the wall and their willingness to pay for it.

The Kenbrook Drive-area citizens were the ones who initiated the campaign for the noise abatement wall last

summer and sought state help in designing the wall and paying for the local share — some \$140,000 of the total \$1.4 million cost. It was to be a 90-10 split between the federal and state governments.

Council agreed previously to find a way to pay the 10 percent the state says it cannot fund; Michael Ratcliff, the city manager, recommended a maximum 75-25 property owner-city split for Kenbrook and Westhafer and a 50-50 for Marview. Actually, the Westhafer situation was not settled at the hearing last week because of questions on how much right of way the state would be taking and whether moving the highway some 15 feet nearer that land would require the state to build a barrier. A meeting will be held soon with those residents and the state.

Monday night, council member Joy Clark made a motion that the percentage be 50-50 for Kenbrook and 25-75 for Marview. She feared that the higher percentage would make people vote against the wall. Her motion was seconded by Vice Mayor Jack Shirley, but was amended by councilman William Harrah. He called for the 75

resident-25 city assessment for both Kenbrook and Westhafer. Council member Marvin Collins seconded that and the amendment passed 4-3, with Clark, Shirley and Don Schlein voting 'no.'

Harrah then moved to delete the Marview wall (on the west side of I-75) but did not receive a second.

The motion which then included the 75-25 for Kenbrook and Westhafer and 25-75 for Marview, passed 5-2 with Clark and Schlein voting 'no.'

The maximum amount of footage to be assessed will be 150 feet.

Les Overfield, who was a member of the Kenbrook-area committee which proved increasing noise from I-75 was a health hazard and also devalued property, said he believed the 50-50 percentage would have been fairer, but "those with their back to the wall will buy it and vote for the wall." Not in the assessment area himself (it includes only those abutting the highway), Overfield said he does believe the wall should extend from Farrell to Tionda and not be cut off at Poplar Grove and Bayonne as has been suggested by Ratcliff.

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Grant asked for the wall

In corollary action to their decision on assessments for the I-75 noise abatement wall, council agreed Monday to list payment of the local share as top priority in seeking a Community Development block grant.

A public hearing at the Monday session brought support for that decision, with a suggestion that attention also be given to drainage improvements in the Edgewood subdivision.

City staff commented that a wall grant might be justified due to reduction in health hazard and neighborhood determination, and that even a 50 percent grant would be helpful to citizens and city alike.

Some \$68,000 would be needed to replace a 36 inch storm sewer near Westhafer Road and about \$20,000 to repair catchbasins in Edgewood.

Councilman James Robinette made the motion to set the priorities for the wall, the storm sewer and the catchbasins. The vote was unanimous.

WATERVILLE, OH
ANTHONY WAYNE HERALD
FEB 6 1980

Some persons with hearing losses actually hear better in noisy environments than in quiet places, according to the Beltone Crusade for Hearing Conservation.

WEST LAKE, OH
WEST LIFE
JAN 30 1980

Noise walls remain hot issue

By MADELINE BROOKSHIRE

The subject of noise walls may be a dead issue in Columbus, but it looms as big as ever in North Olmsted.

Residents of both the Grace Road and the Nantucket Drive area of the city remain persistent in their attempts to obtain some protection between their homes and I-480 to screen out the noise that is certain to be generated from traffic along the highway.

Construction of the portions of I-480 in North Olmsted is scheduled to be completed by September of this year.

North Olmsted officials were notified in December of last year by officials of the Ohio Department of Transportation (ODOT) that a decision was made not to construct a noise barrier along Nantucket Drive.

State Senator Paul Matia has written Mayor Swietyniowski regretfully acknowledging the State's decision not to construct the Nantucket Drive noise walls due to lack of sufficient funds, but stated that he supports the city's efforts to obtain noise barriers for the Grace Road residents.

WILLARD, OH
TIMES
JAN 17 1980

STREETS
One frequently underestimated problem faced by residents of metropolitan areas is the noise level that can be encountered on large city streets. In many cases, warns the Beltone Crusade for Hearing Conservation, the noise levels not only are annoying but are hazardous to the human hearing mechanism.

APPLETON, WI
POST-CRESENT
JAN 19 1980

Drop ceiling, carpeting cut noise

BY WALTER WHITMAN

"A lot of work and dollars went into the recreation room, just so we'd know where our kids were nights," a reader wrote recently. "It's serving the purpose, too. The kids and their friends like to get together there and have a good time, and they're off the streets."

"But one big problem: So much noise comes up that we can't get any sleep. How can we cut down on the noise?"

This often happens with basement rooms. With masonry walls and asphalt tile to amplify and echo sound waves back and forth, and usually only a normal floor above, perhaps a sheetrock ceiling, no wonder the decibels surge upstairs.

Cutting down on the noise volume, though, is really easy — all of it within reach of average do-it-yourselfing. While you may not achieve the sound-deadness of a cork-lined broadcast studio, you'll still get a dramatic reduction in noise.

The biggest sound-deadener is a dropped ceiling of acoustic tiles or

panels, and thick glass fiber insulation in the space between. This one step can make an unbelievable difference in blocking sound waves.

A dropped ceiling consists of a grid or thin strips of stainless or aluminum, suspended from the regular ceiling by wire; this isn't really as tricky as it may sound. The edges are supported by L-shaped strips fastened to the walls. The tiles or two-foot by four-foot panels of acoustical material (perforated with thousands of tiny holes to trap sound waves) and the supporting strips are sold in lumber yards and

home improvement centers. Lots of advice and detailed instructions go along with your purchase. You buy the insulation there as well.

The second biggest influence on killing sound is thick wall-to-wall carpeting. If this, along with the dropped ceiling, doesn't produce enough sound-deadening, then start decorating the walls with draperies or fabrics of any kind; loose, not stuck to the walls, like decorator's burlap. The folds trap sound waves.

A thick wall-to-wall carpet on the floor above can also have a big effect on blocking noise from below.

If either the TV or upright piano is against a wall, move it out a foot or two, and cover that area of the wall, at least, with some heavy hanging. This will break up direct vibrations that are normally transmitted by the wall itself.

Suggestion: You may not need all these sound-deadening steps in order to get your beauty rest upstairs while the rec room is rocking. So install them one at a time and note the improvement.

APPLETON, WI
POST-CRESENT
FEB 2 1980

Best place for house may be underground

EDITOR'S NOTE — It was Bruce Laney who once suggested going West for a better life in this country. Some scientists in Minnesota now are suggesting underground as the best site. They believe the advantages are numerous — starting with energy saving.

By GALE TOLLIN

MINNEAPOLIS (AP) — The way to stay on top in the battle against soaring fuel prices and dwindling energy resources is to go back underground, say scientists at the Underground Space Center.

Since early days, living creatures have turned to the earth for protection against climatic extremes. And now the time has come to reconsider what the earth offers, says Dr. Charles Fairhurst, a pioneer in the establishment of the center in the University of Minnesota's Department of Civil and Mineral Engineering.

The British-born department head says much technology for underground and earth-sheltered structures already exists and more is being accumulated steadily. The techniques of underground-space use, Fairhurst says, are among the simplest, most cost-effective and readily available means of energy conservation.

Prospects for greater utilization of underground space are excellent, adds Charles Lane, the center's assistant director.

The center's experts assert that the advantages of people using the earth as a blanket are many.

• The earth is a natural insulator. Underground buildings attain 50 percent savings in energy consumption for heating and cooling, Lane says. There is no winter wind chill, and a properly located earth-sheltered home is shielded in the summer from the direct rays of the sun.

• During the summer, when the sun is high, solar collector panels above the roof may be adjusted to shade windows, or the exposed side of an earth-sheltered home. In winter, the lower sun angle provides direct sun warmth through windows.

• The environment is nearly silent. Noise pollution, including un-

wanted sound from airports and highways, is greatly reduced.

• Urban congestion can be significantly lessened, and environmental quality is preserved by the creation of "green space."

• Laboratories and health-promoting provision reduce vibrations when they move underground. The danger of fire, radiation and explosion is lessened.

• There is protection from hail, tornadoes and windstorms. Snow on overhead power adds insulation. The intensity of earthquake vibrations is less severe underground than on the surface.

• Earth-sheltered homes, normally built on a hill for about the same cost as conventional houses and the total life-cycle cost is much lower because of savings in energy and maintenance. Painting, plumbing and similar exterior maintenance is eliminated.

Major obstacles remain are of the "civilians" type. People have an innate feeling that they "don't want to live like moles." There hasn't been enough resale experience to build a track record appealing to lending institutions. Architects and builders tend to want their work displayed in the open, above ground, for everyone to see and admire.

Fairhurst says a properly oriented earth-covered dwelling has as much sun exposure as an above-ground house. Underground space can be designed to include windows, natural lighting, views of attractive landscape and more room for living on the surface, he says.

Increasing numbers of department stores have increased display space by eliminating windows and Fairhurst says they are now accepting. A psychological study showed no significant drawbacks to building the Aho Elementary School in Arden, N.C., totally underground and, in some respects, the learning environment was enhanced.

Overwhelming commitment to the "surface" has tended to hold down underground construction. Backs have been crossed with initial costs and resale ability, rather than life-cycle costs.

As energy costs increase, life-cycle costs will become more important. Fairhurst expects heating

installations will then become more receptive to making more available for earth-sheltered buildings. "No one likes to be first," he laughs. "I seriously like to be a first-mover."

Fairhurst says achieving acceptance will require vigorous efforts and carefully drawn regulations. If the public is correctly informed, he reasons, social obstacles to the underground will diminish.

The Underground Space Center was created as a research and information center. The staff of 20 includes civil, mineral and mechanical engineers. The center researchers, plans and coordinates underground space use, provides a referral service and serves as a focal point for international cooperation.

There were a number of reasons why, in the past five years, Minnesota became the base for U.S. underground studies. "Cheaply, cheaply was on," says Lane. "And Minnesota is locally dependent on outside sources for heating fuel. There is a real need here to conserve energy."

Additionally, Fairhurst notes that the Department of Civil and Mineral Engineering had been involved in underground research for longer than 20 years, that close ties existed at the university between civil engineering and architecture, that Minnesota's geology was well suited to underground space use and that the legislature was willing to provide support.

Fairhurst observes, too, the state's traditional ties with Scandinavia, where underground space technology is well advanced.

In Sweden, hydroelectric power stations, hotels and sewage plants, oil storage and nuclear waste deposits — underground, sometimes in abandoned mines. Norway has put its national archives below the ground water table, and also has underground swimming pools, athletic facilities and ice cream storage that had just no stored in caverns in Finland, and Helsinki's Tempelidank Church is excavated in rock.

In Switzerland, Geneva's largest airport car park is entirely under-

ground. In Canada, Montreal's underground Place Ville-Marie and Place Bonaventure contain attractive shops, restaurants and theaters.

In the United States, large warehouses, cold storage facilities, manufacturing plants, offices and an International Trade Center have been located underground in Kansas City, Mo., and the University of Illinois-Urbana built its new library underground.

The Underground Space Center currently is providing the expertise and administering construction of six earth-sheltered houses in Minnesota, including three residences for state park managers, and a 12-unit townhouse in Minneapolis. All were funded by the Minnesota Housing Finance Agency.

During monitoring equipment, the Underground Space Center will do an analytical study after the dwellings are occupied.

The people involved in the Underground Space Center are looking forward to construction of a proposed earth-sheltered \$10-million civil and engineering building. When the 1,000,000-square-foot building is occupied, the Underground Space Center itself will have gone underground.

APPLETON, WI
POST-CRESENT
FEB 5 1980

Local mine reclamation regulations endorsed

BY CLIFF MILLER
Post-Crescent staff writer

MADISON — The mining of non-metallic minerals in Wisconsin is widespread enough for a legislative advisory committee to recommend local regulations for operating and reclaiming mines, pits and quarries.

But because the extent of non-metallic mining is unknown, the proposed bill also provides for a state effort to measure it for the first time.

Because of glacial activity, Wisconsin is one of the richest states in sand and gravel in the nation.

The Mining Committee of the Legislative Council Monday recommended council introduction of the bill to allow counties, towns, villages and cities to

enact operating and reclamation ordinances for non-metallic mines, which are under no general operating or cleanup regulations.

The bill provides local authority to impose regulations to govern operation of active mines. Local ordinances may include regulations of dust, noise, traffic and hours of operation. The bill also expands local zoning powers.

The bill is permissive, to let local governments use or ignore the authority if the bill passed. If a county

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adopted a mining ordinance, towns would have to accept the county regulations while cities and villages in the same county would be free to adopt separate ordinances.

The state geologist would receive \$60,000 to obtain aerial photographs of the state to determine the extent of "mining disturbed land" in the state. He also would be authorized to seek voluntary responses to questionnaires from private operators, although publicly owned mineral operations would be required to answer his questions.

To promote statewide uniformity of regulations, the committee proposes that the geologist also would write "model ordinances" for use as patterns for local regulations.

Metallic mining is under separate reclamation requirements, enacted in recent years. The state enforces those regulations, which are mandatory.

Non-metallic mining is defined in the proposal as extraction of "mineral ag-

gregates, such as stone, sand and gravel, and non-metallic minerals, such as asbestos, beryl, clay, feldspar, pent and talc," and includes processing those materials.

The proposal declares farming, waste landfills, metallic mining and private grading operations to be exempt from its provisions.

Reclamation may include removal of roads, final grading of the mining site, replacement of topsoil, establishment of vegetation cover, control of surface and ground water, and construction of fences to rehabilitate an area after mining ends.

With two months remaining in scheduled activity for the present Legislature, there is little likelihood the measure could be considered in both houses and adopted.

The committee, comprised of legislators and private citizens, wants the measure to be introduced and given a public hearing this session.

GREEN BAY, WI
PRESS-GAZETTE
JAN 23 1980

Ray Dolby's the big noise in the business of silence

SAN FRANCISCO (AP) — It must have been a memorable sight.

In 1966, Ray Dolby — inventor, audiophile, physicist — walking the streets of New York City like a medicine-show peddler with some black boxes he said would eliminate unwanted noise from recorded music.

At age 46, Ray Dolby is now the owner of a \$13 million-a-year business. His name is synonymous with noiseless music reproduction.

"Things were really getting pretty desperate," he recalls. "The recording studios just said, 'We don't have any noise problem.'"

Now, nearly every major recording studio in the world contains a series of 1x6x7 1/4-inch, brushed-aluminum boxes labeled "Dolby System A-Type Noise Reduction." Inside are 520 resistors, transistors, capacitors and other things designed to

remove the annoying background hiss from recorded sound.

Dolby, who grew up in Palo Alto, Calif., first tried to sell his invention in London, where he still maintains a factory. Decca Record Co. wanted to buy all the units it could. But their British competitors balked.

"I imagined that the other recording studios would be just as eager, and they weren't," Dolby said.

So he sent 30 letters to major U.S. record companies. Immediately, he got two telegrams back. Arriving in New York City, he sold the two firms on his idea. Others were quick to follow.

Fourteen years later, you can't walk into a stereo shop without seeing Dolby's name. In the advertising of Dolby Laboratories Inc., now based here, his name is "the sound of silence."

"Many engineers had thought about reducing

noise," Dolby said. "I just thought of a particular way to solve the problem that works. It seemed to me that a problem with the old systems was that the loud sounds were being manipulated along with the quiet ones."

For years, audio engineers had sought the perfect way to eliminate tape hiss, a by-product of magnetic recording that had plagued the music industry since the 1940s.

Various schemes had been tried. Dolby came up with a system unique in several respects.

In his system, Dolby says, everything which is done to the music before it is recorded is undone as it is played back. The result, he asserts, is a recording that mirrors the original performance more closely than other systems — with a reduction in junk noise.

Second, Dolby's system takes advantage of a peculiar

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lar aspect of human hearing. Tape hiss is a high-pitched sound in the same frequency range as cymbals.

When a piece of music with cymbals or brass is playing, the ear fails to hear hiss, Dolby reasoned. Only during quiet passages or periods of silence can the hiss be heard.

So Dolby made his system work hardest during quiet, low-frequency passages. Early systems did not take the ear's "masking effect" into account and worked too hard, quashing music along with noise.

For Dolby, devising a way to present recorded music free of hiss and unwanted noise remained a dilemma while he was obtaining a doctorate in physics at Cambridge University studying longwave X-rays.

Then, while in India for the United Nations in 1964, Dolby hit on a way to solve the hiss problem. Years later, he holds several patents individually and his firm holds dozens.

"Inventing," he says now.

"It's a skill that some people have and some people don't. But you can learn how to invent. You have to be able to identify the nature of the problem you're trying to solve and strip it down to its barest essentials."

Dolby founded Dolby Laboratories Inc. in 1965 in London. His first module for recording studios sold for about \$2,000. Dolby now makes the same thing smaller and better — for less, at about \$700.

A total of 50,000 professional units have been sold. But the biggest boon has been use of Dolby Noise Reduction in home tape recorders, bought by the millions by consumers worldwide.

"Ray views the labs as his hobby," says Bill Jasper, Dolby's vice president of finance and administration. The labs are phenomenally successful, according to Jasper, but because Dolby owns the firm and carries no debts, the balance sheets aren't public.

HARTLAND, WI
LAKE COUNTY REPORTER
JAN 29 1980

Red Lion Tavern answers complaints

Several complaints about noise and parking problems in the Red Lion Tavern's parking lot in Okauchee prompted an informal hearing by the Town of Oconomowoc Board.

The tavern's owner and operator, Terry Schmechel, told the board he has taken steps to hire a uniformed sheriff to keep order in the parking lot. Most of the complaints came from residents near the tavern at 5212 Happy Lane.

Board members stressed the hearing was not a formal review. However, Town Attorney William Chapman reviewed the conditional use permit for the property, which included an amendment to expand parking from 50 to 87 cars in 1978.

Dancing, according to the permit, should be incidental to tavern operation. As far as noise from the bar was concerned, Schmechel told the board Thermopane windows and air conditioning had been installed so the windows were always closed. New roof and additional insulation has been added to keep noise outside the tavern minimal, Schmechel said.

Schmechel did agree parking was a problem, and that persons were parking on the roadway and in a small turnaround area across from the lot. He thinks hiring the sheriff will solve the problem.

The board said Schmechel was always cooperative with the police, but cooperation should begin prior to complaints.

MADISON, WI
STATE JOURNAL
JAN 27 1980

Scientists go underground to save money and energy

By Gale Tolin
Associated Press

MINNEAPOLIS — The way to stay on top in the battle against soaring fuel prices and dwindling energy resources is to go back underground, say scientists at the Underground Space Center at the University of Minnesota.

Since earth drills, being creatures have turned to the earth for protection against climatic extremes.

And now the time has come to reconsider what the earth offers, Charles Fairhurst, a prime mover in the establishment of the center in the university's Department of Civil and Mineral Engineering, said.

The British-born department head said that much technology for underground and earth-sheltered structures already exists and more is being accumulated. The techniques of underground space use, Fairhurst said, are among the simplest, most cost-effective and readily available means of energy conservation.

Prospects for greater use of underground space are excellent, Charles Lane, the center's assistant director, said.

The center's experts say the advantages of people using the earth as a blanket are many:

- The earth is a natural insulator. Underground buildings attain 50 to 80 percent savings in energy consumption for heating and cooling, Lane said. There is no winter wind chill, and a properly situated earth-sheltered home is shielded in the

- summer from the direct rays of the sun.
- During the summer, when the sun is high, solar collector panels above the roof may be adjusted to shade windows on the exposed side of an earth-sheltered house. In winter, the lower sun angle provides direct sun warmth through windows.

- The environment is nearly silent. Noise pollution, including unwanted sound from airports and freeways, is greatly reduced.

- Urban congestion can be significantly lessened, and environmental quality is preserved by the retention of "green space."

- Laboratories and testing rooms requiring precision reduce vibrations when they move underground. The danger of fire, radiation and explosions is lessened.

- There is protection from hail, tornadoes and windstorms. Snow on the overhead grass adds insulation. The intensity of earthquake vibration is less severe underground than on the surface.

- Earth-sheltered homes normally can be built for about the same cost as conventional houses and the total life-cycle cost is much lower because of savings in energy and maintenance. Painting, shingling and similar exterior maintenance is eliminated.

- Major obstacles mostly are of the "feelings" type. People have an innate feeling that they "don't want to live like moles." There hasn't been enough resale experience to build a track record appealing to lending institutions. Architects and builders tend to want their work displayed in the open, above ground, for everyone to see and admire.

Fairhurst said a properly oriented ear-

th-covered dwelling has as much sun exposure as an above-ground house. Underground space can be designed to include windows, natural lighting, views of attractive landscape and more room for living on the surface, he said.

Increasing numbers of department stores have increased display space by eliminating windows and Fairhurst said they've won acceptance. A psychological study showed no significant drawbacks to building the Abo Elementary school in Artesia, N.M., totally underground and, in some respects, the learning environment was enhanced.

Overwhelming commitment to the "surface" has tended to hold down underground construction. Banks have been concerned with initial costs and resale ability, rather than life-cycle costs. As energy costs increase, life-cycle costs will become more important. Fairhurst expects lending institutions will then become more receptive to making money available for earth-sheltered buildings. "No one likes to be a last second," he said. "Everybody likes to be a first."

Fairhurst said achieving acceptance will require vigorous efforts and carefully drawn regulations. If the public is correctly informed, he reasons, social objections to the underground will diminish.

The Underground Space Center was created as a research and information center. The staff of 28 includes civil, mineral and mechanical engineers. The center researches, plans and coordinates underground space use, provides a referral service and serves as a focal point for international cooperation.

There were several reasons why, in the past five years, Minnesota became the base for U.S. underground studies. "Obviously, climate was one," Lane said. "And Minnesota is totally dependent on outside sources for heating fuel. There is real need here to conserve energy."

Additionally, Fairhurst said the Department of Civil and Mineral Engineering had been involved in underground research for longer than 70 years, that close ties existed at the university between civil engineering and architecture, that Minnesota's geology was well suited to underground space use and that the legislature was willing to provide support.

Fairhurst said, too, that the state's traditional ties with Scandinavia, where underground space technology is well advanced, is a factor.

In Sweden, hydroelectric power stations, heating and sewage plants, oil storage and nuclear waste deposits are underground, sometimes in abandoned mines. Norway has put its national archives below the ground water table, and also has underground swimming pools, athletic facilities and ice cream storage. Oil and gas are stored in 18 caverns in Finland, and Helsinki's Temppelisaikun Church is carved in rock.

In Switzerland, Geneva's largest airport car park is entirely underground. In Canada, Montreal's underground Place Ville-Marie and Place Bonaventure contain attractive shops, restaurants and theaters in the United States, large warehouses, cold storage facilities, manufacturing plants, offices and an International Trade Center have been built underground in Kansas City, Mo., and the University of Illinois-Urbana built its new library underground.

The Underground Space Center is providing the expertise and administering construction of six earth-sheltered houses in Minnesota, including three residences for state park managers and a 12-unit townhouse in Minneapolis. All were financed by the Minnesota Housing Finance Agency. Using monitoring equipment, the center will do an analytical study after the dwellings are occupied.

The people involved in the center are looking forward to construction of a proposed earth-sheltered \$14.5 million Civil and Engineering Building. When the 150,000-square-foot building is occupied, the Underground Space Center itself will have gone underground.

SHEBOYGAN, WI
PRESS
FEB 6 1980

Jet Noise
WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airplanes is on the way to President Carter.
The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size.

REGION VI
ARKANSAS, LOUISIANA, NEW MEXICO,
OKLAHOMA, TEXAS

LITTLE ROCK, AR
ARKANSAS GAZETTE
JAN 20 1980

Falcon Jet Continuing Its Surge

In five short years, the Falcon Jet Corporation has literally taken off with its Little Rock operations.

At the close of 1979, the firm showed more than a thousand employees with an annual payroll of better than \$14 million. There's a current sales backlog of almost \$600 million, so the future continues bright for Falcon.

Falcon, in that name, has been in Arkansas just five years, but its predecessor, Little Rock Airmotive, dates back many years. The firm finishes — from French-constructed basic aircraft — executive, corporate and special-use jet planes. In the latter category are special models for military use, such as are currently being produced for the Coast Guard.

Attributes of the Falcon Jets include aerodynamic design, sleek lines, glistening paint and

polish and warm, welcoming interiors. They also have a low level of both internal and external noise and are conservative on fuel.

The smallest of the planes, the Falcon 10, is rated the fastest small passenger jet in the world. Its larger sister, the 50, established five world class records on a recent flight from Paris to Washington.

Falcon brings the "green" (that's the color of their primer paint coat) planes from France and finishes out the interiors and avionics (the myriad and complicated equipment) at Little Rock. Then exteriors are painted, and the planes are delivered.

Falcon's plan now includes a new administration building, six hangars, a manufacturing building, warehouses and shops. These total 275,000 square feet, and Falcon says more is needed.

When Falcon bought out Little Rock Airmotive, the plant had two hangars, 120 employees and produced one aircraft a month. The business gradually grew and the staff expanded to 180 employees. Then Falcon landed a \$205 million contract to build 41 planes for the Coast Guard, and the local industry mushroomed.

LITTLE ROCK, AR
ARKANSAS GAZETTE
JAN 27 1980

Insulation of Hotel To Be Key Factor In Level of Noise

By BOB STOVER

Of the Gazette Staff

Residents of College Station, Granite Mountain and the Rose City area at North Little Rock have complained about the noise from airplanes landing at nearby Adams Field. So how can the airport be planning to build a hotel right next to a proposed runway site?

Wouldn't the visitors using the hotel be awakened with the first morning flight and wouldn't the hotel meeting rooms be useless because of the noisy flights leaving and arriving at the airport during the day?

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Those are a few of the questions persons unfamiliar with acoustics and airport hotels might be asking after they read last week that the Airport Commission awarded a contract to a company to build a hotel at the airport.

Coaches Corner, Inc., whose partners include Frank Broyles, athletic director at the University of Arkansas, and Johnny Majors, head football coach at the University of Tennessee, plans to build the hotel during the next year.

The hotel site is about 300 feet east of the airport terminal, just across Airport Drive. Sometime during the next 10 years airport officials plan to build a second major runway. That runway would be just east of the hotel site.

The eastern edge of the hotel site and the center line of the runway would be separated by about 750 feet. That's a Federal Aviation Administration requirement. The hotel will be only two stories high because of FAA height restrictions.

The hotel site has a total of 10 acres, but the 200-room hotel won't cover all of that. There must be room for parking, a swimming pool, and perhaps tennis courts. The parking lot and tennis courts likely will be closer to the runway than the hotel building, which likely will be on the western half of the 10 acres.

Coaches Corner has not yet designed the hotel, but there have been designs in previous years by companies that had planned to build, but never did. Their plans showed that the most important thing in building a hotel at an airport is insulation.

"Because of the proximity to noise and runways, an airport hotel requires much more soundproofing than a conventional hotel," James Rodgers, assistant manager of the airport, said Friday.

The importance of insulation when dealing with airplane noise was emphasized last year in a noise and land use study a Kansas

City firm did for the airport. The most effective way to protect residents near an airport from the sound of airplanes is to build well-insulated houses, the consultants frequently told residents who live near Adams Field. Of course, the added soundproofing makes construction more expensive.

Some logistical problems also must be worked out. The hotel will be so close to the terminal building it would be impractical to take a taxicab from the terminal to the hotel. However, it also might be a little too far to tote a couple of heavy bags.

Rodgers said there had been "talk" of some kind of shuttle between the hotel and terminal. "But then again, most of the people using airport hotels are businessmen and most of them rent a car," he said. "I think most people will be renting a car and driving to the hotel before they drive to their business appointments."

TEXARKANA, AR
GAZETTE
JAN 31 1980

Noise affects efficiency

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory were found to be averaging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as anti-noise wardens. The object is to raise sufficient noise about noise to force constructive action.

NEW IBERIA, LA
IBERIAN
JAN 23 1980

Residents don't want firing range near houses

By WILDA B. MORAN

ST. MARTINVILLE — Clint Coulon and Russell Jackson are both members of the National Rifle Association. Both are skeetshooters and trapshooters and they say a public firing range is badly needed.

But that's where similarities end.

Jackson is trying to establish a public firing range at Cypress Island and Coulon is one of a number of homeowners objecting to the range at that location.

"It's going to be too noisy," says Coulon.

"Baffles over the shooters' area will drastically cut down the noise," coun-

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ters Jackson, who is owner of Lafayette Shooters and Wilderness Supply.

"It's going to be dangerous," says Coulon.

"It will be supervised 24 hours a day for maximum safety," replies Jackson.

Homeowners and Lafayette Shooters got a chance to meet each other in a public hearing held last night by the St. Martin Parish Police Jury.

THE INTENTIONS were for both sides and everyone interested to make presentations publicly and to the jury.

The hearing, however, evolved into a presentation by Jackson, who was then grilled and confronted by homeowners.

A petition signed by 66 homeowners — all opposing establishment of the firing range — was presented to police jurors at their Jan. 8 meeting.

Jackson came armed last night with a petition of his own. He has 226 signatures, he says, from residents of St. Martin Parish who favor the range.

Jackson said plans include shooting areas for rifles, pistols and shotguns. The shooting area will be enclosed by a 20-foot backdrop to assure that all shots remain in the enclosed area.

The direction of firing, he says, is away from homes in the area and toward Lake Martin.

Homeowners say the U-shaped 20-foot levee will cause flooding on their homesites and that the 20-foot levee will not contain all shots.

ONE MAN questioned what happens when bullets from high-powered rifles are shot at angles that send them over the top of the levee.

Jackson said such a shot will send the bullet about 3½ miles across Lake Martin and into the swampy area beyond where there is little chance of anyone being hit.

Jackson pointed out that chances of that happening are minimal because the range will be supervised by trained personnel.

But safety is not the only factor the homeowners are concerned about.

Several claim they built homes in Cypress Island so they could live away from more densely populated areas which tend to be noisier.

Jackson's explanations of sound-breaking baffles over shooting areas left the homeowners unim-

pressed, particularly when talk turned to skeetshooting — the firing of a shotgun at a clay target.

Such shooting will take place in an area adjacent to the enclosed area and will be in an unbuffered zone.

The homeowners fear the noise of the shotguns will disturb the quiet which they pursued when they purchased their homesites.

Already, they complain, there is much shooting around the lake by hunters and target shooters.

SEVERAL RESIDENTS suggested that alternate sites for the range should be considered.

Jackson said he has no objection to setting up shop elsewhere if he can find a place at a reasonable price.

Cypress Island residents strongly suggested Lafayette Parish for a site because they say most of the range users will be from Lafayette.

Land there, says Jackson, is priced too high.

Also, he says, range users will come from not only Lafayette Parish, but also from St. Martin and Iberia parishes.

No decisions were made last night but at the Jan. 8 meeting, jury Secretary Carroll Fuseller said a search had revealed no laws governing shooting ranges nor any which would prevent Jackson from establishing the firing range.

At the same meeting, Assistant District Attorney George "Butch" McHugh said "there is no state law governing this type of facility."

After last night's hearing, Floyd Begnaud said he expects the Police Jury to consider at its next meeting an ordinance which will govern noise levels.

IF THAT FAILS, other alternatives to stopping the range from becoming a reality include calling in the U.S. Corps of Engineers.

The residents say the land for the range is classified as wetlands area and bulldozing and other activities are prohibited in such areas.

Jackson said after the meeting that he is willing to trade land if a suitable site can be found.

"That may be the easiest solution to the problem," he said.

NEW ORLEANS, LA
STATES-ITEM
JAN 17 1980

\$295,700 is awarded for study of airport noise

A Kansas City, Mo., company has been asked to find remedies for the noise problem at New Orleans International Airport in Kenner.

The New Orleans Aviation Board approved Howard, Needles, Tammen and Bergendoff Inc. to conduct the \$295,700 study, which has been recommended by the Federal Aviation Administration.

Paul Stoulig, aviation director, said seven consultants sought the project.

The FAA will provide 75 percent of the money for the study, with the New Orleans Department of Planning and Policy, the City of Kenner and the Aviation Board sharing the remaining 25 percent, Stoulig said.

In other action, the board deferred

until next month considering a proposal by Transfer Parking Inc. of New Orleans to operate a shuttle service between the airport's employee and long-term parking lots. The board said it wants to defer action until its attorneys can complete an investigation into the company.

Donald Zerangue, vice president of operations for the company, proposed a system that would include using three 24-passenger and five 16-passenger vehicles. The system could operate 24 hours per day at a cost of \$1,275, he said.

The board also voted to extend its building maintenance contract with Ramelli Building Maintenance Service Inc. for 60 days until bid procedures for a new contract are completed.

NEW ORLEANS, LA
TIMES-PICAYUNE
JAN 17 1980

Airport Noise Study Set

By JOAN TREADWAY

A study of noise problems around New Orleans International Airport and how to alleviate them will be done by a Kansas City firm at a cost of nearly \$300,000, if the Federal Aviation Administration agrees, it was decided Wednesday.

The New Orleans Aviation Board, which runs the airport, voted at a regular meeting to join the state of Louisiana and the city of Kenner, in which the terminal is located, in hiring the Howard, Needles, Tammen and Bergendoff company for the work, accepting the firm's total bid of \$295,700.

The company will now prepare a work scope for the project, attaching the cost of each phase, then this information will be sent to the FAA for an OK, said the board's aviation director, Paul Stoulig.

The FAA has agreed to fund 75 percent

of the work, if it approves the detailed plan, Stoulig said. The remaining 25 percent of the cost will be split by the board and the state, and possibly Kenner.

"Hopefully, we'll be in a position to actually start work in 30-60 days," Stoulig said. He could give no estimate on when the project might be finished.

"I don't feel we have as severe a noise problem as other airports in the country do," Stoulig said in an interview. "Primarily because we have, in the area, Lake Pontchartrain, the Mississippi River and a swampy area, all places where there is no development."

"We do have our critical areas, though — the east approach to the airport and the area to the north," he said.

Some complaints about plane noise are received by the airport's staff, Stoulig

said, "but not an inordinate amount." The facility has had only two suits for alleged damage to homes due to aircraft noise, and one has been settled, he said.

The impetus for the study came from the FAA, Stoulig said. "They said every airport should have one."

He urged the board to proceed with the study, since it's possible Congress will cut off federal funds for such projects in the future. And it might be necessary to have such a study in order to get other federal monies at a later date, he said.

Stoulig told the board that Kenner, New Orleans and Regional Planning Commission representatives had all agreed on the choice of the Kansas City firm for the work. He said the project does not fall under public bid law and the "main selling point" of the Howard, Needles firm was its "extremely experienced people."

NEW ORLEANS, LA
TIMES-PICAYUNE
JAN 26 1980

02 Jeff's Noisy Jets

Metairie. firm will conduct a study on noise problems around the New Orleans International Airport.
Editor, The Times-Picayune:
Re "Airport Noise Study Set," Jan. 17:
I am glad to hear that a Kansas City

I live in the Metairie-Clearview area and the noise caused by the jet take-

offs and landings is becoming unbearable, especially since the airport has failed for months to have both runways operational. Day and night one plane after another overflies the residential area at a very low altitude, spreading noise and pollution over the area. I have written to complain about it to the Aviation Board and to the FAA, but to no avail.

I cannot understand why other airports like Kennedy can require the airplanes to use different approaches for their take-offs and landings in order to avoid residential areas. More civilized cities in Europe even close the airport traffic between midnight and 6 a.m. completely. But in New Orleans we probably will be calling on deaf ears until eventually lawsuits are filed to remedy this unpleasant situation.

L. BONEFF.



NORMAN, OK
TRANSCRIPT
FEB 6 1980

Noise control officer also teacher, environmentalist

Teacher, environmental quality control expert and police officer are some of the roles filled daily by Richard Fant, Norman's noise control officer.

For the last two months, Fant has been patrolling Norman, investigating noise complaints, measuring traffic sounds and helping local residents become familiar with the city's noise control regulations.

Through classroom instruction he spreads the word to Drivers Education students about identifying and controlling bothersome noise sources, concentrating mainly on mufflers.

Unfortunately, most of the noise complaints Fant investigates are created by residents of Norman who may never com-

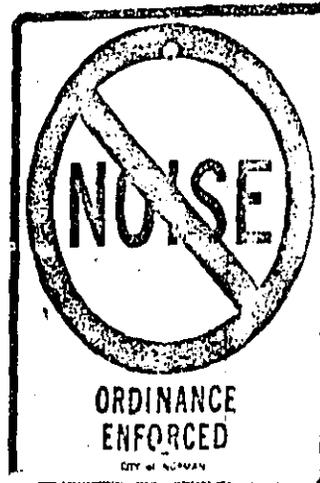
prehend the need for noise control — barking dogs.

Few people have had to pay for violating the city's noise regulations. Once a citation is issued, the violator is given an opportunity to correct the noisy problem.

When that correction is completed and checked out by Fant, the charges are usually dismissed by the city, Fant said recently.

When the weather warms, Fant is planning a few days of voluntary noise testing for local automobiles.

Interested citizens will be encouraged to have their autos tested for possible noise violations, and no citations will be issued for violations found during the testing, Fant said.



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Font demonstrates how automobile noise is suppressed to a couple of Drivers Education students.

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With a copy of the city's noise ordinance in hand, Fant explains which section of the regulations were violated.

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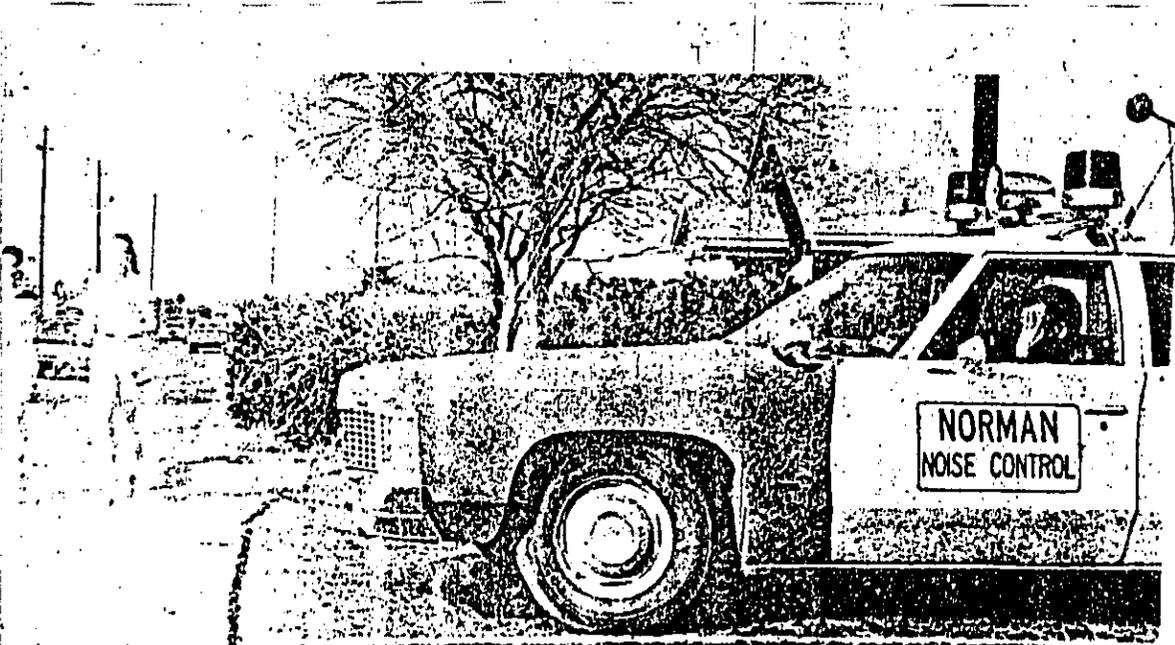
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A decibel meter is used to monitor and pinpoint noise sources.

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A parking space on Berry Road provides a haven for Fant while monitoring traffic noise. The padded microphone atop his auto allows Fant to record noise levels without leaving his vehicle.

OKLAHOMA CITY, OK
TIMES
FEB 8 1980

Council dragging its feet on noise control

TO THE EDITOR:

We attended a health show at Shepherd Mall last summer and were surprised to learn one booth dealt with noise pollution. Scientists have discovered that noise affects health, not only leading to hearing loss, but causing stress.

Stress contributes to many adverse conditions — heart disease, high blood pressure, headaches, fatigue and irritability.

According to your recent article, "Chicken Squawks Heard," the city council has been considering regulations about noise and animal control for over a year.

If you are speeding, you are immediately given a speeding ticket. But if you play a radio too loud or let your animals create a racket that irritates other people, someone is forced to file a complaint and go to court with all the messy aftermath.

Council members think it might be OK to have two chickens, does they? How about a goat or two, some pigs, a pony and a half dozen dogs? Old McDonald would be proud of his city farmers. Don't forget to visit your doctor for rabies, tetanus and typhoid shots.

It would be great if the big dogs were banned within the city, because they are dangerous and filthy. Two children have been attacked recently by dogs. Americans get a million dog bites every year, at a cost of \$50,000.

L. McF., City

TULSA, OK
TRIBUNE
JAN 26 1980

Noise harms 16 million

WASHINGTON — Excessive noise has impaired the hearing of perhaps as many as 16 million Americans, the General Accounting Office reports

TULSA, OK
TRIBUNE
FEB 7 1980

Flight cuts at airport hinge on runway plans

By ARNOLD HAMILTON

Tulsa International Airport can expect "severe" reductions in commercial flights during reconstruction of its main runway, unless plans for lengthening a small strip to commercial jet standards are approved and funding located, the Tulsa airports director said Wednesday.

In a meeting of the Tulsa Airport Authority at City Hall, Richard L. Ballenger said Tulsa could lose 73 of its 88 daily flights for 30 days during the rebuilding period — proposed to begin in 1981 — unless the city adds 1,000 feet to the 5,500-foot western north-south strip, making it available for commercial jumbo jet traffic.

"This could severely curtail all activity in Tulsa," he said.

IN OTHER ACTION the authority accepted the Airport Noise Control and Land Use Compatibility Study for Jones Airport near Jenks, as well as its associated master plan and environmental impact assessment.

The authority also gave Ballenger a green light to launch financial planning for a 240-room addition to the Sheraton Inn Airport, requested a year ago by Terminal Drive Corp., the firm which operates the Tulsa hotel and another at Oklahoma City's Will Rogers World Airport.

Ballenger and Dan Watkins of Kansas City, a partner in the airport engineering and consulting firm of Howard Needles Tammen and Bergendoff asked the authority to consider spending more than \$20 million to upgrade the two runways.

The engineering and consulting firm's study, Watkins said, reveals the 29-year-old main runway should be "completely" rebuilt because of

rapid deterioration the last two years.

"A number of panels exhibited additional stress the past two years," he said, noting problem areas increased from 38 to 64 percent. "Some of it may have been the severe winters the past two years, but this simply is way too fast."

Original calculations proposed replacement of the 10,000-foot runway by 1985, but "now it should be 1981 or 1982," he said. "I think it's time we look seriously at how we go about doing the detailed study."

COST TO REBUILD the main runway is estimated at \$12 million, with another \$8 million needed to make the west north-south strip available on a temporary basis and ultimately for regular use by "executive jets," Ballenger said.

Currently, Ballenger said, the airport receives about 45 percent funding from aid-to-airport grants that might be eliminated to airports of Tulsa's size if a Senate bill approved Tuesday becomes law.

Ballenger, however, said he has been working closely with U.S. Sen. David Boren, D-Okla., in fighting the act that would deprive Tulsa of \$1.4 million to \$5 million annually.

"We are optimistic an alternate plan can be worked out," the airports director said.

Acceptance of the Jones Airport plans now will be presented to the City Commission and Federal Aviation Administration for review and final approval.

The supported plan proposes elimination of a 300-foot southward extension to the airport's east north-south runway. Instead, the plan calls for a 1,200-foot increase to the north. A parallel runway to the

CONTINUED

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west also would be extended 500 feet south and 800 feet north.

ALSO CHANGED WERE plans that originally called for a flight school in the southeast quadrant of the airport. The authority agreed with a staff proposal calling for condominium or hangar use instead.

Eleven new floors would be added by 1982 to the Sheraton Airport Inn under the plan presented Wednesday. Included would be 240 new rooms making a 400-room complex, and additional restaurant, club and meeting facilities.

MEANWHILE, BOREN disclosed today the Air Force has awarded a \$3.9 million contract to the McDonnell Douglas Corp. for performing programmed depot maintenance, modification and inspection on the F4C jet fighter.

ABILENE, TX
REPORTER-NEWS
FEB 6 1980

Noise control faces setback

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983.

Move Austin's airport

By ROGER BAKER JR.

As a resident of a high noise zone near the airport, I am probably biased in my desire to see the airport moved somewhere else. At the same time, I would venture that most of those who do not want a new airport are not among those 16,900 unfortunate souls adversely affected by high noise levels and crash hazards, according to the city consultant's report. Many of those who want the airport to remain probably think they can get off cheap and avoid new taxes, or are businessmen who want the airport nearby, or are conscientiously concerned about displacing the residents of Manor.

I may be biased, but I am genuinely convinced that the more you study the situation the more you will tend to agree that the airport needs moving. Take the examples of Mayor Carole McClellan and council member Ron Mullen, who fumed over Congressman Jake Pickle's suggestion of a quick fix by stretching the runway a little. The former two city officials have been bombarded with all the arguments pro and con, so that we might reasonably expect them to welcome an easy way out, if they could see one.

The sad fact is that if we expand the airport now at a projected cost of \$40 million, then we will probably have to tear out parts of three different neighborhoods. At the most, this will buy us 20 years of time, but considering that airport traffic has doubled in the last three years, 15 years would be more realistic. It takes 10 years to plan, design and build a new airport. In five years, or 10 years at the very most, we will once again face the same situation we face today and the alternatives will be even less palatable.

The new airport will then be much more expensive and relatively difficult to finance, and there will then be even more people living around the desirable sites. A future City Council will have the burden of explaining why the city squandered \$40 million on a short-term solution at the cost of major disruption and inconvenience to central city residents and also why it is that they still need to raise perhaps \$200 million for a new airport.

As far as my own neighborhood, Wood II, is concerned, we are painfully conscious of the consultant's plans to expropriate a section of the neighborhood as a buffer zone. The city has denied that any such changes are planned while generally following the same consultant's recommendations for immediate improvements. We therefore have reason to be wary of assurances that the longer range expansion plans of the same consultant would not be followed.

Parts of neighborhoods to the east and west of the main runway would be eliminated, according to the plan. Federal guidelines indicate that these areas are now subject to such overbearing noise levels that they are unfit for human habitation. The residents along a strip almost five miles long have legal precedent for successfully suing the city of Austin.

The crash hazards are real, not so much in my neighborhood as at either end of the runway where there are currently three to six near misses a year. Since air traffic will double at Bergstrom over the next year while air traffic increases considerably at Mueller, the hazards will not diminish despite sophisticated radar. The Jan. 24 Guest Viewpoint by Mr. Charles Morton claims that the 1,000-foot altitude separation required by the Federal Aviation Administration is not a problem, but the airport consultant states just as emphatically that this conflict in flight paths is indeed a serious and growing problem. Unfortunately I am not equipped to argue the merits of each side on this issue.

As for joint use with Bergstrom, recommended by the consultant as the best option, the Air Force has failed to provide reasons for denying access. This option should be explored further by the City Council, which should require specific reasons why joint use is not possible. Joint use would eliminate flight path intersection hazards at the expense of increased noise and physical disruption of nearby neighborhoods.

Of the other alternative sites considered, the consultant has recommended Manor as the best. There are, however, other viable sites such as San Marcos. The San Marcos site has so far aroused little opposition and would be less expensive than the Manor site — San Marcos would cost \$107 million as opposed to \$120 million at Manor. Rapid, efficient transportation such as light rail would be desirable to link Austin and San Marcos.

In closing, I would like to draw attention to a statement by the consultant, who is highly regarded in the field and who has no discernible vested interest in favoring any particular course of action. At the last City Council work session he declared, "If you can't use joint use (with Bergstrom), you have no other alternative but to go to a new airport."

Baker, a member of the Delwood II Neighborhood Association, lives at 1303 Bentwood.

BRYAN, TX
EAGLE
FEB 6 1980

Noise compromise bill advances

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners is on its way to President Carter.

The Senate also approved Tuesday, and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The noise bill amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983. Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1988.

DALLAS, TX
NEWS
FEB 1 1980

Bill carrying Love pact sails through congress

By BARBARA STRONG
Washington Bureau of The News

WASHINGTON — The once-controversial noise abatement measure, which contains a compromise amendment on interstate service at Dallas Love Field, eased through both houses of congress Thursday and now is headed for the White House.

Supporters said it will be signed by President Carter.

The house overwhelmingly gave its approval Thursday to the compromise allowing some interstate flights at Love Field, despite leadership fears that its attachment to the Noise Abatement Act of 1979 could endanger passage.

The house passed the Noise Abatement Act by a vote of 285-122.

Only an hour before the vote, House Majority Leader Jim Wright, architect of the Love Field compro-

mise, said he expected the vote to be close and that if the noise bill went down to defeat, dragging the Love Field compromise with it, the compromise might have to be attached to another measure.

Several hours later, the senate passed the bill on a voice vote.

While there were indications last year that President Carter might veto the measure if it passed congress, supporters said Thursday the administration now is backing the bill.

Under the bill passed Thursday, commercial airlines will be able to make interstate flights only to New Mexico, Louisiana, Arkansas or Oklahoma from Love Field. The measure also prevents airlines that provide through service, or ticketing arrangements with other airlines, from making interstate flights from Love Field.

DALLAS, TX
NEWS
FEB 5 1980

Love Field bills on Carter's desk

Washington Bureau of The News

WASHINGTON — President Carter now has two bills to sign that contain amendments limiting Southwest Airlines' use of the Dallas Love Field airport.

The house last week passed an airport noise control bill containing the amendment and, on Monday, passed an international aviation bill that contains identical language.

The amendment has been pushed by House Majority Leader Jim Wright, D-Fort Worth. It provides that commercial airlines only will be able to make interstate flights at Love Field that go to New Mexico, Louisiana, Arkansas and Oklahoma.

The measure also prevents airlines providing through service or ticketing arrangements with other airlines from making interstate flights from Love Field.

Wright attached the amendment to both measures to make sure legislation limiting Southwest's use of Love Field was approved by congress.

DALLAS, TX
TIMES HERALD
JAN 31 1980

House limits Love flights to 4 states

By STU HENIGSON

Washington Bureau

WASHINGTON — The House today approved a bill that effectively will limit interstate flights from Dallas' Love Field to the four states that border Texas. The vote was 285 to 122.

The Love Field provision was part of a bill that defers noise standards for some older commercial jet aircraft if airlines agree to buy quieter jets in the future.

The bill still must be approved by the Senate, but that is expected to be routine.

The Carter administration has publicly stated its support of the bill.

Introduced by House Majority Leader Jim Wright, the Love Field amendment effectively limits interstate flights from Love Field by Southwest Airlines, which now flies intrastate flights within Texas and interstate flights only to New Orleans. Additional service would be permitted to cities in New Mexico, Oklahoma, Arkansas and Louisiana.

The Fort Worth Democrat originally introduced an amendment that would have prohibited all interstate com-

mercial service from Love Field. He argued that permitting interstate flights would attract airlines from Dallas-Fort Worth Airport, and that would threaten the financial stability of the regional airport.

But that amendment was opposed by several key members of the Senate, including Sen. Russell Long, D-La., who favored the interstate service to New Orleans.

For several weeks last fall, Sen. Howard Cannon, D-Nev., threatened to hold the Wright amendment hostage to House approval of a bill that would sharply reduce airport noise requirements.

During weeks of meetings by the House Senate Conference Committee working on differences between the House and Senate bills, compromises were reached both on the limits to interstate flights at Love Field and the aircraft noise requirements.

On Dec. 12, Southwest agreed to drop its opposition to the Wright amendment in exchange for permission to fly to the four states bordering Texas. Under the compromise, Southwest will not be able to advertise its connections to airports beyond those four states.

The conference committee also agreed to tighten up the noise standards, which were strongly opposed by House members from districts with airports.

The compromise bill came up on the House floor on Dec. 19 but, facing possible defeat, Wright pulled the bill off the floor and set to work drumming up support from other House members.

DALLAS, TX
TIMES HERALD
FEB 1 1980

House passes bill limiting interstate flights at Love

By STU HENIGSON
and ROBERT DODGE

Staff Writers

WASHINGTON — The House Thursday approved a bill that effectively will limit interstate flights from Dallas' Love Field to the four states that border Texas. The vote was 285 to 122.

The Love Field provision was part of a bill that defers noise standards for some older commercial jet aircraft if airlines agree to buy quieter jets in the future.

The bill still must be approved by the Senate, but that is expected to be routine since the Senate passed a similar measure last fall.

The Carter administration has publicly stated its support of the bill.

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bordering Texas. Under the compromise, Southwest will not be able to advertise its connections to airports beyond those four states.

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The compromise bill came up on the House floor on Dec. 19 but, facing possible defeat, Wright pulled the bill off the floor and set to work drumming up support from other House members.

Those who opposed flights at Love Field said they were not entirely satisfied with the compromise but thought it was a reasonable solution.

"We do not particularly like it, but it is something we can live with," said Jim Street, a spokesman for the D-FW Regional Airport Board. "We would have liked a better agreement on our side. This won't kill the airport, but it is revenue we'll lose. If those flights were out here, it would reduce the costs for those that are here."

Fort Worth Mayor Woodie Woods said the bill was a good first step but he was concerned airlines would try to find loopholes in the law and use Love Field for interstate flights beyond the four contiguous states.

"I think it's a step in the right direction," Woods said, "but we are going to have to watch this closely as it needs policing. I don't know if we can keep this (flights at Love Field) from proliferating. This is better than opening Love Field to fly anywhere in the world, but my preference would have been to just have interstate."

Dallas Mayor Robert S. Folsom said he was not concerned the airlines would try to subvert the law, saying the bill had safeguards that would prevent carriers from promoting through service to cities outside the four states. "It appears to be a reasonable compromise and I hope it works," Folsom said.

The bill would give owners of two-engine aircraft with less than 100 seats until 1988 to comply with federal noise standards. Other provisions in the bill would require airport operators develop noise-control programs.

HOUSTON, TX
CHRONICLE
FEB 6 1980

Aviation legislation

The Senate passed a compromise bill relaxing noise control regulations for twin-engine jet airplanes and it was sent to the president. The Senate also approved and sent to the House, a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size. The aid-to-airports bill would eliminate from the federal aid program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

KILLEEN, TX
HERALD
JAN 30 1980

Noise Affects Efficiency

Much has been written about the effect of noise on human existence. Usually the studies center on damage to the sense of hearing, resulting psychological problems, interference with sleep and the like.

What about on the job? Does noise affect a worker's efficiency, and if so, how much? Judging by studies conducted in London, the answers to these questions are yes, and considerable. Such as in a factory where transistors were assembled under microscope next to a milling plant. A 70 percent drop in productivity was attributed to noise and inability to concentrate.

In another study, workers in a noisy suburban London factory

were found to be averaging 60 mistakes in 24 hours. Changing their environment dropped the number of errors for the same period to seven.

Britain has more stringent laws concerning acceptable noise levels than the United States, but some are rarely enforced. National sentiment is building, however, for the government to do more to curtail a nuisance which is estimated to cost Britain \$2.5 billion a year in lost energy and efficiency.

A private organization, the Noise Abatement Society, has recruited thousands of housewives and others to act as antinoise wardens. The object is to raise sufficient noise about noise to force constructive action.

TYLER, TX
COURIER-TIMES
FEB 7 1980

Church Ordered To Tone Down Noise; Preacher May Refuse

PORTLAND, Ore. (UPI) — The Rev. Archie Hopkins says he might ignore a court order to tone down the noise at his Solid Rock of God in Christ church if it interferes with his services.

"If it's going to interfere with my services, no I won't," said Hopkins, pastor of the church for 13 years.

"I hate to come to this, but I have to make my stand on my convictions. The judge upholds the law of the land. I uphold the laws of God."

Multnomah County Circuit Judge Phillip Roth Wednesday ordered the church to lock its amplification system at a maximum 50-decibel level. Roth acted after deputy city noise control officer David Sweet said the sound of amplified speaking, singing and music by organ, saxophone, electric guitars, tambourine and drums, rose as high as 65

decibels at the church.

Neighborhood residents have tried for four years to get the church to turn down the volume. Roth specified maximum noise levels in May 1978 and ordered the church to install sound-proofing insulation.

Sweet, who took a new reading after a church neighbor recently complained about

exceptionally loud services, said the noise monitored from the corner of the property was three times the volume permitted under Roth's order.

Defense attorney Charles Hinkle said the church has made a good-faith effort to comply with the court's order and that its form of worship has been affected as a result. He said the church has cut down the number of revivals it hosts because of the noise problem.

Hinkle said that while the noise levels exceeds that set by the court at times, "I don't think that should be in the court's power to prohibit." He said the neighbors can "live peacefully 99 percent of the time."

"I'm not going to pull the amplification because that would effect the beauty of your services," said Roth, "but we may have to come to that point."

VICTORIA, TX
ADVOCATE
FEB 8 1980

Minister Battling Noise Gripes

PORTLAND, Ore. (AP) — "I have to make my stand on my convictions," says the Rev. Archie Hopkins, pastor of the Greater Solid Rock Church of God in Christ. "The judge upholds the law of the land. I uphold the laws of God."

And so, Hopkins said Wednesday, he will not comply with a county court order to put a lid on the noise level of his church services. The decibels come from amplified voices and organ music, a full set of drums, a saxophone, tambourine and electric guitar.

The church has been involved in a dispute with neighborhood residents for four years. A court order issued in May 1978 specified maximum noise level, required insulation, and temporarily calmed things down. But a neighbor complained again last month, leading to the new order that the amplifier be muffled.

WEATHERFORD, TX
DEMOCRAT
JAN 15 1980

Aviation safety, noise act gets strong support

WASHINGTON, D.C.,
January 14 — Congress is set to act on legislation which will bring quieter and safer skies to America and help ensure continued service by smaller jets to communities throughout the nation.

The Aviation Safety and Noise Abatement Act, which has been agreed to by House and Senate conferees and endorsed by the Carter Administration, will stimulate replacement of older, noisier, less fuel-efficient aircraft with new, much quieter and more fuel-efficient ones, according to the Air Transport Association.

"The airlines and the Airline Pilots Association support the bill because it authorizes funds needed to make major contributions to aviation safety," according to ATA President Paul R. Ignatius. "It accelerates the release of more than \$200 million in airport development funds, including assistance for reliever airports, and assures continued service to smaller communities by easing the requirement for a retrogressive, inflationary and fuel costly retrofit of smaller jets," he said.

"Passage of this bill will help provide air transportation for every American, regardless of whether he or she lives in a large or small community," Ignatius said. "Airlines serve those communities

mainly with two-engine jets like the 737 and DC-9. This bill recognizes the need for this essential service by modifying a costly engine retrofit requirement and placing emphasis on procurement of new technology aircraft that are quieter and more fuel-efficient."

Particulars of the Aviation Safety and Noise Abatement Act are:

(1) Stimulates replacement of older, noisier, less fuel-efficient aircraft with new, much quieter and more fuel-efficient ones.

— New, Stage 3 airplanes will be perceived by most people as about half as noisy as present models — reductions that will be readily apparent to airport neighbors. Their more efficient engines will consume approximately 30 percent less fuel. Retrofit, on the other hand, increases the weight of the airplane wasting an estimated one million gallons of fuel per month. Maintenance costs are also increased, and additional spare parts must be acquired.

(2) Authorizes funds needed to make major contributions to aviation safety, and is strongly supported by all Air Transport Association carrier members and by the Air Line Pilots Association.

— Funds would be used for

such purposes as providing precision guidance to pilots, thereby reducing the possibility of an accident during approach and landing; installing instrument landing systems and visual approach slope indicators; add to grove runways for increased landing safety. Also, requires the Secretary of Transportation to report annually on the progress made in aircraft collision avoidance.

(3) Accelerates release of airport development funds, including assistance for reliever airports.

This legislation provides major increases in airport development funds for airports throughout the nation and emphasizes the needs of reliever airports. These are smaller airports that, if properly equipped, would reduce congestion and the risk of accidents at the larger airline airports by providing an alternative landing site for general aviation aircraft.

REGION VII
IOWA, KANSAS, MISSOURI,
NEBRASKA

CEDAR RAPIDS, IA
GAZETTE
JAN 16 1980

Study slated on industrial noise in NE quadrant

By Vanessa Shelton
Gazette staff writer

A study on industrial noise levels in the northeast quadrant will be conducted next month by the Linn Department of Public Health, in coordination with the Environmental Protection Agency, in response to complaints lodged by several area residents.

Members of the Linn Board of Health were informed of the study plans Monday evening during the first meeting of the year. Election of board officers was also held.

Cedar
Rapids

OSKALOOSA, IA
HERALD
FEB 1 1980

Complaints of disturbing noise levels were received by the Linn Department of Public Health about three months ago from several people living in the J Avenue and Shaver Road NE area, said Al Ahern, department director.

No particular businesses in the area were singled out but Ahern said the complaints were aimed at "industrial noise in general." The city's water purification plant also is in the J Avenue and Shaver Road area.

A random sampling of industries in that area and their noise output will be conducted by members of a University of Iowa survey team, which will represent the EPA. The study will last a few weeks, Ahern said.

There are no state, county or city noise level ordinances, he continued, so if any problems are detected, a mutual agreement would have to be worked out between the business and the Health Department.

In other board business, Dr. Phillip Crew, 3820 Bever Ave. SE, was re-elected chairperson of the Linn County Board of Health Monday during the board's first meeting of the year.

Other officers elected by board members to one-year terms were Darrel Kula, vice chairperson and Roy Crosby, secretary.



ORDINANCE EXPLAINED — James B. Cornelia, at left, of the Sioux City Police Department, and Chuck Helsten, assistant city attorney, explained the new noise ordinance and proper use of monitoring equipment Thursday to

Oskaloosa policemen and law officers from neighboring communities. The new ordinance will go into effect this summer limiting the allowed vehicle decibel level. (Herald photo).

KANSAS CITY, KS
DROVER'S JOURNAL
JAN 24 1980

Pig roar

Squealing pigs can make you deaf. This is the finding of a team of specialists at the Royal Gloucestershire Hospital. Their research revealed that the noise level in a modern pig house can be as high as 105 dB(A) — six times the level defined as acceptable by Government standards. Exposure to high noise levels at work, the research team discovered, accounted for some hearing loss in 61 percent of farmers and farm workers. — Pig Farming.

OLATHE, KS
NEWS
JAN 27 1980

Din worsens in noisiest city

HONG KONG (UPI) — Pile drivers, pneumatic drills, unrivalled traffic density, antiquated factory machinery and an airport flight path directly overhead have made Hong Kong the world's noisiest city.

And the ear battering is turning helpless victims into nervous wrecks.

While the curbing of unnecessary noise has become a priority issue in the United States and many other industrialized countries,

government and industry in Hong Kong have turned a deaf ear, or one rapidly turning deaf, to the problem.

Dr. Norman Ko, the British Colony's staunchest crusader against noise pollution, admits he is discouraged but says he won't give up a campaign he started in 1969.

It took Ko and a team of researchers at the University of Hong Kong six years to prove in undisputed terms that Hong Kong is the world's noisiest city.

Ko, a senior lecturer in the mechanical engineering department, measured noise in decibels in several major cities. Hong Kong, with a reading of 75, emerged far worse than New York, 66; Dusseldorf, 63; London 62; or Tokyo, 57.

The government hailed the detailed report, which itemized every type of noise pollution and provided recommendations to curb the racket without blocking economic progress.

Strong anti-noise legislation was promised.

That was in 1977.

But, Ko said in an interview, there still are no laws to force builders to use quieter equipment, nothing to require workers to wear ear protectors, no enforced sound-proofing and not even a regulation to stop the importation of noisy vehicles.

Hong Kong's noise problem is intensified by its high-rise environment. "Noise reverberates between rows of buildings," Ko said. "It travels and builds up before dying down."

Residents assail airport noise bill

By MARTIN HAWVER
Legislative Writer

A group of about 25 southern Shawnee Countians today voiced opposition to a bill which would grant the city and county authority to designate an airport noise hazard area that would include their property.

They spoke to the Senate Federal and State Affairs Committee, which is considering a bill that sprang from a 1978 Finney County District Court ruling which ordered that airport authority to pay a property owner for impairment of his full use of his property which was near an airport.

The court ruled that pollution and noise are not legitimate planning objectives for a planning agency, and that taking of land or easements to insure against pollution or noise requires payment.

The bill would likely be used locally by the Topeka Metropolitan Airport Authority to preclude development of the area near Forbes Field in southern Shawnee County.

Landowners in the area said they are willing to live with the noise that is created by operation of the airport, and don't want the use of their land impaired by additional zoning regulations.

Ruth Wehchans of Berryton, said, "The land I live on has been in my family since 1878, and there weren't

many airports then, and we've learned to live with the noise from this one now. We don't want any more rules and regulations we have to live with."

Allen Blum, Wakarusa, who farms land within two miles of the Forbes' southwest-northwest runway, said he flew B-47s out of Forbes for four years, and that the noise caused by operation of the airport now as a civilian field presents no problems at all to him or his farming operation.

"But I object strongly to any agency telling me what we can or cannot build on my land, and especially with no compensation to me."

Rep. Richard Browster, D-Topeka, who represents a part of the county which would be affected by the airport noise hazard area, if one were designated, said "I see no language for compensation in this broad, sweeping measure, this broad condemnation authority for the airport authority."

"It bothers me, philosophically, too, that the bill is saying, 'We took land once, and it cost us. We are going to change the law so that we can impair people's property, so that we can change what they intended to do with it, without paying them.'"

Blum said before the hearing that he is unsure whether a zoning ordinance which could prohibit certain types of construction on the property he owns would impair its value.

WICHITA, KS
EAGLE
FEB 1 1980

Survey Sought To Help Plan Noise Controls

A Wichita-Sedgwick County Board of Health subcommittee is recommending that environmental noise controls be developed for Wichita.

The public health subcommittee suggests that an attitude survey be taken and that its results be used to develop the program. The recommendation is to be considered at the Board of Health's next meeting on

Feb. 14, according to Steve Innes, environmental conservation coordinator for the health department.

The subcommittee proposed that the Wichita State University Sociology Department be contracted to conduct the survey for a sum not to exceed \$21,000. If approved, the project would be funded by the City of Wichita, according to Innes.

If the recommendation is passed by the Board of Health, it will go next to the City Commission for approval. City commissioners had asked the board for recommendations on a noise control program.

Innes estimated the project would take several months.

ST. JOSEPH, MO
NEWS-PRESS
JAN 25 1980

Noise pollution aid available to city

By FREDERICK W. SLATER
Staff Writer

St. Joseph may be able to obtain federal assistance and the use of noise rating devices if it desires to establish a noise control program, City Administrator Robert V. Waldrop said today.

Waldrop said he had been in contact for some months with the federal Environmental Control Administration office at Kansas City and that two representatives of the agency would come here at 10 Tuesday morning to discuss the noise control matter with city officials.

"St. Joseph might adopt a total noise control program or merely one involved with such matters as excessive motorcycle and motor vehicle noise," the administrator said. "That would be up to the City Council to decide."

Waldrop said the federal agency could provide the city with a model ordinance and also has sophisticated equipment which it could loan the city for use in any effort to reduce or control undesired noises.

Coming here from Kansas City for the meeting with Waldrop and other city officials will be Vincent Smith, who is in charge of the noise control

section of the Kansas City EPA office, and Frank Tyler of the EPA noise control staff.

"We'll have representatives from the health and the police department present for the meeting," the administrator said.

"It may be possible, if the council desires, that we can develop a workable program. We have had numerous complaints about noisy motorcycles and this could be the right approach to that matter."

Waldrop recalled that the city adopted a noise ordinance several years ago at the request of Billy P. Miller, who was then a member of the City Council.

However, Harry Wilson, then municipal judge, refused to accept noise readings the city obtained with a decibel counting device and further prosecution under the ordinance was dropped. Wilson said, at that time, that higher courts had ruled the type of evidence used by the city was not acceptable in the noise cases.

Waldrop said it was his understanding that the new and more sophisticated noise detection devices used by EPA are accepted by courts.

ST. LOUIS, MO
POST-DISPATCH
FEB 7 1980

Noise-Weary Homeowners Loudly Applaud Airport's Buying Of Houses

By Robert Sanford
Of the Post-Dispatch Staff

The promise of a chance to move away from the noise of Lambert Field brought cheer to the Ramona Hills section of Berkeley on Wednesday after an environmental committee with federal backing decided to buy more than 100 houses there.

"We're elated, very much," said Herman Bluestone, a resident who for years has sought relief from the noise. "The people here are pretty much consolidated. We want out."

Ramona Hills is about a mile east of the east end of the main runway. Bluestone, a resident there 30 years, once flew balloons above his house to attract attention to the problem of noise from low-flying planes. He is vice president of a neighborhood action group.

The committee recommending that the 113 houses be acquired is the Environs Plan Policy Committee, an organization set up by the St. Louis Airport Authority to handle environmental complaints.

In a telephone conference meeting Tuesday night, the committee decided to buy the properties and relocate the residents. The cost of such acquisition is estimated at more than \$4 million.

The Environs Plan Policy Committee can use Federal Aviation Administration funds and St. Louis city funds generated by airport revenues, Robert F. Case, community relations director at Lambert, said. The federal funds pay three-fourths of the cost, and the city pays a fourth. Funds available have been scheduled at \$4 million for

the fiscal year beginning April 1, and \$6 million for each of the next two years, he said.

The decision to buy the houses comes in time to answer a damage suit in St. Louis Circuit Court in which 50 residents sought \$50,000 in damages each.

"The acquisition decision could resolve the suit if the city decides to follow the recommendation and the price is agreeable to the property owners," said Eugene P. Freeman, deputy city counselor and trial attorney in the suit. The offer to buy would require approval from the Board of Aldermen.

Michael Cullivan, director of the Environs Plan project, said meetings with Ramona Hills residents showed that 97 wanted to sell their houses and seven were opposed. Nine owners could not be located.

Cullivan said measurements by instruments showed a cumulative day-night noise exposure rating of 75 in Ramona Hills, the most extreme rating in residential areas around the airport. He estimated that it will take two years to complete the acquisition plan if it is accepted.

Residents will be paid moving costs and cost differences for comparable replacement housing, plus interest rate differences, Case said. Rent assistance is available for those who do not buy new houses.

The airport already has spent about \$4 million in acquiring 73 acres and relocating 75 families at the western end of the main runway in Bridgeton, Case said.

Noise consultants suggest special area

By Diane Carroll

Residential development should not be allowed in a half-mile wide strip from the Lincoln Municipal Airport south to near the Lincoln Correctional Center, airport noise consultants said at a public meeting Tuesday.

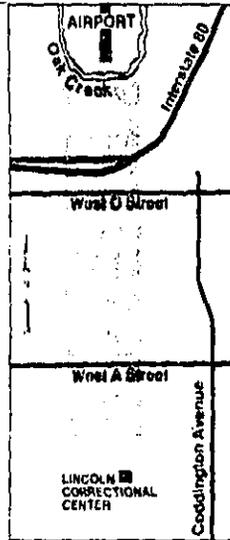
Because of the level of aircraft noise in that area, it should be designated a special use zone, according to consultant Henry Young, who presented the results of an Airport Noise Control and Land Use Compatibility Study for R. Dixon Speas Associates of New York.

The year-long study to find ways to minimize the impact of aircraft sound on residents who live near the airport was financed by the city of Lincoln and the Lincoln Airport Authority.

In designating that zone, Young turned thumbs down on a proposal before the City Council to extend the city's urban boundary further west. Such a move could allow residential zoning in some areas where noise levels dictate homes should not be built, Young said.

The Planning Commission already has recommended approval of that proposal, which would extend the boundary about one mile to the west, from Coddington Avenue to Northwest 48th Street.

Young presented a preliminary noise contour map, which



Proposed Special Use Area

showed the special use zone and a larger area that also could be affected by airport noise. The airport and the city should adopt the map for use in future growth planning, Young suggested.

The triangular boundaries of the larger area generally extend from the airport as far south as Pioneers Park, as far east as Coddington Avenue and West O Street, and as far west of Northwest 48th Street and West O Street.

The larger area includes noise levels of 65 Ldn and above, which is generally

recognized as the level at which some type of noise control might be appropriate, Young said. Controls might include a voluntary program of acoustical home insulation or disclosure of noise levels to prospective residents, he said.

Ldn is a measure of the average day and night sound level.

The special use zone has noise levels higher than 70 Ldn. "Areas exposed to this level of sound are simply not fit for human habitation," Young said.

About 100 homes are in the 65 Ldn zone, Young said, but no entire residential community is included. The number of homes within the area is not alarming, he said, adding most of it is compatibly zoned and developed.

The proposed special use area is zoned industrial, agricultural and agricultural residential, which allows one dwelling per acre.

Young suggested the area be zoned for park land or natural preservation, or recognized as a noise abatement corridor.

Consultants decided it would make more sense to zone land near the airport compatibly with airport activity rather than to try to impose noise abatement restrictions on airline carriers, Young said.

The study recommendations, however, include voluntary steps airline carriers could take to reduce noise. They include avoiding overflight of the

city and avoiding intersection take-offs.

The study also recommends appointment of a noise abatement officer at the airport and establishment of formal noise complaint procedures.

The final report, which will be mostly a compilation of the three phases of the study, is due in early March.

After the meeting, Airport Authority members generally indicated they support the study recommendations. Although airport noise may not be much of a problem today, authority member Harry Amen said, it could be a problem tomorrow if homes are built in areas not compatible with aircraft activity.

In some cities, he said, airports have been faced with lawsuits from residents who object to high noise levels. That's a situation the Lincoln Airport Authority hopes to avoid, he said.

OMAHA, NE
WORLD HERALD
JAN 20 1980

Noise Office Gets Real Ears

Nebraskans irked by noise now have someone to hear their complaints.

Ginny Phillips is the Nebraska Department of Environmental Control's first noise coordinator.

She will help communities prepare noise control ordinances, look into complaints and help with noise-control activities, said Gene Robinson, chief of the air-quality section in which Miss Phillips works.

Omaha and Lincoln have the state's only noise control ordinances.

Robinson said he isn't aware of Omaha's activities, but, in Lincoln, traffic is monitored and police cite noisy vehicles.

For several years the department has spot-checked truck noises, but a state cutback on

travel has reduced that program, he said.

Miss Phillips said she spent much of her first week on the job studying complaints received the last three years.

Many were about vehicles and aeration fans at grain elevators, she said.

The department, she said, "doesn't have much authority to regulate noises. But people are starting to speak out. Controlling noises is a coming trend."

Miss Phillips said she expects to spend considerable time in small communities, hopes to help educate people and would like to monitor problems.

Her salary, equipment and department activities are financed under a three-year federal grant of about \$100,000.

OMAHA, NE
WORLD HERALD
FEB 3 1980

Complexity Called Factor In Silencing Noise Program

Bluffs Health Director Richard Biondi said the staff member responsible for much of the success of that city's noise ordinance enforcement, Leon Marquart, now works for the Omaha-Douglas County Health Department, so Omaha has an authority available if it wants to get its program going.

Omaha has had a noise control ordinance since Oct. 14, 1976.

Gary Walsh, noise control supervisor for the Lincoln-Lancaster County Health Department, said he attended a seminar in Omaha and has talked to officials about Omaha's situation.

From those conversations, it appears Omaha made its program too complicated and hard to enforce, he said, citing the requirement that suspected violators be retested before citations are issued.

Neither the Bluffs nor Lincoln requires retests. "It's no wonder officers are discouraged about enforcement," Walsh said.

Omaha's program has had problems from the start and enforcement ended in 1978.

When officers were on the streets with noise meters, they stopped motorists whose vehicles registered over the allowable decibel level. But all

suspects passed retests, and none went to court, officials said.

They also said they feared the ordinance wouldn't stand up in court.

Since then, there has been talk about revising the ordinance, but nothing is in the works now, officials said.

Bob Timmerman, city air-quality chief, said Bill Kaufhold was looking into the situation when he was assistant to the public safety director, but since he moved to Nevada, talk stopped.

Ted Brown, assistant city attorney who worked on the ordinance, said he knows of no current plans.

"Betty Abbott (then a City Council member) was a prime mover on noise control," Brown said. "Since she left, there hasn't been much ado about it."

Police Chief Richard Andersen said enforcement is dormant.

"When we checked, there weren't violations," he said.

"Big trucks are regulated under interstate commerce and at the manufacturer's level," he said.

"The problem is that noise is isolated, a car going down the street at 3 a.m. It probably is too noisy, but our chances of clocking it are zero."

Council Bluffs, Lincoln Ordinance Silences Noise in Two Cities

By Fred Thomas
World-Herald Staff Writer

At 9:50 a.m., a blue Volkswagen with a hole in the muffler roared along the Council Bluffs street.

Noise control officers looked at their meter, saw that the decibel reading exceeded the allowable limit and stopped the motorist.

"A young kid was driving," Richard Biondi recalled. "He said he put a tin can on the muffler to quiet it down, but it fell off."

The driver was ticketed. Next day, the officers were working another location and the same Volkswagen drove by — with a new muffler.

Most 'Got Message'

"He got the message. That's the way most of them have been," Biondi added.

The Volkswagen was the first vehicle stopped last May when Council Bluffs began enforcing its comprehensive noise ordinance.

Biondi, who heads the Bluffs Health Department, said the incident is typical of the success the city has had in quieting offensive cars, trucks and motorcycles.

The Bluffs patterned its ordinance after Lincoln's.

Lincoln's law has been a success, too, said Gary Walsh, who supervises the program for the Lincoln-Lancaster County Health Department.

In the three years since the department and Lincoln police began enforcing the ordinance, hundreds of motorists have been ticketed or warned, and not a single case reaching court has been dismissed, Walsh said.

Last October, the Lincoln City Council strengthened the ordinance and enforcement has doubled, he added.

Departments Cooperate

"Our program works. I don't see any reason why it can't be a success in many places — if there is a commitment to act," Walsh said.

Both cities use a system in which health department staff-

ers work with police to check passing cars, stop noisy ones, inform drivers of the law, and issue tickets, warnings, or citations to repair defective equipment.

In Lincoln, for example, a health department staffer with a meter stations himself a half-block or block "up traffic" from a "cruiser" containing another staffer and police officer.

When a vehicle emitting excessive noise drives past, the staffer radios information to the cruiser. The cruiser team stops the violator.

Last year, 214 warnings, defective vehicle citations or tickets were issued, including 64 referred to court, Walsh said.

Two or three motorists sought trials, but the prosecution won all, he said.

Fines ranged from \$2 to \$35, plus court costs, depending on the severity of the violation.

In Lincoln, noise control teams went out 10 to 12 times a month for several-hour checks under the old ordinance, and have doubled their monitoring under the new one, Walsh said.

Also, they work more at night now.

By selecting areas where they think violations will occur, the teams have been effective in quieting the community, said Walsh, a member of the National Association of Noise Control Officers.

Lincoln plans to experiment with two-man teams, eliminating one health department staffer, to reduce expenses, he added.

In the Bluffs, tabulation of 1979 statistics hasn't been completed, but a spot check indicates the typical violator is about 20 years old, male, and has a vehicle with a "modified exhaust system," a hole in the muffler or tailpipe or a rusted joint linking them, Biondi said.

A sampling of Bluffs statistics found:

— May: 36½ hours of monitoring, 19 tickets issued and five warnings. Twenty-one were cars, pickup trucks or vans, two

were motorcycles and one was a large truck. Thirteen had modified exhaust systems, the rest defective systems.

— June: 7¼ hours of monitoring, seven tickets and one warning issued. Six were to cars, two to motorcycles. Five had modified exhaust systems, three were defective.

Biondi said violators were asked why they drove noisy vehicles. Among the answers: No money to make repairs. Joint rusted out. Just got car running and haven't had time to install pipe. Got new muffler, but no tailpipe yet. Plan to junk the car so don't want to spend money on it.

"I'm very pleased with the ordinance," Biondi said. "The only constraint is the lack of staff to enforce it (more often)."

"It's done on a spot-check basis, very much like radar. Motorists don't know where or when we will be there, but they think maybe we're going to get you."

Before the program started, officials showed a magistrate how the equipment works and explained it in detail, he said.

"The courts have been very supportive of us. We have almost a 100 percent conviction rate."

Some mufflers are not designed and built to control noises adequately to stay within the decibel limits, Biondi said. Some automotive repair shops have posted signs informing motorists that those mufflers won't pass inspection, Biondi said.

OMAHA, NE
WORLD HERALD
FEB 5 1980

Omaha World-Herald Editorials

Unsigned articles below are the opinion of The World-Herald

Why Not Omaha?

Two Cities Muffling Noise

While Council Bluffs and Lincoln are effectively cutting down on motor vehicle noises, Omaha's enforcement program is still dormant.

Council Bluffs, with a law patterned after Lincoln's, has been taking decibel readings and stopping noisy cars since last May. Warnings are issued and when these are not heeded, the conviction rate has been nearly 100 percent.

Lincoln's ordinance has been in effect for three years. Not a single case reaching court has been dismissed. Last fall, the ordinance was strengthened and enforcement doubled.

★

Both cities contrast sharply with Omaha whose current noise control ordinance has been on the books since 1976. It had problems from the start and police enforcement ended in 1978.

Gary Walsh, noise control supervisor in Lincoln, said Omaha's ordinance is too complicated and hard to enforce. He cited the requirement that suspected violators must be retested before citations are issued. Neither Council Bluffs nor Lincoln requires the retests.

★

Retests may or may not be the major problem for Omaha.

But if Lincoln and Council Bluffs have found a law that can help restore a measure of tranquility to their streets, then Omaha's City Council and mayor would do well to re-examine the situation.

The present Omaha law obviously is not working. It is time to try something new.

REGION VIII
COLORADO, MONTANA, NORTH DAKOTA,
SOUTH DAKOTA, UTAH, WYOMING

BOULDER, CO
CAMERA
JAN 20 1980

Dolby Name Is 'Sound of Silence'

By BILL DENSMORE

SAN FRANCISCO (AP) — It must have been a memorable sight.

Ray Dolby, in 1966, inventor, audiophile, physicist, walking the streets of New York City like a medicine-show peddler with some black boxes he said would eliminate unwanted noise from recorded music.

At age 46, Ray Dolby is now the owner of a \$13 million-a-year business. His name is synonymous with noiseless music reproduction.

"Things were really getting pretty desperate," he recalls. "The recording studios just said, 'We don't have any noise problem.'"

Now, nearly every major recording studio in the world contains a series of 1 by 6 by 7/8-inch, brushed-aluminum boxes labeled "Dolby System A-Type Noise Reduction." Inside are 520 resistors, transistors, capacitors and other things designed to remove the annoying background hiss from recorded sound.

Dolby, who grew up in Palo Alto, Calif., first tried to sell his invention in London, where he still maintains a factory. Decca Record Co. wanted to buy all the units it could. But their British competitors balked.

"I imagined that the other recording studios would be just as eager, and they weren't," Dolby recalls.

So he sent 30 letters to major U.S. record companies. Immediately, he got two telegrams back. Arriving in New York City, he sold the two firms on his idea. Others were quick to follow.

Fourteen years later, you can't walk into a stereo shop without seeing Dolby's name. In the advertising of Dolby Laboratories Inc., now based here, his name is "the sound of silence."

"Many engineers had thought about reducing noise," says Dolby. "I just thought of a particular way to solve the problem that works. It seemed to me that a problem with the old systems was that the loud sounds were being manipulated along with the quiet ones."

For years, audio engineers had sought the perfect way to eliminate tape hiss, a byproduct of magnetic recording that had plagued the music industry since the 1940s.

Various schemes had been tried. Dolby came up with a system unique in several respects.

In his system, Dolby says, everything which is done to the music before it is recorded is undone as it is played back. The result, he asserts, is a recording that mirrors the original performance more closely than other systems — with a reduction in junk noise.

Second, Dolby's system takes advantage of a peculiar aspect of human hearing. Tape hiss is a high-pitched sound in the same frequency range as cymbals.

When a piece of music with cymbals or brass is playing, the ear fails to hear hiss, Dolby reasoned. Only during quiet passages or periods of silence can the hiss be heard.

So Dolby made his system work hardest during quiet, low-frequency passages. Early systems did not take the ear's "masking effect" into account and worked too hard, quashing music along with noise.

For Dolby, devising a way to present recorded music free of hiss and unwanted noise remained a dilemma while he was obtaining a doctorate in physics at Cambridge University studying long-wave X-rays.

Then, while in India for the United Nations in 1964, Dolby hit on a way to solve the hiss problem. Years later, he holds several patents individually and his firm holds dozens.

"Inventing," he says now. "It's a skill that some people have and some people don't. But you can learn how to invent. You have to be able to identify the nature of the problem you're trying to solve and strip it down to its barest essentials."

Dolby founded Dolby Laboratories Inc. in 1965 in London. His first module for recording studios sold for about \$2,000. Dolby now makes the same thing smaller and better — for less, at about \$700.

A total of 50,000 professional units have been sold. But the biggest boon has been use of Dolby Noise Reduction in home tape recorders, bought by the millions by consumers worldwide.

"Ray views the labs as his hobby," says Bill Jasper, Dolby's vice president of finance and administration. The labs are phenomenally successful, according to Jasper, but because Dolby owns the firm and carries no debts, the balance sheets aren't public.

DENVER, CO
ROCKY MOUNTAIN NEWS
JAN 24 1980

DAVID L. ADAMS recently formed the acoustical consulting firm of David L. Adams Associates through acquisition of the Denver office of Jaffe Acoustics Inc., 1514 Blake St. Adams previously was a vice president and senior consultant for Jaffe Acoustics and was in charge of western regional operations for the firm. The new company will continue to offer consulting services in the areas of architectural acoustics, industrial noise control, electroacoustics and environmental noise assessment and abatement.

DENVER, CO
POST
FEB 1 1980

JET NOISE COMPROMISE OK'D (AP) — The House has approved a compromise bill that would relax noise-control regulations for twin-engine jet airplanes. The measure, approved 283-122 Thursday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes.

BOZEMAN, MT
CHRONICLE
FEB 3 1980

Accord reached on jet noise

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 on Thursday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes.

BUTTE, MT
MONTANA STANDARD
JAN 26 1980

Noise level under study at airport

JACKSON, Wyo. (AP) — The National Park Service has delayed a decision until March, 1981, that would effectively permit or ban 737 jet service into Jackson Hole Airport.

The Jackson Hole Airport Board has agreed to support a proposed noise abatement plan which calls for two years of monitoring noise caused by arriving and departing aircraft, but makes no mention of maximum allowable levels.

An original park service plan had set a limit of 89 decibels for takeoff and 98 decibels for approaching aircraft, which would have effectively banned the 737s.

But the park service and airport board agreed to delete any mention of limitations so other parts of the plan could be applied.

The airport is in Grand Teton National Park, and is the only airport in the country within the boundaries of a national park.

The airport board will meet with Bill Whalen, park service head, and other federal officials in Washington Monday to get federal approval.

Frontier Airlines last year asked the Federal Aviation Administration for permission to fly 737s into Jackson, which depends on tourism as its economic base.

The 737s initially would have needed a runway extension, also, but Frontier has said since then it is acquiring different engines and the 737s no longer would need the extension.

Environmentalists have lobbied against the letting jets land in the park.

In another solution attempt, Wyoming Sen. Alan Simpson currently is working on legislation to move the park boundaries to exclude the airport. The airport originally was not in the park, but a decision to expand the park several years ago included it.

CASPER, WY
STAR-TRIBUNE
JAN 27 1980

Park Service delays permit on Jackson noise abatement

JACKSON (AP) — The National Park Service has delayed a decision until March, 1981, that would effectively permit or ban 737 jet service into Jackson Hole Airport.

The Jackson Hole Airport Board Thursday agreed to support a proposed noise abatement plan for the airport, which calls for two years of monitoring noise caused by arriving and departing aircraft, but makes no mention of maximum allowable levels.

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REGION IX
ARIZONA, CALIFORNIA, HAWAII, NEVADA
AMERICAN SAMOA, GUAM, TRUST TERRITORIES
OF PACIFIC ISLANDS, WAKE ISLAND

PHOENIX, AZ
ARIZONA REPUBLIC
FEB 8 1980

Rawhide told to cut its noise

By John Leach
Republic Staff

The Rawhide Frontier Town will have to keep the amount of noise its shoot-outs and bands generate within soon-to-be-established limits.

That decision was made Thursday by the County Planning and Zoning Commission in granting the attraction north of Scottsdale permission to change its development plan.

Commission Chairman Dolores Foyle said the proposed noise standards represent an effort to resolve a year-old dispute over the shoot-outs and music, which residents of

nearby Pinnacle Peak Village say disrupts their tranquil desert surroundings.

Rawhide owner Jim Paul submitted a report from an acoustical consultant, showing the noise meets federal standards at his property line, but he agreed to build a band shell to further reduce it.

The commissioners voted unanimously to require Rawhide to meet noise standards, which they plan to establish after visiting the simulated frontier town later this month.

The commission approved allowing Paul to extend a circular race track for horses and mules, to add parking for charter buses and to move horse stalls, cook-out areas and a travel-trailer area farther from the homeowners.

These changes, as well as the noise standards, must be approved by the Maricopa County Board of Supervisors.

Rawhide is located at the corner of Scottsdale and Pinnacle Peak roads.

Paul said he would finish the band shell within 10 days and if necessary erect earthen berms, perhaps topped by masonry walls, within 90 days.

"I'll do anything I can do, even if it's unreasonable, to settle this thing," he said. "But I'm too old to have this come up again and again and again."

PHONIX, AZ
ARIZONA REPUBLIC
FEB 8 1980

Jet noises riding on high winds give shakes to Valley

A Tolleson homemaker was cleaning her house about 1 p.m. Thursday afternoon when she felt "something banging up on the roof."

Jean Chapman, 9311 W. Washington, heard a noise on the roof and a few seconds later her front door began shaking.

Mrs. Chapman said she called her mother in Glendale, who told her that her patio doors were trembling. She said a friend in Cashion told her that the doors in her house were vibrating.

Across the Valley, Herbert Goldstein, 3514 E. Larkspur, said the windows of his home shook at about 11:45 a.m.

"It was a very weird sensation," he said.

And a woman from 17th Avenue and Union Hills called police to report that she also "felt some movement" in her house.

The shakes may not have been an earthquake. Instead, they probably were the result of strong winds and fast-flying jets, accord-

ing to weather experts.

Marc Shar, assistant professor of Geoscience at the University of Arizona, said the loud, cracking noises could have been caused by high winds that carried the sound of jets into residential areas.

Equipment at his station in the Catalina Mountains recorded a "minor seismic event" about 73 miles to the north at about noon Thursday, he said.

CONTINUED

CONTINUED

"But we can't be sure it wasn't a mine blast," he said.

Senior Master Sgt. Gustav Vinas, public affairs superintendent for Luke Air Force Base, said Luke jets were flying about 50 to 80 miles west of Wickenburg on Thursday morning.

He said the "prevailing winds at that altitude, about 10,000 feet could have carried the noises to populated areas."

PHOENIX, AZ
PARADISE VALLEY NEWS PROGRESS
FEB 13 1980

Rawhide noise plan OK'd

An experiment which may end a 2-year-old feud between homeowners and the owner of the simulated Old West town Rawhide north of Scottsdale will be staged within the next 10 days.

The Maricopa County Planning and Zoning Commission approved a revised plan to expand the park Thursday, with a stipulation that owner James Paul test an outdoor band shell designed to muffle sounds which nearby homeowners claim disturb the quiet desert environment they want to preserve.

If the shell does not work, Paul agreed to construct a 12-foot-high earthen berm or masonry wall to block Rawhide noise from drifting over homes in the Pinnacle Peak subdivision, a half mile east of the park. The barrier would be built within 90 days if the shell fails.

Paul plans to expand Rawhide from 40 acres to more than 135 acres. The simulated town features Old West shootouts, dining and live entertainment.

The commission approved minor changes in the expansion plan, including enlarging a horse race track, moving outdoor cooking and entertainment areas farther away from residents and a parking lot for charter buses.

Delores Foyle, commis-

sion chairman, said the Board of Supervisors will not approve the plan unless the noise issue is resolved.

Paul's attorney, Frank Burch, said he would inform county officials Monday when the band shell will be ready to be tested. A band will be hired to perform during the sound test and listening stations will be set up to record decibel levels, he said.

Foyle said she will attend the sound test and asked that the band shell be tested at night when drifting noises can be most bothersome.

Jim Bell, a Pinnacle Peak resident, said homeowners want to stop irritating noises from drifting over their pro-

perities, but they do not oppose Rawhide.

"It's reasonable to assume that a band shell, a berm or both will do the job. But if they don't we'll be back," he said.

Commission members agreed that noise standards for Rawhide must be established or the noise controversy probably will continue, despite addition of a sound-muting band shell, earthen berm or wall.

"The big question is how much noise is reasonable," said commission member Earl de Berge. "We can't pursue a solution here unless someone defines what the outside parameters are."

SCOTTSDALE, AZ
PROGRESS
JAN 29 1980

Turn down the volume for less stress

By GEORGIA ROGERS
Progress Staff Writer

Steven Halpern would like people to learn how to turn down the noise in their lives and, by doing so, feel a greater sense of well-being.

"I'd like to make the world a more harmonious place in which to live," he said during a recent visit to Scottsdale, to speak at the ARE Clinic's holistic health symposium at the Safari Convention Center.

"We need to be more discerning and discriminating about what we listen to," he said.

Halpern describes noise pollution as "unwanted sound that is distressful to the body and mind. The human body is literally a human instrument — it resonates automatically to sound.

"It's not just sound, but the vibrations from sound that can affect you."

He hopes to help people by two means: sharing his information on sound pollution and sound health, and composing and producing records and tapes "proven to be effective in programs for stress reduction and relaxation and for other uses."

In addition to being a composer and musician, Halpern is a pioneer in the field of psychoacoustics, the study of how sound affects the body and mind. With a master's degree in the psychology of music, he has devoted his career to that field and to exploring the healing potential of music since 1969.

His book, *Tuning the Human Instrument*, presents his ideas on how to "awaken the human instrument" and thus enhance sensitivity to sound, music and self. He believes that "sound health," the effects of sound and music on human well-being, should begin in the home.

"Sound health means paying attention to wellness and all the things good health means through sound," he said.

Halpern suggests turning down the volume on television sets and radios at home, and that individuals not be embarrassed or afraid to speak to neighbors if loud music or other noise coming from their homes is bothersome.

"I recommend speaking up for your sound rights," Halpern said, adding that insulation and heavy drapes also can help to keep unwanted sound from entering one's home.

He recommended that people choose appliances that run as quietly as possible, since the noise that comes from refrigerators and other household fixtures can affect the mind and body just as very loud noises can. A refrigerator's noise can be lessened by putting it on sound absorbant material, he said.

Halpern keeps his refrigerator on a porch he built especially for it outside his house, because he doesn't like the noise it makes.

His studies have involved physics and biology, as well as music. He said research has shown that excessive noise not only causes fatigue, irritability and hearing loss, but also various forms of hypertension, cardiovascular disease and ulcers.

And the noise situation in the world isn't getting any better.

"People have not thought the noise level was important and that's why it's gotten higher."

Referring to his work, Halpern said: "I've always been magnetically attracted to music and wanted to work with the healing and healthful uses of music."

He began looking for music that would relax, that would not be "stressful" like "hard rock," disco and even some classical compositions. But he couldn't find anything to fill that order.

So Halpern started making his own kind of music.

"I compose, record and produce music designed to tune the human instrument," he said, and describes his "New Age" compositions as "more free-flowing and gentle, without the structure we associate with music."

"This music doesn't obey the ordained laws of classical composition or the 'rock formula.' There is no steady beat or hummable melody, but there is a lot of beauty in my music. It's music that comes from a different place."

With his business based in Belmont, Calif., Halpern has produced a series of recordings called "The Anti-Frantic Alternative," designed to relax the listener. One of his recordings, "Spectrum Suite," is played daily in many hospitals, waiting rooms and homes throughout the country.

Halpern also has studied the effects that color can have on the mind and body, and believes that "it has a powerful effect on the way we feel."

The colors in our environment either can be "energy draining or energy serving," he said, adding that the effect a certain color will have varies from one person to the next.

Halpern noted that the bright colors used for the interiors of many fast-food establishments can make a person feel uncomfortable on a subconscious level.

"You feel like you want to get out (of the place) quickly — that's why they call it fast food," he said, laughing.

Thus, the sounds and colors in our environment either can be harmful or healthful. And what kind of world we live in is, to a great extent, up to each of us.

As Halpern says: "Feeling good is really what it's about."

TUCSON, AZ
STAR
FEB 8 1980

Too much joyful noise unto the Lord

"I have to make my stand on my convictions," says the Rev. Archie Hopkins, pastor of the Greater Solid Rock Church of God in Christ. "The judge upholds the law of the land. I uphold the laws of God."

And so, Hopkins said, he will not comply with a county-court order to put a lid on the noise level of his church services in Portland, Ore. The decibels come from amplified voices and organ music, a full set of drums, a saxophone, tambourine and electric guitar.

The church has been involved in a dispute with neighborhood residents for four years.

ALAMEDA, CA
TIMES-STAR
JAN 29 1980

Noisier skies expected for NAS neighbors

Alameda residents may hear more noise than usual from aircraft landings at the Naval Air Station during the next two or three weeks.

Runway 31, which is usually approached over water, will be closed for routine repairs and maintenance, so all air traffic will be using Runway 25, which is usually approached over land.

Runway 31 is the north-south runway, while Runway 25 extends east and west. Runway 25 has been the focus of a recent dispute over plans by the Port of Oakland to develop a world trade center across the estuary near Jack London Square. NAS officials are asking that the project's height and occupancy limits be lowered, since it lies directly beneath the usual approach path to Runway 25.

Maintenance will begin today and continue for at least two weeks. The work could go on longer than that if the weather is bad.

All takeoffs will also be from Runway 25, but these will continue to be over water.

In 1979 there were 75,000 total flight operations at NAS, according to NAS Public Information Office Chuck Rainey. These included takeoffs, landings and "touch and go" training flights in which the planes do not actually land.

About 19,000 flight operations occur on Runway 25 annually. Fewer than 1,000 of these involve an approach over Webster Street, while the vast majority fly straight in over the estuary.

Freeway noise batters El Cerro residents

Homeowners appeal for backing

BUENA PARK — A nightmare of noise continues for homeowners along El Cerro Drive, whose rear yards abut the Artesia Freeway.

It's a bad dream that has been going on as far back as 1972, when the residents first started all kinds of protests with the city.

According to Mrs. Grace Hodnett, 7281 El Cerro Drive, the problem is now worse with more traffic than ever, and during the peak traffic periods, the "sound can drive you out of your mind."

The homes along El Cerro between Western and Knott avenues are on the same level as the freeway.

The residents, this week, again carried the battle to city hall, noting that sound walls had been constructed in many other cities, but not in Buena Park. "They have walls along the freeway in Cerritos and now they're planning some in Anaheim.

The elected officials ordered City Engineer Joe O'Neil to prepare a report on the problem, possible solutions, funding and other issues. A report is expected back to the council at the second

regular meeting in February.

Both Mayor Don Griffin and Councilman Stan Meyer took exception to the charge that the city had not made any effort, explaining that the freeways are responsibility of the California Transportation Department (Caltrans). They also pointed out that the county had been receiving an unfair share of state highway funding. There is movement underway to form a new state highway division serving only Orange County.

Mrs. Hodnett, in her latest campaign, has written letters to Caltrans, Governor Jerry Brown, State Assemblyman Chester Wray and State Senator Paul Carpenter.

Carpenter, in a letter to Mrs. Hodnett, said Caltrans is now involved in planning for sound walls for a section of the freeway near Pendleton School near Stanton Avenue, but none for residential areas in the city.

He said schools, hospitals and like institutions will receive sound-wall benefits first in areas where noise levels warrant it, even if they were built after the freeway

was in place.

He said residential areas developed after the freeway route was set are second in priority for sound protection behind residential areas that existed prior to the freeways.

Carpenter said he is supporting Assembly Bill 663 which would require the transportation needs of Orange County be considered as distinct from the Los Angeles District.

Buena Park Councilman Lester Reese told homeowners at Monday's meeting that some walls, like in Cerritos, were built by developers. He also said there was a new program allowing cities to build the walls and later seek reimbursement from the state.

City Engineer Joe O'Neil said that in order to be funded through the process set up by the state and Orange County Transportation Commission, a project must be first approved by the city, then it must be submitted to the commission for approval. Based on the project's merits, it then competes with other projects on a county-wide basis. The project ultimately must be approved by the state.

BURBANK, CA
REVIEW
JAN 17 1980

Noise expert contests results of testing

A Hughes Airwest noise expert testified Wednesday that Burbank Airport's noise test results were not sufficiently accurate to predict noise levels.

As the court battle between the airport and Hughes over increased noise levels at the facility draws to a finish, both parties are questioning the validity of each other's noise reports.

Hughes noise expert Robert Chapkis said there are large differences in the current noise levels at the airport depending on whose monitoring program is used.

The airport uses a computer program called "Noise Maps" designed by Bolt, Beranek and Newman, the firm hired to do

the facility's noise testing. Hughes' noise reports are done through a Federal Aviation Administration (FAA) program called "Integrated Noise Monitoring" (INM).

Burbank Airport attorney Lee Blackman proceeded to point out to the court that Hughes' reports took into account the entire noise contour surrounding the airport whereas, the airport's reports were calculated only for the noise impacted area immediately affected by increased noise levels.

He said Hughes' contention that there is only a one percent change in the entire noise impact boundary would greatly increase if the tests zeroed in on the noise impacted area.

BURBANK, CA
REVIEW
JAN 25 1980

Parents want runway closed

By BETH ANN JOHNSON

Flights arriving on the main (north/south) runway at Burbank Airport during school hours may cease in the future if some Sun Valley parents get their wish.

Glenwood Elementary School, located 300 yards from the facility, is headed for closure due to noise and safety hazards from the airport unless an alternate solution is found.

A special task force, representing parents, school officials and the community, met Thursday with Los Angeles School Superintendent William Johnston in an effort to eliminate landings on the north/south runway while children are in school.

"It was a fine, productive meeting," said Supt. Johnston. "There was a good attitude among the people and motivated exchanges."

The meeting resulted in the formation of a subcommittee

comprised of the superintendent, Stephanie Corona, Glenwood PTA president, Janet Carter, PTA member, Lucy Fortney, a faculty member, Ted Kimbrough, director of school planning and Ron Apperson, deputy city attorney.

Proceeding full speed ahead, the sub-committee is scheduled to meet Monday with a Federal Aviation Administration (FAA) official. It will meet Tuesday with William Rudell, airport authority president and Viggo Butler, director of airport services.

The task force will reconvene on Wednesday to discuss its progress.

Supt. Johnston said he will contact the FAA himself when he is in Washington D.C. Wednesday.

Meanwhile, the Los Angeles Board of Education is continuing to pursue the matter. President Roberta Weintraub hopes to have a concrete solution when the school board meets Feb. 4.

BURBANK, CA
REVIEW
JAN 30 1980

Noisy school not their problem, FAA, airport say

By BETH ANN JOHNSON

Federal Aviation Administration officials and the Burbank Airport Authority are apparently refusing responsibility for noise and safety Glenwood Elementary School.

A committee comprised of Glenwood PTA members, a faculty member, and Los Angeles school board officials met Monday with FAA Regional Director W.R. Frehse and staff representatives. The same group met Tuesday with William Rudell, airport authority president and Viggo Butler, director of airport services.

"Not much headway was made," said Ted Kim-

brough, director of school planning. "The FAA said the airport is safe and is operating according to FAA standards."

Kimbrough said the FAA did acknowledge a noise problem but claimed this was the responsibility of the airport commission.

The only aggressive step taken by the FAA will be to order all air carriers to use a direct flight path on the north/south runway taking the planes between Roscoe Elementary School and Glenwood.

Kimbrough said the FAA said it could not change the flight patterns at the airport to the east/west runway without first doing an Environmental Impact Report

The EIR could not be done until ongoing noise studies being conducted by the school board and the airport authority are concluded.

Kimbrough called the meeting with airport officials a replay of the meeting with the FAA.

Rudell claimed the airport is safe and if the school district is concerned with noise, it's up to them to do something about it. He pointed out that the airport existed prior to the building of Glenwood.

The committee was asking that flights arriving on the main (north/south) runway during school hours be eliminated as an alternative to closing the Sun Valley school.

BURBANK, CA
REVIEW
JAN 31 1980

Parents press noise fight

Sun Valley parents are continuing their fight against noise and safety problems caused by the Burbank Airport.

Glenwood Elementary School's special task force, consisting of PTA members and concerned parents, will once again go before the Los Angeles Board of Education at its regular meeting Monday.

Reports of the committee's meetings earlier this week with the Federal Aviation Administration regional director and the airport authority president will be presented to the school board.

The task force was hoping to eliminate flights arriving on the north/south runway during school hours but FAA officials said flights could not be rescheduled to the east/west runway without disturbing an already noise impacted area. The FAA, however, offered to issue notices to all air carriers to fly direct flights on the main runway to help alleviate some of the noise.

Alternate solutions to closing Glenwood are being investigated by the task force, as well as the school board.

BURBANK, CA
REVIEW
FEB 8 1980

Airport wins (for now) Hughes case

By BETH ANN JOHNSON

A Burbank Superior Court judge has ruled against Hughes Aircraft and in favor of the Burbank Airport Authority in the court battle over noise regulations.

Judge Thomas C. Murphy's decision Thursday delegates the ultimate power and responsibility of regulating airport noise to the local airport proprietor.

The ruling is expected to have a national impact on the airline industry and eventually end up in the U.S. Supreme Court.

The authority's noise rule, which requires airlines to obtain permission before adding new flights to their schedules and to demonstrate the new schedule would not result in added noise around the airport, was upheld by Murphy.

Hughes, which was sued for failing to comply with the airport's noise rule, alleged the regulation was both unreasonable and illegal. It also argued limiting flights violates federal airline regulations as well as interstate commerce provisions of the U.S. Constitution.

Murphy ruled the authority must exercise some reasonable control otherwise it would be faced with closing the facility, and/or insisting that the Federal Aviation Administration (FAA) take over and promulgate its own rules, all to the great detriment of the community and the aviation industry in general.

The airport authority is required under both state laws and conditions set out by the FAA in a federal grant agreement not to allow any noise increase around the airport. The \$35 million in federal funds enabled the airport authority to purchase the facility from Lockheed Corporation.

Murphy said the noise rule and its amendments have not been preempted by the federal government but rather the federal government has delegated the authority to the supervision of the noise rule under the agreement and by virtue of the environmental act.

He added the rule may be an incidental burden on interstate commerce but is not outweighed by the concern of the authority for liability of damages. Murphy said the restrictions are reasonable and nondiscriminatory.

Hughes, which increased its total flights from 134 to 196 per week on March 15, will have 120 days from when the judgment becomes final, to either decrease its schedule so it will not exceed the schedule effective for the week prior to March 10 or to submit and satisfactorily prove to the authority that the increase will not violate the noise rule.

Airport attorney Lee Blackman is expected to present the findings of fact and conclusions of law within 30 days.

"We're quite disappointed," said Hughes attorney Rex Heinke. "We feel the decision is wrong. That's why we're going to appeal it."

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Murphy had indicated several times during the seven-day trial his belief that the case would eventually end up in the U.S. Supreme Court.

Blackman said he feels confident that the appellate court will uphold the decision. He said this is a unique case because Burbank Airport is the only airport in the country with a grant agreement. Black-

man pointed out the other lawsuits involving local airports do not include the FAA.

Airport authority president William Rudell said he was "very delighted" with the judge's decision.

"The noise rule is the only reasonable approach to meet our commitment to the federal government," said Rudell. "We have full authority now but Hughes is certainly going to appeal.

But it's for the best interest of everyone that we get the highest court's advice."

So in less than seven months, the court has arrived at what is considered an historic decision establishing airport operator's control.

"You can't disassociate aircraft and noise," said Murphy. "We have to have some compromises until technology can come up with a silent aircraft."

CARLSBAD, CA
JOURNAL
JAN 26 1980

Committee won't block expansion of airport

Efforts to delay construction of a second runway at Palomar Airport until a comprehensive noise study can be conducted suffered a blow this week when the county Noise Control Hearing Board failed to support the recommendation.

When the Palomar Airport Advisory Committee voted last December to recommend to the county Board of Supervisors to delay pursuing plans to expand the airport, it appeared to have the support of the county Noise Control Hearing Board.

Peter Frank, chairman of the noise board, attended the meeting and indicated his board probably would back up the committee with a similar recommendation to the supervisors.

"Although we are cognizant of the advantages of an independent and external (aircraft noise) study, for reasons of credibility we recognize the cost would impose an excessive financial burden on the county," said Frank.

Linda Foerst, county noise expert, has estimated a comprehensive study of aircraft noise at Palomar could cost as much as \$100,000. A scaled-down study designed to update previous reports would cost substantially less, but some committee members are concerned it would not give an accurate reflection of the problem.

The noise board recommended

the county proceed with paperwork necessary to begin construction of a second runway at Palomar. However the board added a provision the runway will not be built if an in-house noise study reveals there is a "serious or unacceptable" noise problem.

The board included the following five suggestions in a memo forwarded to the supervisors.

- Noise caused by aircraft at Palomar should be monitored by county personnel.

- An independent consultant should be retained to compute community noise contours and evaluate the community noise impact.

- A detailed study should be conducted to report on single event noise occurrences.

- Comparisons of the noise impact caused by a single runway versus two runways should be included in the study.

- County staff members collecting data should work closely with the noise board's experts and submit progress reports as requested.

The noise board's position came as no surprise because earlier this month the Palomar advisory committee also shied away from asking the supervisors to wait. Reg Wood, committee chairman, said Supervisor Paul Eckert's reminder that airport expansion was not within the committee's scope of responsibility stopped him from forwarding the recommendation.

Noisy boats main problem at lagoon

Recent accidents on Agua Hedionda Lagoon have sensitized the city to safety concerns, but noisy boats continue to be the overriding problem on the lagoon, according to nearby residents.

Monday night representatives of Bristol Cove, a waterfront development, used a public hearing on an Agua Hedionda Lagoon study as a springboard to complain of loud engine noise made by inconsiderate boaters. Council members said it has been a chronic problem.

One resident of Cove Drive said he has called the Police Department repeatedly about noisy boats that race down the lagoon and sometimes come within 50 feet of his home. He said he was dissatisfied at excuses from officers who said the noise monitoring equipment did not work or had not been purchased.

Jim Hearn of 4513 Cove Drive said he has also frequently telephoned the police about the noise.

"The last time was on Super Bowl Sunday," said Hearn. "I think you will agree that anybody who has had the Super Bowl drowned out by some yo-yo in a power boat is justified in complaining."

In recent years the lagoon has been patrolled during the summer months by a police officer in a patrol boat. Mike Donnelly, who patrolled last summer, was hampered because the patrol boat was out of commission more often than not.

He said his duties included distributing boating safety information and enforcing state and city regulations. He said although he has asked boaters who persist in violating rules to leave the lagoon, he has never issued a misdemeanor citation.

Richard Baugh, Carlsbad's interim police chief, said the department recognized it had not done a good job policing the lagoon. He asked for direction from the council about the type of enforcement it wanted.

"Our officers got the idea they were supposed to be more of a Smokey Bear type officer on the lagoon," Baugh told the council.

Vice Mayor Anthony Skotnicki suggested the city designate a reserve officer to monitor the lagoon rather than a police officer.

"Assigning a fully trained policeman to piddle around with noisy boats is a waste of talent," said Skotnicki.

The remaining council members favored allowing the Police Department to continue. As an extra enforcement tool, the council voted to require all boaters except those using row boats to obtain a permit before using the lagoon. Enforcement officers then could temporarily revoke permits held by boaters who broke regulations.

The permits would be tied directly to user fees paid by boaters for lagoon upkeep. Parks and Recreation Department staffers estimated it would cost \$11,140 for annual maintenance and patrol of Agua Hedionda Lagoon. Mayor Ron Packard suggested any amount collected above these costs could be placed in a reserve fund earmarked for dredging the lagoon off sill.

Fee amounts were not determined, although several recommendations were made. The Parks and Recreation Department was directed to investigate the matter further.

The council voted to limit the number of boats admitted to the lagoon through Snug Harbor to a maximum of 80 boats at any given

time. Despite objections voiced by Skotnicki, non-power boats will be limited to lagoon use on weekdays during the busy summer season from May through October.

Skotnicki pointed out power boats were responsible for the noise problem and yet the quiet boats were the ones restricted by the council.

"It's perfectly okay with me to prohibit power boats to solve the problem, but if we do allow them, we should regulate them adequately," said Skotnicki. "Are we so impotent here that we can't enforce the right of property owners to peace and quiet?"

Harold Clark of Alta Mira told the council he favored restricting the use of power boats in favor of sailboats because it would conserve energy, would be better for the environment, and would save the city from paying for expensive dredging. He also suggested the I-5 bridge over Agua Hedionda be raised to permit sailboats to move freely between the inner and middle lagoon.

Councilwoman Mary Casler said she shared Skotnicki's concern about noise and enforcement, but said she was willing to give these measures a one-year trial period.

"If the problem still isn't solved, I would favor limiting it to sail boats and row boats," said Casler.

Lewis argued that restricting power boating would undermine an important and unique recreational use enjoyed by many residents and non-residents.

Use of the lagoon by a mixture of different types of boats has caused problems in the past. Mixed use was cited in a \$1 million lawsuit recently filed against the city by a man who was injured in a lagoon boating accident last autumn. The council considered a variety of

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different traffic patterns designed to separate water skiers and other types of traffic, but finally referred the matter back to staff for more information.

To protect the city from further liability, the council voted to require all power boat users to obtain a \$300,000 liability insurance policy naming the city as additionally insured.

CONCORD, CA
TRANSCRIPT
JAN 17 1980

Buchanan's top man has his feet firmly on ground

By AL BREVILY

Transcript Staff Writer

Don Flynn stood in the rain-washed runway at Buchanan Fields and as a departing prop jet roared in the cloudy sky above, he explained what it's like to run the 2nd busiest airport in the country.

"You have to understand that the airport is a public facility and that the users of the airfield have free and open access to the airfield," he said.

On the other hand, the operation of the airport has to take into consideration its neighbors." In 1978, Flynn's fiscal year as airport manager, aircraft took off or landed a total of 261,729 times at the Concord airport. That made it the fifth busiest airfield in the Bay Area, ranked above San Francisco International and below San Jose Municipal, Oakland International, San Jose Red Hill View and Hayward Airport.

The volume of traffic at Buchanan Fields is just one of Flynn's concerns. In general, his responsibilities involve everything but the regulations pertaining to the actual flying of the airplane. "California is very aviation oriented," Flynn said, in explanation of the airport's success. Its popularity is creditable, Flynn said, to the key location and favorable weather conditions at the site.

Private air travel at the businessman's convenience has replaced the long delays suffered at airport and rental car stations. And flying has become in itself a form of recreation.

During the summer months, when weekend fliers take to the sky in droves, more than 200 planes take off and land from the airport in a single hour.

Flynn has studied the pilots and passengers on these flights and they are as diverse as the planes they fly in and out of the airport.

There is the retired couple who board their plane at an airstrip near their home in the Sierra foothills and travel a little over an hour to visit their grand children in the Concord area.

The student pilot who must charter enough practice hours in order to obtain a flying license from the Federal Aviation Administration uses Buchanan Field for flight training purposes.

In fact, much "touch and go" operations account for about half of Buchanan's takeoffs and landings.

And then there are the local patients who require air ambulance services. To insure speedy transportation between distant medical centers patients combine the use of an ambulance and airplane.

Businessmen fly in and out of Buchanan Fields on a daily basis, Flynn said, creating a sharp rise in the number of people who use the airport for corporate purposes.

"The oil companies use this airport much the same as an air carrier would use a major airport," he said.

"If the airport weren't here, it's conceivable that there would be less interest in the suburbs," Flynn said.

By making it convenient for executives to visit the area, companies avoid the problems created by an investment in a less accessible site.

In fact, even the federal government has used the local airport — to fly two members of President Carter's Cabinet to this area on a bush-bush mission last year.

Seated in an office dominated by large aerial photographs which illustrate the history of the airfield, Flynn was anxious to point out that the airport is not a burden on the taxpayer.

"It pays its own way," he said, adding that the total income generated from airport enterprises was \$379,350 in fiscal year 1978-79.

Not only do the 500 plane-owners who park their planes on the airstrip pay a fee, but additional money is collected from fuel flowage, landing, office space, car rental and hotel fees.

Tax on airplanes alone generated \$122,000 in 1977-78, the money split between the county and the Mt. Diablo Unified School District.

Flynn, 48, is an expert in accounting for the financial gains involved in running a busy, general aviation commuter airport.

He is not, however, a flier.

Flynn does not know how to fly a plane. Takeoffs and landings are of concern only to the three people who sit far above the 127-acre airfield in the orange control tower, talking people down from the clouds and up to the heavens from 7 a. m. until 11 p.m. every day of the year.

Flynn is an administrator; he has worked in New York City in the planning of airport facilities for American and Eastern Airlines and came to Buchanan Fields from the Port of Oakland Airport, where he was Director of Airport Planning.

His office, not surprisingly, bears his profession. It is decorated with the models of an aviation buff, including a polished glass plane resembling the "Fifty Hawk" and a shiny model on which silver planes are propelled in circles by the wind.

But perhaps the most noticeable office display is the photograph of the county which has attached to it red, yellow, blue and green dots illustrating citizens' complaints registered with the airport.

"The things that flow from" the relationship between the airport users and the community "are endless," Flynn said.

Complaints generally fall into two categories, low flying planes and noisy ones. Flynn did not discount the gentleness of these complaints, but said that the protests were the result of "a single event, and not the continued use of the airport that was the problem."

The thing that was not of issue, he said, was airport safety.

Although sometimes a plane will land with a warning light flashing ominously, Flynn and his associates could not recall a fatal crash occurring in the past 11 years at the Concord airport.

"Airport safety is not the existing issue," he said. "It's a phenomenon that accompanies the responsibility of operating any vehicle."

But in order to transfer some of the air traffic at Buchanan Fields to another site, Flynn said that a plan to build another airport used mainly for training procedures was now being discussed. That airport would be located farther from the present community which has developed at all corners of the Concord airport.

Flynn is also considering the future of 19 acres of undeveloped airport property, some of which may be used for office space and additional airplane parking facilities.

And in his spare time, Flynn may even learn to fly.

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Buchanan's S.F. commuter to be resumed

The resumption of commuter airline service between Buchanan Field and San Francisco Airport has been given temporary approval by the Board of Supervisors.

Tuesday the supervisors approved a 60-day permit with Western Star Airlines of Santa Rosa to start up the service, although its starting date has been set.

According to Buchanan airport manager Donald Flynn, the company is so new, it has not even received the necessary operating permits from state and federal aviation agencies.

"This is the company looking at new markets and we're trying to get Buchanan in at the beginning," Flynn said explaining why he asked for interim board approval before the company has even gotten off the ground. "All we want to do is be responsive to a fledgling airline that would provide needed service."

Buchanan has been without this service since last June when its previous carrier, Westair Commuter Airlines, Inc., left, claiming the route was not profitable.

Flynn said Western Star currently owns two light twin-engine piston aircraft that hold up to nine passengers each.

Although no fee rates or flight schedule had been decided, he said they had been talking about four flights a day

COSTA MESA, CA
ORANGE COAST PILOT
JAN 17 1980

Airport Site List Narrows

By JOANNE REYNOLDS
Of the Daily Press Staff

A recommendation on where Southern California's next major airport should be built came a step closer Wednesday when a committee of regional planners narrowed the list to two sites — one offshore and another in Bell Canyon in Orange County.

The action came Wednesday at the airport site selection committee meeting of the Southern California Association of Governments (SCAG).

Committee members will meet again in two weeks to finalize their recommendation which will be forwarded to SCAG's executive committee for public hearings.

The committee's primary choice appears to be a site which would be five miles offshore outside the breakwater for the Los Angeles-Long Beach harbor.

While committee members concede that at \$2.5 billion it would be more expensive to build than any other proposed site, they say the long-term costs would be lower than other land sites because there would be little or no residential noise impact. Noise lawsuits have plagued nearly all of the commercial aviation airports in Southern California.

The Bell Canyon site in southeast Orange County, was dropped from consideration this summer because of problems related to Federal Aviation Administration regulations about takeoffs and landings in hilly areas.

But those regulations have changed and the site is back in contention. Committee members ordered an immediate study of access, weather and noise conditions at the site east of Mission Viejo.

But Orange County Supervisor Thomas Riley said today he's

long felt the offshore airport "is the only way to go."

In addition to the noise and traffic problems that plague land sites, Riley pointed out that an airport of the size contemplated would require a minimum of 10,000 acres for support facilities as well as runways and terminal.

He said he doubts Bell Canyon could provide that kind of space.

Mayor Paul Ryckoff of Newport Beach said he is more concerned about the existing airport problems than with a facility that experts say won't be built until after the turn of the century.

"Our reaction (to the committee's choices) is contingent on what is done in the interim as a stopgap measure," he said.

Ryckoff indicated he is more concerned with getting air passengers to use Ontario International Airport than with a "project that is so big and off in the indefinite future."

Newport Beach city officials have joined with county officials in pushing Ontario to ease air passenger demand at John Wayne Airport in an effort to reduce the airport's noise impact on Newport residents.

COSTA MESA, CA
ORANGE COAST PILOT
FEB 2 1980

Airport Noise Bill To Carter

A much-amended bill establishing federal airport noise standards passed the U.S. House and Senate Thursday and has been sent to President Carter for his signature an aide to Rep. Robert Badham, R-Newport Beach, said Friday.

Aide Howard Seelye said the Orange County delegation in the House — Badham and Reps. William Dannemeyer, R-Orange; Jerry Patterson, D-Santa Ana, and Dan Lungren, R-Long Beach, — all voted against the bill.

He said Badham objected that the bill looked good on paper but wasn't strong enough.

The bill, HR 2440, authored by Glenn Anderson, D-San Pedro, started as a simple airport development funding bill but carried a controversial amend-

ment, Seelye said.

After about a month of tinkering by members of both houses, it was approved by a vote of 285-122 in the House and by a voice vote in the Senate, Seelye said.

The bill brings two and three-engine jets under federal noise standards on a timetable.

In phase one, Seelye said, airlines with a fleet of three-engine jets must have 50 percent compliance with the standards by the end of '81.

Also, firms with two-engine jets seating 100 or more people will have to have 25 percent of the fleet in compliance by then. In both cases, postponements are permitted if quieter jets are on order.

Under phase two, the entire fleets must comply with the standards by 1985.

Fleets with two-engine jets

seating fewer than 100 people must meet the standards by 1988, Seelye said.

Lungren earlier tabbed the bill the "Boeing ball-out" because, he said, its purpose is to encourage airlines to buy new, quieter jets such as DC-9 super 80s and Boeing 757s.

The measure, which would affect an estimated 4 percent of the planes at John Wayne Airport, has been backed by county officials.

However, it has been opposed by Newport Beach officials, who said it would allow commercial jets at the county airport to make more noise than state law allows.

Newport Beach officials, whose city lies under the takeoff and landing pattern of many flights, have been fighting for several years for stronger noise restrictions.

CULVER CITY, CA
HAWTHORNE PRESS-TRIBUNE
LAWNDALE TRIBUNE
FEB 7 1980

LOS ANGELES AIRPORT COMMISSIONERS approved two major construction contracts at their meeting this week. Dyno Construction, Inc. turned in the lowest bid among nine contractors for the building of a \$491,425 sound barrier to be constructed along the south side of 88th Street West of Emerson Avenue.

A second contract for the extension of two airport taxiways was awarded to low-bidder Oberg Construction Corporation for about \$2.44 million. Taxiways J and K at the south end of the airport will be extended 900 feet west and a connecting taxiway will be built between them.

CULVER CITY, CA
INGLEWOOD NEWS
JAN 17 1980

Airport board supports pending noise legislation

The Los Angeles Board of Airport Commissioners unanimously voted Monday to support compromise legislation now pending in Congress which would weaken existing airport noise regulations.

H.R. 2440, scheduled for a vote in the House of Representatives and the Senate Jan. 23, would postpone the installation of muffler equipment (retrofitting) on certain jets beyond mid-1980's deadlines.

In supporting the positive recommendation of L.A. Department of Airports General Manager Clifton Moore, airport commissioners said the bill, in its present form, is vastly superior to the bill which emerged from the House and Senate more than a month ago.

In order to reconcile differences between versions of the legislation passed in the Senate and the House, a conference committee made up of members from both sides of the Hill worked out a number of significant compromises.

Instead of exempting two- and three-engine jets from 1985 deadlines on retrofitting, as the original bill would have done, it allows two-engine jets which carry less than 100 passengers to operate with old equipment until 1988. Two engine jets with

more than 100 seats must be retrofitted by 1985 instead of the previously agreed upon 1983 deadline.

As regards three-engine planes, the bill would permit an airline to delay for two years the retrofitting of an already operational three-engine jet for each three-engine aircraft it has a contract to buy before Jan. 1, 1983.

Standards for four-engine jets would not be changed, leaving intact the 1985 compliance date, but U.S. Transportation Secretary Neil Goldschmidt already has authority to waive compliance on an individual basis.

"This bill is the most reasonable compromise we could have hoped would come out of this," Clifton Moore said. "I recognize its not perfect. I recognize some communities like Inglewood out here will continue to oppose it."

Moore predicted that the bill would be passed by Congress, and with the support of Goldschmidt, would be signed into law by President Carter. Goldschmidt originally opposed the bill but was won over by the compromises elicited in the conference committee.

Opposition to the bill continues to mount locally. A petition drive conducted by Inglewood Mayor Lee Weinstein has gathered more than 1,000 signatures urging President Carter to veto the legislation should it pass Congress.

Passage by Congress is not yet guaranteed. In a preliminary move to bring the matter before the House just before the Christmas recess, the vote was so close, 195-192, that supporters of the bill elected to hold off on a final vote until more support could be gathered.

CULVER CITY, CA
WESTCHESTER NEWS
JAN 17 1980

Disputed disco seeks to open bar next door

A standard preliminary investigation by the Alcoholic Beverage Control Department into a request by the owner of a controversial disco-restaurant in the Manchester Square area to expand his liquor license to include the closed up bar next door is expected to be completed in early February.

Artemas Ward, ABC district administrator, said that once the investigation is completed and

community input assessed, he will make a recommendation to his superiors whether to approve or disapprove the action.

Residents in the area have been protesting for more than two months activities in the

neighborhood they say are caused by patrons of the disco at Century and Aviation boulevards. These alleged activities include illegal parking on residential streets, excessive littering, and loud late night noise.

They also opposed efforts by a second party to obtain a liquor license to open the bar next door to the disco at 5601 W. Century Blvd.

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According to Michael Parris, organizer of a meeting in November which attracted 117 persons concerned about developments at the corner, community concerns are twofold. First, they want police enforcement of violations emanating from the disco and, second, they want the ABC to deny anyone liquor license approval to operate the bar next door.

Parris said he had talked with an attorney representing the disco in December who reassured him some form of compromise could be worked out in January when the attorney returned from a trip to San Francisco.

Instead of receiving a call from the attorney, Parris said, he received a call from the ABC notifying him that the disco was seeking to extend its own liquor

license to the bar.

Parris did acknowledge that since original contact had been made with the disco owners, guards had been hired by the owners to direct customers to a parking lot on Aviation recently leased for bar traffic.

But Parris said he "didn't see any improvement" in the situation and would continue his efforts.

After preliminary investigation of the liquor license application is completed, Ward's recommendation will be sent to the department director in Sacramento. If the license is denied, or protested for "legal cause of action" a public hearing is held, Ward said.

The director decides if such a hearing is warranted, but the district administrator carries "a lot of weight" in these situations, Ward said.

CULVER CITY, CA
WESTCHESTER NEWS
JAN 17 1980

Would weaken existing law

Airport board backs noise bill

The Los Angeles Board of Airport Commissioners unanimously voted Monday to support compromise legislation now pending in Congress which would weaken existing airport noise regulations.

H.R. 2440, scheduled for a vote of the House of Representatives and the Senate Jan. 23., would postpone the installation of muffler equipment (retrofitting) on certain jets beyond mid-1980's deadlines.

In supporting the positive recommendation of L.A. Department of Airports General Manager Clifton Moore, airport

commissioners said the bill, in its present form, is vastly superior to the bill which emerged from the House and Senate more than a month ago.

In order to reconcile differences between versions of the legislation passed in the Senate and the House, a conference committee made up of members from both sides of the Hill worked out a number of significant compromises.

Instead of exempting two- and three-engine jets from 1985 deadlines on retrofitting, as the original bill would have done, it allows two-engine jets which

carry less than 100 passengers to operate with old equipment until 1988. Two engine jets with more than 100 seats must be retrofitted by 1985 instead of the previously agreed upon 1983 deadline.

As regards three-engine planes, the bill would permit an airline to delay for two years the retrofitting of an already operational three-engine jet for each three-engine aircraft it has a contract to buy before Jan. 1, 1983.

Standards for four-engine jets would not be changed, leaving intact the 1985 compliance date, but U.S. Transportation

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Secretary Neil Goldschmidt already has authority to waive compliance on an individual basis.

"This bill is the most reasonable compromise we could have hoped would come out of this," Clifton Moore said. "I recognize it's not perfect. I recognize some communities like Inglewood out here will continue to oppose it."

Moore predicted that the bill would be passed by Congress,

and with the support of Goldschmidt, would be signed into law by President Carter. Goldschmidt originally opposed the bill but was won over by the compromises elicited in the conference committee.

Opposition to the bill continues to mount locally. A petition drive conducted by Inglewood Mayor Lee Weinstein has gathered more than 1,000 signatures urging President Carter to veto the legislation should it pass Congress.

CULVER CITY, CA
WESTCHESTER NEWS
FEB 7 1980

House passes weaker standards for jet noise

Opponents and supporters of a measure recently passed by the House of Representatives reducing existing jet noise standards disagree on the effects the law would have on residents living around Los Angeles International Airport.

Congressman Julian Dixon, D-28th District, said H.R. 2440, passed by the House 285 to 119, would affect an estimated 40 to 50 percent of the total fleet at LAX. He called the bill a "set-back to the 290,000 residents who have their work, school and play activities disrupted, and their health and property values threatened" as a result of noise from the airport.

The bill, which faces almost certain passage in the Senate and approval by President Carter, would delay compliance schedules with existing Federal Aviation Administration noise standards mandating the

retrofitting of jets with muffler equipment.

Two-engine jets would be allowed an additional two to five years for compliance, depending on the size of the aircraft. In addition, three-engine jets would be allowed to fly beyond the present deadline if an airline ordered a new, quieter replacement aircraft prior to 1983.

A spokesman for the Los Angeles Department of Airports, Cal Egerton, agreed with Dixon that 40 to 50 percent of the LAX fleet would indeed be affected by the bill, but only because the measure "confirms existing federal noise regulations with a few exceptions."

Egerton said the technical nature of the subject, and the bill, made it nearly impossible to gauge the actual effect on noise levels around the airport.

The largest effect, he said, would be on three-engine 727

aircraft where the extension goes from 1983 to 1985. "That may affect a large part of the fleet for a limited time period," Egerton said.

The only other potentially affected planes, he maintained, would be two-engine jets with less than 100 seats and only "two or three of those fly out of LAX per day."

Opposition to the controversial measure appeared to be strong enough to scuttle it when it first emerged from a conference committee of House and Senate representatives who had reached agreement on a compromise between the two chambers' positions.

But it soon became clear that key support from the administration had been obtained when Transportation Secretary Neil Goldschmidt, who had earlier

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opposed the bill, switched his position and supported the compromise he had helped evoke.

When Congress returned from its holiday recess, the bill gained the support of one-time local opponents such as the Los Angeles Board of Airport Commissioners, the Westchester Chamber of Commerce, the L.A. City Council and Congressman Glenn Anderson.

To the end, the City of Inglewood officially opposed the bill led by Mayor Lee Weinstein who conducted a petition drive that gathered more than 1,000 signatures urging President Carter to veto it.

DALY CITY, CA
HERALD
JAN 18 1980

Airport noise group issues its recommendations

A possible ban on jets taking over residential areas during early morning hours, and a plan to demonstrate that homes can be insulated against noise are two of the 29 recommendations in a semifinal report resulting from a two-year study of the effects of San Francisco International Airport on its neighbors.

Prepared by a team of consultants for the Joint Land Use Study Board representing San Mateo and San Francisco counties, the semi-final report appears this week in a 29-page summary.

By the end of January, a full version of the semi-final report, totalling some 300 pages, is expected.

The summary version is to receive wide distribution among North San Mateo cities and groups interested in the airport and its problems.

The full report will be distributed less widely.

Comments on the report are expected to influence the Joint Land

Board's adoption or modification of the document during Feb. 14 and 28 meetings. Unless extended, the Joint Land Use Board then expires.

When adopted, the report is expected to guide future actions of bodies governing, or influencing the airport. It carries no force of law.

San Francisco Mayor Dianne Feinstein and Airport Director Richard Heath last week proposed a joint powers agency of the two counties, to take over the airport and enact recommendations of this study.

Project Manager Walter Gillilan said some of the recommendations may be adopted by the San Francisco Airports Commission, others by the Federal Aviation Administration, and some by various local and regional agencies.

The desired result is to improve compatibility between the airport and its neighbors, he said.

Among the recommendations regarding noise, air quality, and

ground access problems, are:

- Centralize noise abatement functions.
- Improve noise monitoring systems.
- Expand noise rules and regulations.
- Increase public information.
- Use Runway 10 (toward Foster City) as the preferred runway for takeoffs from 1 to 6 a.m. Increase use of Runway 19 (from the bay toward Millbrae and Burlingame) for landings.
- Increase use of "visual shoreline departure" when Runway 28 (toward San Bruno and South San Francisco) is in use. (This requires pilots to turn toward the bay before reaching San Bruno mountain, during periods of good visibility.)
- Work out methods of keeping planes higher over Peninsula and other Bay Area communities.
- Continue the "quiet bridge approach" over San Mateo Bridge, when Runway 28 (from Foster City) is in use for landings.
- Avoid flights over Foster City.

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- Encourage reduced power climbs after takeoff.

- Establish a maximum noise limit for aircraft using SFO, based on standards to be developed by the FAA.

- Continue to prohibit nighttime engine runups.

- "Allocate" noise among Bay Area airports, sharing the problem with other communities.

- Limit night operations between 2 a.m. and 5 a.m., expanding to a prohibition of flights over residential areas between 1 a.m. and 6 a.m.

- Develop a system of fines or bonuses to serve as economic incentives which would encourage aircraft operators to reduce noise.

- Develop a plan for the airport to finance installation of noise insulation in several homes, to demonstrate effectiveness of this approach to compatibility.

- Develop a neighborhood enhancement program, with the airport financing projects such as noise shielding, housing rehabilitation, recreation facilities, or airport

related job training.

- Prohibit noise sensitive land uses within high noise areas. Noise sensitive uses include homes. This recommendation is expected to apply to 10 parcels of land.

- Require noise insulation within noise impacted areas.

- Require acoustic studies of homes and other occupied buildings within certain noise areas.

- Prepare a final "Airport Land Use Plan." (This has been stalled by the San Mateo County Airport Land Use Committee while the joint study was going on.)

- Update noise elements of city and county general plans.

- Encourage land use planning coordination between cities neighboring the airport, and the airport itself.

- Initiate a local street traffic program to reduce congestion around in cities around the airport.

- Continue improving public transit.

- Begin towing aircraft on the ground, instead of taxiing them with

jet engines running.

- Reduce ground operation of engines and auxiliary power units.

- Recommend that the Air Resources Board develop odor standards for kerosene (jet fuel) emissions.

- Support automobile exhaust emissions control to reduce pollution in the airport terminal area.

In addition, there are several "last-resort alternatives not recommended at this time:"

- Reduce airport operations.

- Build new runways, or extend existing ones.

- The airport to buy out noise-impacted homes and schools.

- Limit parking at the airport, to encourage use of public transit.

- Reduce automobile access to the terminal area.

Members of the Joint Land Use Study Board say these actions will be listed, to show that they were considered and could be adopted, but were not recommended because of the severe impact on the airport and the community.

DALY CITY, CA
HERALD
FEB 1 1980

Jet flights down, yet complaints increase

By George Golding

Fewer jets are flying in and out of San Francisco International Airport, but noise complaints are increasing and noise measurements are not getting noticeably smaller, according to official reports.

During 1979, there were 11,193 fewer jets arriving at or leaving the airport than during 1978, airport managers report.

During the same period, noise measurements slipped downward a mere .7 decibel, a drop that is prob-

ably not perceptible to most human ears.

Meanwhile, noise complaints from airport neighbors have tripled. The number of reported complaints has risen from an average of 120 per month a year ago, according to noise abatement officer Arnold Feener, to sometimes more than 300 per month.

Why have airport jet operations dropped nearly 1,000 flights per month?

According to airport official Warren Hanson, this is a result of the federal "deregulation" of airlines, which permits air carriers to drop service to cities where traffic does not pay the cost of flying planes in and out.

Although the jet traffic dropped 4.1 percent over the year, Hanson points out, total airport operations increased by 3.3 percent, for a total of 367,584 flights during the past year.

During 1979, there were 24,159,924 passengers. This is up 1.1 million from the 1978 total of 23,040,5603.

Noise legislation 'tops in nation'

BY ALAN EYERLY

By imposing strict noise insulation requirements for a new housing tract in northwest El Segundo, the city has moved to the forefront of a trend that may eventually sweep the country.

"El Segundo and San Diego are tops in the nation in this area," said acoustical engineer Marshall Long in a presentation to the city's noise abatement committee. "And California is way ahead of the rest of the country," he added.

In 1976 the El Segundo City Council approved the construction of 61 single family dwellings on the north end of Hillcrest Street. Because this is the noisiest area of the city, the councilmen added the condition that noise levels in the bedrooms could not exceed 45 decibels, and levels could not exceed 55 decibels in all other areas.

Such a requirement, while common for hotels, motels and apartments, is extremely rare for housing developments.

"This was the first time the city went out on its own as far as considering such an imposition on the single family residence," said Jack McElroy of the Building and Safety Department. "It's very dramatic and shows concern for the people living there."

To comply with the city's noise requirement, the Hillcrest developers hired Dr. Long as an acoustical consultant on the project. Long also had the responsibility of certifying compliance once the homes were completed.

Using a computer and complex formulas, Long was able to specify various construction techniques that would reduce interior noise to the required levels. He said there was "no magic" in the actual construction, but that the uniqueness came in the method of calculating the precise noise drop.

One area which worried Long was the question of noise loss through the roof. Because there was no data on the subject, he had to rely solely on his acoustical theories. "There's a lot of nervousness about that kind of approach," he said.

Perhaps the biggest problem he encountered during the construction was keeping a close watch on the workers in order to maintain quality controls. "You have to sit on a job like this and make sure it gets done," he said. "They (the developers) used to hate me, because every time I showed up I would cost them money."

When Long conducted tests at the end of construction, he was delighted to find that there was only a fraction of a difference between the predicted and actual noise levels. "It's a spectacular result," Long said. "Obviously it (the theory) works."

The acoustical engineer said he would like to see an organization like the Department of Housing and Urban Development conduct a study in a more controlled situation in order to verify his methods.

ENCINO, CA
NO. HOLLYWOOD GRAPHIC
JAN 9 1980

Supreme Court ruling holds...

Airport to pay for unreasonable noise nuisance

A recent precedent-setting California Supreme Court decision has sparked hope of noise relief from the Burbank Airport, according to six San Fernando Valley homeowner associations.

Attorney Richard H. Close, spokesman for the groups, explained that the court held that an airport must pay for unreasonable noise nuisance suffered by people who live near airports.

"The noise from the Burbank Airport greatly exceeds state limits. Now the airport must either reduce the noise or pay millions of dollars to residents who suffer from the increasing noise," Close stated.

It was explained that, in the past, Burbank Airport had no economic reason to lower the noise.

"Now the choice is clear. Unless the

airport lowers the noise, it will face more lawsuits from residents of Burbank, Sun Valley, North Hollywood, Van Nuys, Studio City and Sherman Oaks. The lawsuits could bankrupt the airport," Tom Paternon, president of the North Hollywood Homeowners Association, stated.

Marge Gee, president of the Burbank Anti-Noise Group, reminded officials of Burbank, Glendale and Pasadena which own the airport, that the decision could cost the taxpayers of those cities millions of dollars in lawsuits unless the noise is lowered.

"The Burbank Airport has never been willing to voluntarily lower the number of flights. Now the courts finally have forced the airport to take action," Close concluded.

ENCINO, CA
NO. HOLLYWOOD GRAPHIC
JAN 23 1980

Will closure of school punish students ... and reward airport?!?!?!?

The proposal by the Los Angeles Board of Education to close the Glenwood-Elementary School in Sun Valley has drawn fire from area homeowner associations.

According to Richard H. Close, spokesman for the groups, the Board of Education intends to close the school

within the next couple of weeks because of noise and safety problems caused by the nearby Burbank Airport.

"The Glenwood School must be saved and the children protected. The question is whether the airport should be made compatible with the community—or should the community change to allow the airport to expand," Close

stated.

Hannah Grant, president of the Sun Valley Homeowners Association, explained that the battle to save the Glenwood School symbolizes the growing conflict between the desires of the airport and the problems of the 400,000 residents who live within the airport's flight paths.

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"We urge the school board to force the airport to lower the safety and noise risks. If school is unsafe, what about the homes around the airport? The closure of the Glenwood School will allow the airport to increase flights leading to closure of more schools." Close concluded.

ESCONDIDO, CA
TIMES-ADVOCATE
JAN 18 1980

Noise levels set

SAN DIEGO — The city of San Diego has approved a complicated system for monitoring rock concerts in San Diego Stadium along with a fee

schedule that would levy a fine of \$300 for every decibel over the acceptable noise level during each hour of the concert.

The new rule came after years of noise complaints from neighbors as far away as the Kensington area when rock concerts were being stage in the stadium. Since the city makes about \$100,000 on every concert, it was an important consideration not to set the fines so high that it would scare away business.

The city set the acceptable average noise level on stage at 126 decibels.

FREMONT, CA
ARGUS
FEB 7 1980

Wheelsport

Harriet Gittings

Noise modifications are very realistic

THE SAN FRANCISCO Region of the Sports Car Club of America was being realistic about the future of road racing when they put a maximum noise level rule into their supplementary regulations for 1980.

A good many racers will have to do little or nothing to make their car conform to the rule that there may be no more than 105 decibels on the meter 50 feet from the track. The reading will be taken where no cement or metal barriers can "bounce" the sound, of course.

Unfortunately the new rule has infuriated a few car owners who are very vocal in their objections. While neither Laguna Seca or Sears Point Raceway are located next to residential areas as are the Seattle International and Portland International Raceways, both tracks have neigh-

bors who object to anything but the twitter of birds being heard on a Sunday afternoon.

Research by stock car drivers on a number of tracks that have muffler rules, as well as by autocrossers up and down the coast indicates that at least one muffler not only reduces noise pollution but can improve the power curve! Unfortunately it is difficult to convince a driver of this unless he can see it on the dyno and on the race course. Until that time the vocal uproar may turn out to be louder than the race cars.

Just about everyone says you can't have silent race cars or motorcycles. The fans expect to have them roar as they go by. However, reducing the roar a bit will aid the hearing of drivers, the crewmen and workers around the course. The SFR-SCCA has joined with the Oregon Region in their

mandate for noise control and the move is very timely.

As for the contention that you must have ear-splitting sounds to have good racing, the Mini-Stockers at Fremont Raceway proved otherwise when they made mufflers mandatory. The racing was just as close but the physical strain caused by excess noise meant a more efficient official staff and the spectators were able to hear the announcer nearly all the time. Nobody stayed away because the cars were quieter. And many longtime enthusiasts said they wished such a rule had been required years ago.

The sound of a race car as it goes through the gears is fascinating whether the machine is at Indy or on a drag strip. It won't be too long before environmentalist and workman's health officials make mufflers mandatory in all racing. By jumping into

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the lead with their own rule, the local road racers have certainly postponed any such action. It certainly won't affect the fine close racing seen at each and every S.F. Region event.

The National Hot Rod Assoc., by the way, is not taking a head in the sand attitude about the dragsters noise but is certainly waiting as long as possible before making some type of regulation. "People at the drags expect to have the fuelers make plenty of noise," says Bernie Partridge of the NHRA. "Our staff is aware of the situation and we are going to move into noise control if we have to."

One result of the eventual noise reduction in all types of racing will be fewer hearing damaged drivers. Regular exposure to excessive sounds can permanently reduce the hearing and anyone who has talked softly to Richard Petty, Shirley Muldowney or Bob-

by Unser will be asked to speak up. I for one think the sooner excessive sound is eliminated from racing the better.

* * *

WHEELING AROUND . . . The resignation from USAC by A. J. Foyt was not unexpected in some quarters, where such a move was predicted as soon as the Porsche Indy car with Danny Ongais as the driver was announced. Ongais gave Foyt almost his only real USAC competition last year, in a considerably lesser car than the Porsche effort will produce . . .

The "Bush Clash" to be shown Sunday at 12:15 on KPIX is an unusual 50-lap race open only to drivers who qualified for the pole position during 1979 NASCAR races. A "sprint" race by NASCAR standards, the Clash, at Daytona, should be a close race for the nine drivers . . .

FRESNO, CA
BEE
JAN 16 1980

Quieting the jets

Even though a U.S. Senate effort to critically weaken the federal rules designed to reduce the noise of jet airplanes around airports by 1985 has been unsuccessful, a compromise measure which was approved by the House-Senate conference committee should be given the closest scrutiny when it comes before the House later this month.

The Senate passed a bill in May exempting older four-engine jets from the anti-noise rules in exchange for a promise by the airlines to buy quieter airplanes later. However, because it was unacceptable to some House conferees who had strong support in their chamber, and because the Carter administration threatened to veto it, the measure was changed considerably, and for the better, in the conference committee.

According to the compromise, three-and four-engine jets will still have to meet the federal anti-noise standards which go into effect in 1985. Then the airlines must either replace them with new, quieter airplanes or cut the noise by refitting the engines. Two-engine jets with more than 100 seats will be exempt from the 1985 regulations until 1986. Then they will have to be replaced by quieter aircraft, or the engines modified. Airlines flying two-en-

gine jets with fewer than 100 seats would be given three more years to comply with the 1985 anti-noise standards.

Parts of that compromise may be necessary for some aircraft under circumstances where it would cripple an airlines financially to convert its equipment by 1985. However, where such hardship can't be demonstrated, the nation will be better off if the 1985 anti-noise regulations are left intact.

Since, in the long run, the cost of jet aircraft noise abatement will be paid by the airline passengers anyway, the choice is between the additional cost of an airline ticket and the sometimes intolerable noise suffered by those who live near airports.

When the measure approved by the conference committee goes to the House for a floor vote it should be therefore considered strictly on its merits, not merely as "something better" than the original, unacceptable Senate bill. Before any of the 1985 anti-noise standards are relaxed, even in a limited way, it is not too much to ask that the proponents of such action be forced to prove that persuasive reasons exist to postpone the time when those who live near airports get some relief from jet aircraft noise.

FULLERTON, CA
NEWS-TRIBUNE
FEB 8 1980

Judge: Airport Panel Can Restrict Flights

BURBANK (UPI) — Superior Court Judge Thomas Murphy says the Burbank Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

In a decision that could have national impact, Murphy ruled Thursday that the airport's noise rule is not discriminatory, arbitrary or unreasonable.

The judge noted "other agencies around the country are going to try similar rules" because he ruled in favor of the airport authority. But if he had ruled in favor of the airline, the judge said "there won't be an air carrier in the United States that won't say, 'What's sauce for them is sauce for us.'"

flights at the airport cannot be increased while the case was being appealed.

Murphy said those appeals could be in the courts for eight years.

"You cannot separate noise from airplanes," Murphy said, expressing hope that someday a silent airplane could be developed.

The airport authority filed suit last July against Hughes Airwest when the airline increased its flights between small airports. The authority claimed any increase of flights would exacerbate the existing noise problem for residents living near the terminal.

GARDENA, CA
GARDENA VALLEY NEWS
FEB 17 1980

Can Department of Airports find an answer to congestion?

"The rising tide of international traffic at Los Angeles International Airport (LAX), the continuing increase in domestic travel, airport congestion and expedite movement of passengers through Customs and Immigration inspection both on an airport and long-range basis, are among highlights of the Los Angeles Department of Airports' 1979 Annual Report.

In presenting the report to Mayor Tom Bradley and the Los Angeles City Council, Department of Airports General Manager Clifton A. Moss noted that the Department enjoyed a healthy growth in revenues while holding the line on expenses. Net income before taxes of \$11,713,512 increased from the previous year's \$10,779,189.

Believing the tremendous increase in passengers and airport activities generating revenue of \$1.3 billion to a \$2 billion plus increase in congestion revenues (parking, vending machines, food and beverage) operating expenses showed a gain of only \$380,819 over the previous year.

The Department's net income for fiscal year 1979 was allocated as follows: \$1,821,000 for reduction of long-term debt principal; \$1,141,512 in interest income from bond funds restricted to capital expenditures only; \$2.2 million

for services provided by other city departments, mainly fire and police protection, and \$1 million transferred to the General Fund of the City of Los Angeles in payment of the city's original investment in LAX.

Among significant actions by the Board of Airport Commissioners was adoption of an LAX noise regulation, rescinding previous regulations and establishing new criteria to cover all types of aircraft seeking to commence operations at the airport. The board also was granted a preliminary injunction by the Los Angeles Superior Court which enjoined the Hare Krishna from aggressively soliciting money from the public at LAX and from falsely representing themselves to obtain donations.

Air travel activity for 1979 climbed 13.9 percent to a record 31,646,562 passengers utilizing LAX, and cargo volume was up 5.1 percent from 1977-78 to 503,146 tons, undifferentially the highest tonnage handled by any airport in the nation.

Pushing ahead with its continuing programs to ease traffic and parking congestion at LAX, the Department of Airports used radio, television and newspaper advertising to promote the use of economy-rate perimeter lots. Free parking was offered in these lots for the first three hours, and rates increased to \$10 for central terminal lots to discourage long-term parking.

Traffic congestion in front of airline terminals was eased through stepped-up parking and vehicle impounds to enforce curbside parking limits. Also aimed at easing curbside traffic was the award of a contract to install 216 parking meters in the lot opposite United Airlines.

Long range plans to meet the ever expanding international traffic at LAX were launched with the awarding of a \$5.5 million architectural and engineering contract for design of a new international terminal. Scheduled for completion in 1981, the huge new terminal will cost an estimated \$41,375,000.

In the interim, three temporary, portable structures are being erected adjacent to the international terminal to provide increased space for federal inspection functions, along with additional ticketing, passenger reception and baggage claim facilities.

Work also moved ahead on remodeling and redesign of existing federal inspection facilities, including increased floor space, additional inspection counters and an expanded baggage conveyor system. These improvements, coupled with newer and speedier procedures and increased

Customs and Immigration staff, expedited movement of international passengers during the peak summer travel period.

Also under way in conjunction with LAX's long range improvement plan are the design of Terminal No. 1, which eventually will house Pacific Southwest Airlines and other domestic carriers, and a second-level roadway to double-deck World Way loop in the central terminal complex.

On the airfield side, reconstruction of Taxiway F was completed on the south side of the airport, including reinforcement of the section over Sepulveda tunnel which allows wide-body aircraft to cross over the underpass. Major reconstruction of the two south runways, including reinforcement over the tunnel, is slated to begin in 1980.

The past year also saw considerable activity in development of cargo facilities on the south side of LAX, as work began on a new \$10 million, 25-acre cargo terminal for Flying Tiger Line, and demolition of the former Rockwell International plant was started to make way for more airline cargo facilities.

Ontario International Airport (ONT) set a new record for annual passenger volume when the two millionth passenger arrived at its terminal on December 21, 1979.

During a brief ceremony to mark the occasion, it was noted that in the past 10 years the number of airlines serving

ONT has increased from two to 10. In that same period the number of city destinations available from ONT has grown from four to 34.

A \$15 million contract was awarded last September for construction of a new Honeywell 25-L, designed in handle heavier and quieter wide-body aircraft, such as L1011, DC-10 and B-747. Completion is scheduled in 12 to 18 months at a total estimated cost of \$18,000,000.

Known for many years as the busiest general aviation field in the nation from the standpoint of aircraft operations, Van Nuys Airport (VNY) also became the busiest one-airport/interurbans based aircraft when a count taken in December 1979 disclosed that 1,347 aircraft were based at VNY.

Development of new facilities by airport tenants continued to move ahead in fiscal year 1979-80 with opening of the Los Angeles Unified School District's aviation branch of the North Valley Occupational Center, completion of the first phase of a tennis court complex, and filing of plans by Collette American for construction of a new hangar on the southwest corner of its leasehold at VNY.

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With a goal of balancing the needs of airport neighbors and airport users, the Department of Airports formulated a mitigation regulation for VNY, which subsequently was adopted by the Airport Commission last November. City Attorney Ruff Pines III filed suit to block action by California Transportation Department which would require the Department of Airports to re-apply for a Palm Dale airport site permit on grounds the permit issued 12 years ago has expired since the proposed airport has not been built.

Contending that the 1969 site approval by the State had no expiration date, the suit points out that the City has acquired 98 percent of the required land for some \$56 million and has conducted all required environmental studies while litigating and incurring numerous delays.

In the meantime, the Superior Court last September entered a stipulated preliminary injunction which in effect prohibits Caltrans from terminating the City's site approval, pending trial.

GLENDALE, CA
LEDGER
JAN 26 1980

Airport master plan focus to be on noise

The Ralph M. Parsons Company of Pasadena was selected by the Burbank-Glendale-Pasadena Airport Authority this week to develop a new master plan for the airport. A field of six prospective consulting firms were selected for the project, which will begin in the next few weeks.

"Several very fine firms were considered, and Parsons has an excellent reputation and professional credentials," said William Rudell, president of the authority. "Being based in Pasadena gave Parsons a slight advantage over an out-of-state firm that also had strong consideration."

The airport's master plan project will focus on two important areas: noise impact and ways to limit noise, and the best use of the physical property and buildings. The authority's noise consulting firm of Bolt, Baranek and Newman was authorized to prepare the section of the plan dealing with airplane noise.

The study will require between six months and one year to complete and will cost approximately \$150,000. The federal government will pay 80 percent of the cost while local authority will pay 20 percent.

GLENDALE, CA
LEDGER
FEB 9 1980

Court upholds airport rule limiting flights

By LOREN LEDIN
Staff Writer

In what may become a landmark decision for airport managements across the country, a Burbank Superior Court judge has ruled Burbank Airport has the right to regulate air traffic for purposes of noise control.

The decision by Judge Thomas C. Murphy holds the Burbank Airport Authority—and not the air carrier—has final approval over the number of flights in and out of its facility. The ruling denied the contention of Hughes Airwest, the defendant in the court case, that

such jurisdiction is preempted by federal rules, and places undue burden interstate commerce.

While similar airport rights have been upheld in court judgments elsewhere in the country, it marked the first time

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that an airport authority has been handed such a clear mandate to regulate noise. The decision gives rise to the possibility that definitive noise regulations will be adopted by other airport managements.

Murphy, who has contended the case will end up in the Supreme Court, said his ruling does not affect Hughes Airwest and other tenants of Burbank Airport alone.

"Hughes isn't here (in court) alone," said Murphy. "Every air carrier in the country is here with them."

The judge's verdict, which followed two weeks of trial hearings, amounts to a ratification of the airport authority's Rule No. 7 on aircraft noise. That regulation mandates that a tenant airline must get an okay from airport management before it can increase a flight schedule.

Authority president William Rudell hailed the decision.

"I'm very delighted," he said. "The judge had sustained the authority's judgement that our noise rule is the only reasonable approach to handling the noise problem at the airport."

Rex Heinke, the Hughes attorney, said his side would appeal the decision.

Under the ruling, Hughes, which increased its flight schedule by more than 20 per week since March of 1979, would be required to revert to its pre-March flight numbers within 120 days after the judgement becomes final. But Murphy acknowledged that it could be "eight years" before the expected appeals process could lead to a decision before the Supreme Court.

In his decision, Murphy placed great credence in the relation-

ship between the airport authority and the Federal Aviation Administration in treating the aircraft noise problem. Rejecting a Hughes contention that only the federal government can impose a noise rule, Murphy said:

"The federal government has acquiesced and delegated to the authority the supervision of the noise rule under the agreement" that created the Burbank-Glendale-Pasadena Airport Authority in June of 1978.

Murphy said that unlike a 1972 case when the FAA opposed the City of Burbank's attempt to institute an aircraft curfew, the federal agency is siding with the airport management.

"I don't think there is any (federal) preemption issue in this particular case," he said. "The federal government can't preempt themselves. They clearly told the airport authority to do it (regulate noise). You don't see them in here today telling the authority not to do it."

The judge also rejected the Hughes argument that the noise rule places an undue burden on interstate commerce.

"While there is incidental burden, it is outweighed by the concerns of the authority, such as liability for all damages, the problems presented to the local community and the fact that if the authority does not exercise some reasonable control it is faced with the obligation of closing down the airport facility," Murphy noted in his opinion.

In his courtroom remarks, Murphy said that the problem of aircraft noise would likely be in existence for a long time, and urged citizens to "see more problems than their own."

"You can't disassociate air-

craft and noise. No way," he said. "Whether you like it or not, air transportation is the only thing left to move passengers in the foreseeable future."

Dispensing some country-style humor, Murphy said his rule is "like a stork. It isn't pretty but I hope it will deliver the baby."

Afterwards, attorneys from each side had differing opinions as to the impact of the ruling.

Lee Blackman, the authority attorney, said the judge's reliance on the FAA-authority relationship may limit its ramifications.

"This is a unique case because of the involvement of the FAA," Blackman said. "I don't know if it can be applied elsewhere."

But Heinke warned that passengers "at some time" may not be able to get on a flight because of noise regulations.

GLENDALE, CA
NEWS-PRESS
JAN 15 1980

Noise monitors eyed

Noise monitoring at Burbank Airport came under scrutiny Monday in the midst of the on-going court battle between the facility and Hughes Airwest over increased noise levels at the airport.

John Mills, a senior consultant with the firm which conducts noise monitoring and research at Burbank Airport, during cross-examination said that the accuracy of the facility's noise monitoring is within plus or minus one half decibel.

"The accuracy will be further improved with the completion of the new monitoring system," said Mills.

The consultant explained to Hughes attorney Rex Heinke how the monitoring system was laid out according to a computer program designed by the firm called "Noise Maps."

Mills said the vast amount of noise at the airport created by air carriers is on take-offs as opposed to the landing approaches. He said the engine thrust on the takeoffs and the use of incompatible land at the airport are the major factors in the noise problem.

In his testimony last week, Mills had cited power cutback procedures on takeoffs and the use of alternative runways as possible solutions to reducing noise levels at the airport.

Burbank Superior Court Judge Thomas C. Murphy, presiding over the case, expects the trial to last the full week and have the closing arguments presented the following Monday.

GLENDALE, CA
NEWS PRESS
JAN 24 1980

Officials approve 194 airport plan funds

Burbank Airport Authority Monday gave the go-ahead for a \$150,000 airport master plan study.

Ralph M. Parsons Engineering Co. of Pasadena was awarded a contract to conduct the study. Estimated to take between six months and one year to complete, the study will be funded by the Federal Aviation Administration.

The study will look at airport noise, physical layout and traffic mix. Recommendations will be made for future operation of the airport.

The authority chose Parsons even though airport staff said that TRA, a Seattle-based consulting firm, has slightly more expertise in the field. The deciding factor was that Parsons is a local company.

GLENDALE, CA
NEWS-PRESS
JAN 24 1980

Runway change proposed

Sun Valley principal fights to save airport-close school

By DANT NELSON

A new recommendation to save a Sun Valley school from closing because of Burbank Airport noise was heard Monday.

Gene Sanders, Glenwood School's principal, said a minimum four-hour school day, combined with the airport's use of a secondary runway for jet landings, probably would allow the school to remain open for the time being.

"This would buy us time to consider alternatives," Sanders told the Burbank Airport Authority.

Los Angeles School Superintendent William Johnston recommended closing the school because of noise and possible safety hazards from the airport. The city's school board is considering the recommendation.

The school is on the final approach path for the airport's main runway.

The authority said it is pleased to consider

Sanders' recommendation. President William Rudell expressed irritation, however, that the board of education has not discussed the issue with the authority.

"I think they've chosen, for whatever reason, to conduct their case in the press without contacting us," Rudell said.

Closing the school would cost taxpayers \$304,000 a year to bus the school's 730 students to other schools, Sanders said. In addition to the expense, the closing would cause "an almost intolerable" situation because some brothers and sisters would be sent to different schools, Sanders said.

"I'd certainly like to explore (the recommendation) because it makes a lot of sense to me," said authority member Robert Garcin.

The authority decided to tell the school board it will discuss the situation any time the board is ready.

GRASS VALLEY, CA
UNION
JAN 24 1980

Noise problems can be solved locally?

By MARCIA MEIER
Union Staff Reporter

Nevada County Fair Board does not need to file an environmental impact report on noise levels at the fairgrounds and can solve any noise problems at the community level.

That message came from former second district supervisor and fair board-appointed noise committee member Tom Turner, who addressed more than 200 people Wednesday night at a "town hall" meeting sponsored by the Central State Racing Association.

The fair board started work on this at the community level, Turner said, by appointing a committee to study noise impacts from all activities at the fairgrounds.

Threats of a suit from Palo Alto

attorney Joseph Lewis, who originally complained about noise from summer Saturday night car races, should not affect how this community solves the noise problem at the fairgrounds, Turner said.

Lewis owns a home on 85 acres just south of the fairgrounds. He is seeking a zoning change from the county to allow him to develop the property at a higher density.

Lewis told the fair board during its January 8 meeting he would sue unless the board undertook an environmental impact study of the noise at the fairgrounds, which he claims is required under the California Environmental Quality Act.

"I believe the problem, as it exists, is a community problem," Turner said.

"He (Lewis) is completely ignorant when it comes to the California Environmental Quality Act. I hate to see the fair board stampeded into the problem of filing an environmental report. It is a two-headed monster."

Turner said effects of doing an EIR on fairgrounds noise levels could have far-reaching effects on every agricultural district in the state — and could possibly have detrimental effects on the fair itself.

The fair board approached the problem in the right way, Turner said, by appointing a committee and offering to monitor car races to take what steps were necessary to lower noise levels.

"This was not satisfactory to the

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gentleman who filed the action," Turner said.

"He's going to sue no matter what," Turner said, and added he would ask the fair board to remove Lewis — and himself — from the noise committee.

"He (Lewis) is counterproductive," Turner said.

"The noise problem in racing is not a new one," Turner explained. "It's going to take time (to solve it)."

"This (fair) board is not in violation of anything," Turner continued, and he said he does not want to see the board spend \$10,000 to \$20,000 for an EIR.

"I think the key to the whole thing is to keep a level head," Turner concluded, "This is a community problem, we'll solve it at a community level."

Turner finished his speech amid loud applause from the audience.

CSRA president Pat Harvey, also a noise committee member, said the only way to monitor noise levels at the fairgrounds is to take readings while the event is happening.

"We may not be able to please this one man (Lewis)," Harvey said, but CSRA is willing to work to please the community as a whole.

Several persons in the audience stood to indicate support for racing at the fairgrounds, and several offered to carry petitions to gather signatures.

Many said the Saturday night races during summer months provided good entertainment for thousands of people in the county and kept youngsters, who normally would have nothing to do, off the streets.

CSRA member and noise committee member Mel Hall asked the people to write to members of the Board of Supervisors, the fair board and any other agency or governmental body to express support for racing.

Lewis, who was not present during Wednesday's meeting, could not be reached for comment today.

The fair board meets tonight for a special meeting with the noise committee and an expert on noise from Berkeley at 7:30 p.m. at the fairgrounds.

Fair Board President Jim Beitz said Wednesday he did not know what action, if any, would be taken at that meeting. But he stressed the board will not be pushed or bullied into doing an EIR and will take whatever steps are necessary to solve the noise problem at the fairgrounds.

GRASS VALLEY, CA
UNION
JAN 25 1980

Fair officials won't approve 'noise study'

By MICHAEL FITZGERALD
Union News Editor

A proposal to hire an environmental consultant to do a limited study on noise at the Nevada County Fairgrounds was turned down Thursday night by the Nevada County Fair Board.

Acting directly against the advice of an attorney representing the Central State Racing Association, fair board members unanimously voted not to hire Peter Chamberlain of Nevada City to do a noise study.

"I think the committee (a board-appointed group studying the issue) is doing a fine job," Fair Board member Johnny Johnson said.

The move came at the end of over two hours of discussion and testimony from CSRA attorney Robert Eli of Nevada City and a presentation by a representative from the state office of noise control.

During his presentation, Eli also strongly recommended against a full environmental impact report on noise at the fairgrounds, saying that by doing so, the fair board could find itself in an awkward position.

"You would have less discretion and be more vulnerable if an environmental impact report is done," Eli said.

But Eli also suggested that the board hire a consultant, collect all pertinent evidence and hold a public hearing on the issue.

"Then make a decision," he said.

Eli's remarks came in response to the threat of a lawsuit two weeks ago from Palo Alto Attorney and local landowner, Joseph Lewis.

Lewis at that time told the board he would go to court and seek an injunction to halt the races if the board goes ahead and ratifies a contract with CSRA for another season of racing, but doesn't order an EIR.

That contract probably will be taken up by the fair board within two weeks and is expected — following the

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board's action last night — to prompt some legal maneuver from Lewis.

Jack Swing, the state noise official at the meeting, told members of the board and a large audience that the state's interest only was in solving any noise problem that might exist.

He told the group that although they were concerned about all noise from the fairgrounds — including rock concerts, auto races and other fair activities — he would focus on racing noise.

A former engineer with the Ford Motor Company, Swing said studies have been done which indicate how much racing autos can be muffled and still be considered a "viable racing product."

A 10-decibel drop — which he indicated probably could be obtained by running available mufflers on the race cars — would effectively halve the amount of noise being generated.

He suggested that the board might want to consider a 95 decibel rating at 50 feet from race cars — a figure that drops proportionally as you get further away from the vehicles.

"Ninety to 95 decibels at 50 feet probably is what you can reasonably require," Swing said. In addition, to mitigate noise, Swing said a barrier could be erected or scheduling could be changed to have noisier vehicles run earlier in the evening.

That 90 to 95 decibel rating falls in line with a recommendation from the fair board's noise committee which has stated a 92 decibel level at 100 feet from each vehicle has been agreed to by the racing association.

Fair board members last night generally agreed to continue the activities of the noise committee which will include testing noise at the fairgrounds, collecting "all available data" and giving a recommendation to the fair board.

At the same meeting two weeks ago when the board was threatened with a lawsuit, Sharon Bolvin of the Nevada County Planning Department told the board the state attorney general's office has indicated that the races probably are subject to an environmental review according to the California Environmental Quality Act.

But she also told the board that even if an EIR was done and the noise level found significant, it would not necessarily mean that races would have to be halted.

She told the board they still would have the power to approve the races if they feel there are overriding social or economic considerations which outweigh the adverse environmental impacts.

IRVINE, CA
DAILY PILOT
JAN 17 1980

Airport Site List Narrowed

By JOANNE REYNOLDS
Of the Daily Pilot Staff

A recommendation on where Southern California's next major airport should be built came a step closer Wednesday when a committee of regional planners narrowed the list to two sites — one offshore and another in Bell Canyon in Orange County.

The action came Wednesday at the airport site selection committee meeting of the Southern California Association of Governments (SCAG).

Committee members will meet again in two weeks to finalize their recommendation which will be forwarded to SCAG's executive committee for public hearings.

The committee's primary choice appears to be a site which would be five miles offshore out-

side the breakwater for the Los Angeles-Long Beach harbor.

While committee members concede that at \$2.5 billion it would be more expensive to build than any other proposed site, they say the long-term costs would be lower than other land sites because there would be little or no residential noise impact. Noise lawsuits have plagued nearly all of the commercial aviation airports in Southern California.

The Bell Canyon site in southeast Orange County, was dropped from consideration this summer because of problems related to Federal Aviation Ad-

ministration regulations about takeoffs and landings in hilly areas.

But those regulations have changed and the site is back in contention. Committee members ordered an immediate study of access, weather and noise conditions at the site east of Mission Viejo.

But Orange County Supervisor Thomas Riley said today he's long felt the offshore airport "is the only way to go."

In addition to the noise and traffic problems that plague land sites, Riley pointed out that an airport of the size contemplated would require a

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minimum of 10,000 acres for support facilities as well as runways and terminal.

He said he doubts Bell Canyon could provide that kind of space.

Mayor Paul Ryckoff of Newport Beach said he is more concerned about the existing airport problems than with a facility that experts say won't be built until after the turn of the century.

"Our reaction (to the committee's choices) is contingent on what is done in the interim as a stop gap measure," he said.

LA HABRA, CA
STAR PROGRESS
FEB 8 1980

Given Right

BURBANK, Calif. (AP) — A judge has ruled the Glendale Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

Superior Court Judge Thomas Murphy acknowledged that his Thursday decision may

prompt other agencies to try similar rules.

The airport authority filed suit against Hughes Airwest last July when Hughes increased its flights between small airports. The authority said an increase at Hollywood Burbank Airport would exacerbate noise problems.

Hughes claimed the rule discriminated against them and pre-empted federal authority over flights.

LONG BEACH, CA
INDEPENDENT
JAN 20 1980

Sound and fury at L.B. Airport

By Susan Pack
Staff Writer

Gray clouds obscured the airplane, but its buzz-saw drone coated the needle of the sound meter to 81 decibels.

The needle retreated, then leaped again as a car sped by.

"I got a 60 on the car, and I don't hear anyone complaining about cars," said Long Beach noise specialist Stephen Glass.

"Noise is subjective," he explained. "It's sort of like wanting to mask your neighbor-in-law. She may not be talking any louder than anybody else, but you want to mask her because of other differences."

Glass believes a lot of people simply don't like airplanes because they're afraid they may fall out of the sky. He says noise complaints are simply a manifestation of that fear.

The "Chicken Little Syndrome," it's called. Residents living near the



Long Beach Airport do fear for their safety. But they also fear for their sanity, which they say is threatened by the noise.

"It tears people up," said Dr. John Faria. "It really isn't fair how a small group of people can have such a detrimental effect on a whole portion of town. It's not right that they can interfere with our quality of life and peace of mind."

Faria lives in the Hiaby area, where trees grow full and fern leafy green, arches over some of the streets, where two-story Colonials and small Spanish

stucco sit scrupled and shining on manicured lawns.

And where the needle on the red decibel meter soars to 81 when a PSA jet thunders over.

The jets crash through the sound barrier about six times a day, and residents think that's quite often enough. Small planes hum over their homes several hundred times a day, and they think that's more than enough.

So they're opposing a master plan that would increase airline flights, and they're supporting restrictions on small airplanes to reduce noise.

They're led by City Council-

man Edd Tuttle and joined by the school district and the university.

They're challenged by the Chamber of Commerce, airport business, pilots and air traffic controllers.

"Long Beach Airport belongs to the city, but it also belongs to all of the taxpayers of the United States through FAA funding," said Kevin McArcher, chairman of the Chamber of Commerce's aviation committee. "It's not only for Long Beach. It serves a purpose in the national transportation system."

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Other businessmen point out that the airport is vital to the city's economy.

Besides, they say, the noise just isn't that bad. Surely not bad enough to sacrifice safety, which they say would happen if some of the proposed noise-abatement procedures were adopted.

"All we have now are vituperative, excited homeowners who respond to anything real or imagined that they think will decrease noise," said Barry Zilinski, director of the Airport Business Association. "We need to find out what will work before we arbitrarily set up policies and procedures."

Just how much noise is everybody talking about? It's difficult to say.

GLASS can tell you that while standing in front of Paris' house on Lemon Avenue, a jet probably at 60 decibels. According to a decibel equivalency scale, that's about the same amount of sound you'd hear if you were standing next to a kitchen garbage disposal.

GLASS CAN also tell you that an towheaded toddler who noisily slugged down the sidewalk on a red "Big Wheel" registered 71 decibels — equivalent to a vacuum cleaner and four times as loud as a small plane off in the clouds. The car was about three times as loud as the plane.

Yet sound measurements don't tell the whole story. Noise is unwanted sound, and not everyone is bothered by the same amount and type of sound.

"An airline pilot might think the sound of an airplane is music over his head," said Ron Chandler, airport manager.

But to people like Paris, the sound is "almost unbearable."

"You can't talk, it wakes you up," said Bruce Palumbo, another Bisby area resident. "The noise just makes you nervous."

Still another resident, who requested that her name not be used, said the noise literally drove

her from her home. She recently moved out of the city.

"The noise was just intolerable," she said. "I finally couldn't take it anymore. The windows would actually vibrate when the big ones came over. They just shook the whole house."

The most alarming argument against airport noise is not the short-term shaking and humming, but the long-term damage that may be caused to humans.

Studies performed by UCLA professor Dr. William Meehan have concluded that people living near airports suffer more nervous breakdowns, and more stress that can lead to heart attacks, than people who have less exposure to jet noise.

"For some people, the noise of a jet plane passing over their homes at a low altitude is just too much," he said. "They just can't handle it."

Another UCLA professor, Dr. F. Newell Jones, believes that airport noise may cause birth defects.

He said the noise may cause stress in the fetus and disturb sleep patterns. In addition, sudden noise may stimulate adrenal release, causing blood vessels to contract and deprive the fetus of oxygen.

GLASS, who works for the city Health Department, does not believe that people living near the Long Beach Airport suffer physical harm. He does admit that the noise can cause stress, but he thinks it can be overcome.

"Income taxes create a highly stressful situation, but what are you going to do — say the IRS is extremely discriminatory," he asked. "If the residents were on the bond that said against it, they would probably find that their stress would be reduced."

Stress is not the only complaint of homeowners who live under the airport flight patterns. They also complain that the noise lowers their property values.

Members of the Long Beach Board of Realtors, doesn't think so.

"People say, 'There goes an airplane,' but they don't say they don't want to buy," she said.

HOWEVER, Reg Dupuy, manager of the Cerritos Park Association and a real estate broker,

insists that property values there are not as high as in comparable — but quieter — neighborhoods.

"I remember showing a house, and just then came one of our smiling PSAs, and I wasn't smiling," he said. "I've just said."

Jerrold Faden, a Santa Monica attorney who has won thousands of dollars in lawsuits for people living near airports, said property values there are about 25 percent lower than elsewhere.

In his successful inverse condemnation lawsuit, Faden also has contended that airports cause mental stress, interfere with the use and enjoyment of the home and result in structural damage, such as cracks and broken windows.

Last month, the state Supreme Court upheld an award of \$96,000 to 41 Westchester residents represented by Faden.

75 residents claimed that Los Angeles International Airport interfered with their ability to sleep, watch television and enjoy sexual relations, and the court ruled that cities may be sued for such "emotional and mental distress."

Such a lawsuit should be a last resort, Faden said, since "you win money but you still have the noise." Yet he has already been approached by Long Beach homeowners, and he thinks they have a good case.

ALSO threatening to file lawsuits against the airport are the Long Beach Unified School District and Long Beach State University.

School district officials say they will have to spend about \$2 million to insulate 16 schools from aircraft noise if additional airline flights are approved. If the classrooms are not insulated, instruction will be impossible, the district contends.

"I think it's a terrifying possibility," said board member Harriet Williams. "And we certainly don't have \$9 million."

A similar case is made by Jon Regnier, director

of physical planning and development at the university.

About a third of the campus is directly under the jet approach pattern, and the main registers about 94 decibels outside and 78 inside. Regnier said it would cost up to \$12 million to insulate the classrooms, and if it's the airport's fault, it should pay.

"It's livable now," he said. "The question is how much more noise can we stand?"

Stan Schultz, chairman of the city's Airport Advisory Commission, said the university could have avoided many of its noise problems.

"I blame the planners of the university," he said. "They made a terrible error in laying out the campus."

He also has little sympathy for residents who know they were buying homes near an airport.

"The airport has been there for 50 years," Schultz said. "It's not fair to the airport. It's like moving to Gary, Indiana, and asking the city to remove the steel mills."

Regnier said jets were not a problem until the 1950s — after the college had already been master-planned.

Residents said there were fewer flights when they moved in, so noise was not a serious problem. The woman who recently moved out of the city said the airport "was nothing but a little dirt strip" when she bought her home in the Bisby area, which was developed in the late 1930s and early 1940s.

The airport did have its origins in 1923, when the City Council set aside 150 acres near Spring Avenue and Cherry Street. But it wasn't until 1941 that four of the five runways, the control tower and the terminal were completed.

The main dual runway, which the jets use, was extended during the late 1950s, and the airport reached its current size of approximately 1,200 acres.

From 1960 to 1971, there were about 275,000 flights per year. The number of flights fluctuated during the 1970s, hitting a peak of 294,000 in 1971.

The total then declined slightly until 1976, when there were about 260,000 flights. In 1979, there were close to 200,000 flights, or about half a day's making Long Beach Airport the second-busiest airport in the United States.

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Comparative decibel levels				
dB(A)	OVER-ALL LEVEL (Sound pressure level approx. 0.0002 microwatt)	COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human judgment of different sound levels)
130	UNCOMFORTABLY	Airport jet aircraft take-off with after-burner from aircraft carrier at 50 ft (130)	Oxygen torch (121)	120 dB(A) 32 times as loud
120	LOUD	Turbo-jet aircraft at take-off power at 200 ft (118)	Revering machine (110) Rock n' roll band (108-114)	110 dB(A) 18 times as loud
110	VERY	All planes at 1,000 ft (103) Boeing 707, DC-8 at 6,000 ft before landing (100) Jet A-1 at 100 ft at 100 ft (100)	Newspaper press (97)	100 dB(A) 8 times as loud
100	LOUD	Boeing 737, DC-9 at 8,000 ft before landing (97) Motorcycle (11.75 ft) (90)	Food blender (88) Blending machine (85) Garbage disposal (80)	90 dB(A) 4 times as loud
90	MODERATELY	Car wash at 20 ft (83) Pop bottle flyover at 1,000 ft (80) Diesel truck, 40 mph at 50 ft (84) Diesel train, 43 mph at 100 ft (83) Loud city noises (80) Passenger car, 65 mph at 25 ft (77) Firearm, at 50 ft from pavement edge, 10.3 m (78)	Living room music (76) TV audio, vacuum cleaner (70)	80 dB(A) 2 times as loud
70	QUIET	Air conditioning unit at 100 ft (60)	Cash register at 10 ft (65-70) Electric typewriter at 10 ft (64) Dishwasher (range) at 10 ft (60) Commercial (63)	60 dB(A) 1/2 as loud
60		Large transformers at 100 ft (50)		50 dB(A) 1/4 as loud
50		Big train (44) Loud city noises (45)		40 dB(A) 1/8 as loud
40				
0				

Reproduced from "Outdoor Noise in Its Environment" by Jerome C. Branch and R. Dale Barshel, published by the City of Los Angeles, 1973.

Tough choices on airport's future soon will face L.B. City Council

By Susan Pack
Staff Writer

The future of the Long Beach Airport — up in the air for so many years — may finally be decided within the next few months by the City Council.

On Feb. 14, the Airport Advisory Commission is expected to adopt a "noise-abatement" program and forward it to the council.

By Feb. 26, the council will have received the Airport Advisory Task Force's recommendations on the proposed airport master plan.

The nine council members then will be faced with tough decisions on one of the most controversial issues ever to reach them.

The noise-abatement procedures now being completed by the advisory commission had their roots in a voluntary noise-control program begun at the airport last March.

That program was pronounced a failure last July by Councilman Edd Tuttle, who called for more restrictive regulations.

Airport Manager Ron Chandler then drafted a proposal which, among other things, would restrict practice landings and require approaching jets to fly higher over residential areas.

The seven-member commission, representing both residents and aircraft businesses, has held four public hearings on the program. Last week it began reviewing the final draft.

Meanwhile, the airport master plan, prepared by the Ralph M. Parsons Co. at a cost of \$123,000, was presented to the City Council last summer after five city commissions endorsed it.

The plan calls for an increase in commercial airline flights from six to 24 a day by 1995. However, it also promises to cut noise by reducing the number of small aircraft flights and using quieter airplanes.

The council rejected a request by the Long Beach Chamber of Commerce to place the issue on the ballot. Instead, the council formed a 23-member Airport Advisory Task Force to review the plan further.

In October, just weeks after the task force began meeting, aviation businessmen Barney Frazier and Larry Hunt launched a petition drive to place the master plan on the ballot.

Tuttle responded by launching a drive of his own to qualify a ballot measure that would prevent any increase in flights at the airport.

At the recommendation of the task force, the council adopted the land-use portion of the master plan in November.

Satisfied with that action, Frazier and Hunt decided to shelve their petitions.

Tuttle is still collecting signatures on his petition, but he said he won't decide whether to place his measure on the ballot until after the task force makes its recommendations on the remainder of the plan next month.

Abrupt turn over city seen hazardous

Do airport noise curbs peril safety?

By Susan Pack
Staff Writer

The red, white and blue Cessna Skyhawk skimmed the runway, then nosed up into a steep climb. As pilot Hank Smith began to turn right at Cherry Avenue, another plane darted into view.

"It's a low-wing aircraft," Smith said, quickly aborting the turn. "He can't see me." Smith continued beyond Cherry, then made his turn after the other plane was out of his way.

"He turned early because the tower warned him, but we can't always depend on them," Smith said. "It (the required turn) takes a little bit of the safety away."

The right turn at Cherry is one of several dozen noise-abatement procedures now under review by the Long Beach Airport Advisory Commission. Pilots are required to make the abrupt turn only when they believe it is safe.

Airport manager Ron Chandler believes the measures can reduce noise in residential neighborhoods by about 50 percent.

Although he's not sure how expensive the noise-control program would be, he believes it would cost about \$5,000 to print and distribute copies of the procedures. The city's current noise-control specialists, who handle all types of noise complaints, earn between \$17,592 and \$23,199 a year.

The city-owned airport, which spends no general fund tax money, operates in the black and wound up with \$196,706 at the end of fiscal year 1978-79.

The airport already has a voluntary noise-control program which encourages pilots to avoid residential areas and fly their planes as quietly as possible.

PSA, the only commercial airline that serves Long Beach, is restricted in its route to about six flights a day.

Planes that make more noise than a Cessna Citation, which the FAA estimates generates 77 decibels, cannot use the airport between 11 p.m. and 7 a.m.

Yet, during the past year, the city's airport bureau received 371 noise complaints. PSA, which has about 1 percent of the airport's total operations, generated about 6 percent of the noise complaints.

Although O'Hare Airport in Chicago is the busiest commercial airport in the United States, Long Beach is the second busiest aviation airport. And it is the incessant drone of the small airplanes that prompted most of the noise complaints.

"There are waves of those things coming," complained Larry Holand, a Lakewood Village resident.

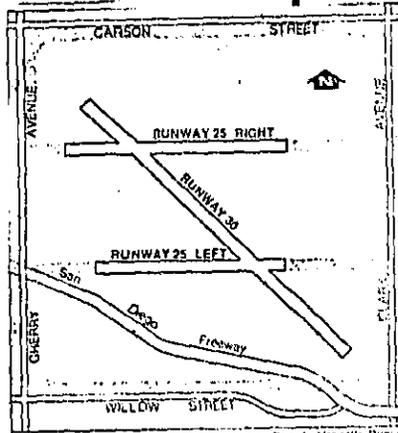
"They never stop. And a lot of them are just messing around. They're like your Sunday sailors. Unfortunately, their sail planes make a lot of noise."

"It just seems impossible that they're so inconsiderate," said Dixie resident Mr. John Paris. "These men just don't seem to understand what is happening underneath them."

But Harry Zepke, director of the Airport Business Association, said pilots are "extremely conscious of the adverse noise impact on the community." And most, he said, are not "just messing around."

"These people are going places," he said. "Planes are important to the business community of the world."

"There are not as many people going up and joy riding around L.A. as you'd expect. It's not that much fun, it's crowded."



The takeoff and approach patterns for Long Beach Airport's Runway 25-left and Runway 25-right are a source of constant concern. Photo shows the abrupt turn, shortly after takeoff, required at Cherry Ave., because it isn't safe, they say. Residents near 25-right want touch-and-go landings limited to 25-left on weekends and holidays. Residents near 25-left say that would just double their trouble.

He believes it's fairly safe, though, as long as pilots are not forced to obey some of the noise-abatement procedures now under consideration.

Such as the right turn at Cherry.

As Smith flew around for another practice landing, he elaborated on the problems with the requirement. Planes normally fly at a minimum altitude of 1,500 feet, he said. Yet, when he reached Cherry, he had climbed only 350 feet. The turn at Cherry comes too soon after takeoff for the pilot to reach the light, after altitude.

"Until we get to 1,500 feet, we can't see anybody," he said. "We have to do a steep turn, which isn't safe for a student pilot. I'm an instructor, I can do these foolish things."

He executed the turn successfully, his second try.

"The plane is most safe when it's level. Any time you turn, you reduce its ability to lift. You don't climb as well. You're jeopardizing efficiency close to the ground and that makes any pilot nervous."

"If you cause the aircraft to fly unsafely for the sake of sound, you're asking too much of the pilot," Smith said.

He believes other noise-abatement procedures also sacrifice safety.

For example, the proposed regulations allow planes that exceed 73 decibels to make practice landings only between 7 a.m. and 7 p.m. on weekdays and a few holidays. Aircraft exceeding 84 decibels would not be allowed to execute any practice operations at all.

In addition, no plane could perform "touch and go" landings on runway 25-right on weekends and most holidays. Practice landings on all runways would be prohibited from 9 p.m. to 7 a.m.

"Airplanes may have the right to fly into the airport, but it's a privilege to fly in circles around it," said Holand. "We're saying to the pilot community we have permanent residents who live near to the airport. Give the weekends and the evenings to the homeowners."

But Smith said pilots must practice — at night as well as during the day — to improve their proficiency. And curtailing touch and goes on runway 25-right will simply increase the activity on 25-left.

"Right now we're balanced," he said. "We offend everybody a little bit."

Residents under the 25-left pattern are concerned.

"Our noise problem would be doubled if you divert the traffic from 25-right to 25-left," said Floyd Ayers, a Wigley-area resident.

"They say the squeaky wheel gets the grease, and (Councilman) Edd Tuttle is the squeaky wheel," said Kevin McArthur, chairman of the Chamber of Commerce's aviation committee. "He's trying to transfer the noise to somebody else's district."

Both Chandler and Stan Schultz, chairman of the Airport Advisory Commission, deny that the proposed restrictions are politically motivated.

"We're trying to impact the fewest number of people without regard to political districts," Schultz said.

"We want to take the noise away from the people and shift it over non-residential areas, such as industrial areas and oil fields," Chandler said.

While most of the noise-control program is directed at small aircraft, one of the most controversial provisions deals with the diagonal runway used by jets.

In an attempt to keep planes higher as they approach the airport, Chandler proposes displacing the landing threshold. Airplanes would land 2,000 feet farther down the runway.

The FAA has already approved the change and has committed about \$550,000 to cover most of the costs.

"THE FAA has said yes, it will work and yes, it is safe," Chandler said. "I would not have any part of a project that was not safe, nor would the FAA."

"We'll see to it that safety will not be compromised," said Jim Lehman, chief of the Long Beach control tower.

But Ed Goodwin, president of the Professional Air Traffic Controllers Organization, calls the proposal "disastrous."

"There would be a very high potential for a mid-air collision," he said.

Raising the altitude of the planes approaching the diagonal runway would bring them closer to aircraft headed for runway 25-left.

"They're flying on a collision heading anyway; so you've got to have vertical separation," he said.

The displaced threshold also would impact traffic on other runways, Goodwin said.

Because planes landing on the diagonal runway would no longer be able to stop before they arrived at the intersection with 25-left, that runway could not be used as often. As a result, there will be more planes circling the airport while they wait for a clear runway.

"The only thing you're doing is enlarging the area of noise," Goodwin said.

He believes the proposed noise-control program should be "thrown in the garbage can" and should not be made mandatory.

"If you make it voluntary and logical and realistic, pilots will go along with it," Goodwin said. "If you try to jam it down their throats, they'll resist."

Schultz defends the program.

"SAFETY TAKES precedence over noise, pollution and any other negative element," he said. "We would never sacrifice safety."

He believes the program should be voluntary for six months. If the pilots ignore it, then it could become mandatory.

Chandler also favors that approach.

But many of those living under the flight patterns say few pilots have complied with the voluntary program now in effect.

"The small planes don't obey the rules, and that's the pattern," said Greg Balchin, mayor of Signal Hill. "We need a mandatory program with penalties."

"People just don't do things voluntarily," said Paris. "You have to follow laws when you're on the road."

Chandler said it would help if air traffic controllers would broadcast noise abatement procedures.

"Nothing should interfere with their ability to safely control aircraft," he said. "But if they can do it within the limits of safety, they should do it."

Lehman says they can't.

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"Any instructions we give are for the safe operation of air traffic," he said. "We do not have the time nor is it our job to put out on-the-air advisories on noise-abatement procedures."

"We can't tell the pilots how to fly," he added. "The pilot is the only one who can determine how to fly the aircraft safely."

And once the pilot is airborne, even the city cannot tell him how to fly.

"It's clear that the federal government through the FAA has pre-empted control of aircraft in flight," said Art Honda, deputy city attorney. "This is federal domain."

ACTUALLY, to a large extent, the entire airport is federal domain.

The FAA has handed out millions of dollars in grants to Long Beach for improvements at the airport. As a result, the airport

has certain obligations to the FAA for the next 20 years.

"If the proprietor of an airport takes federal aviation money and uses it for the improvement of the airport, the government must be given reasonable assurances that the airport will not take radical action contrary to the national air system," Chandler explained.

"We must agree to operate the airport so it does not unjustly discriminate or does not unreasonably interfere with interstate commerce," he said. "Such things are not unreasonable or unusual."

Chandler said the FAA has not interfered with Long Beach's attempts to regulate noise, and FAA spokesman Dick Stafford said, "We don't intervene. We encourage local communities to work out their own problems."

Tomorrow: Methods of measuring the noise from the skies.

LONG BEACH, CA
INDEPENDENT
JAN 23 1980

Noisy planes pulled over and ticketed in Torrance

By Susan Pack
Staff Writer

When Torrance Airport first implemented its noise control program, Chuck Nay stood on the runway and handed out tickets to pilots who violated the regulations.

The average fine was \$136, and violations soon dropped from about four to one per hour. Now, about seven pilots a day are ticketed.

"We're serious about our noise limits," said Nay, the noise specialist who runs the program.

Torrance Airport was one of the first in the nation to implement a mandatory noise control program and it has become a model for other municipal airports.

It wasn't easy, Nay

said.

"I went through a credibility game at the beginning," he said. "Pilots are a peculiar breed. They find it difficult to communicate with anyone who's not a pilot."

Luckily, Nay happens to be a pilot, and he has since managed to win the respect of both residents who are annoyed by aircraft noise and pilots who make it.

"I've had 100 percent cooperation from pilots," he said. "I think they all realize the importance and gravity of the situation."

The maximum daytime noise level at Torrance, which has virtually no jet traffic, is 82 decibels and the nighttime limit is 76. Takeoffs are prohibited

from 11 p.m. to 6:30 a.m.

Practice landings are allowed from 8 a.m. to 8 p.m. on weekdays, and from 10 a.m. to 5 p.m. on weekends and holidays. Only airplanes based at the airport can train there.

Nay admits that the FAA is "not very delighted" with the training restriction, but he's ready to fight for it in court.

"Pilots based at the airport are more aware of the noise problem, and they have a vested interest," he said. "Transients don't know and don't care."

When the noise control program was implemented in the summer of 1977, Nay simply warned violators. He began writing tickets a year later.

He said he has had little help from the FAA control tower, but that's fine with him. He didn't expect any.

"There's a love affair between air traffic controllers and pilots," he said. "Controllers see noise abatement procedures cutting operations, cutting paychecks and cutting jobs."

THE CITY-OWNED airport operates in the black, Nay said, and "the entire noise program is funded out of profits."

That includes \$266,000 for the permanent noise monitoring system as well as a \$90,000 operating budget that pays for supplies and the salaries of Nay and another noise specialist.

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Santa Monica Airport has been to court with its mandatory noise abatement program and with one important exception, the program was upheld by Federal District Judge Irving Hill.

In a decision handed down several months ago, Hill said the city could restrict practice landings on weekdays and ban them on weekends. A curfew on takeoffs similar to the one at Torrance was also upheld, as was a ban on helicopter training.

The judge also said the airport could set the maximum single event noise equivalent level (SENEL) at 100, which is equivalent to about 93 decibels. However, he added, the city's jet ban was discriminatory and illegal.

Shortly after the jet ban was struck down, the City Council passed a new ordinance lowering the maximum SENEL to 85, or about 79 decibels — and wound up in court again.

Successfully obtaining a preliminary injunction preventing the airport from enforcing the new noise limit was the Santa Monica Airport Association, which said the regulation would eliminate 63 percent of the planes that now use the airport.

"Their goal is to close the airport," said George Keiser, president of the association. "Developers want the airport for a high-rise residential development like Century City."

He said it is too costly to modify small airplanes to meet the new standard, and "we've tried to find a place to put our airplanes but we can't find any."

"Santa Monica is one of the major reliever airports in the FAA transportation system," Keiser

continued. "Any restrictions would put a burden on other airports. There would be more noise at other airports."

In granting the injunction, Hill accused the city of trying to circumvent his ruling on the jet ban and said the limit posed an undue hardship on aircraft operators. He is expected to hand down a final ruling on the issue within the next several months.

Airport director Clyde Fitzgerald declined to comment on that issue, but said he thinks the city has a right to regulate noise.

FITZGERALD and his deputies administer the noise abatement program as part of their regular duties. He said there was a "flurry of violations" in the beginning, but a major portion of the pilots are now complying.

Christine Edwards, a noise control specialist at John Wayne Airport in Orange County, said pilots are complying with voluntary noise abatement procedures there.

She said that when a pilot does make too much noise, he or she gets a nasty letter and a phone call.

"We've had almost no problem with repeat offenders," she said. "The airplanes are being flown just about as quietly as they can be."

There are no curfews on small aircraft, but airline jets can't take off from 10 p.m. to 7 a.m. of land between 11 p.m. and 7 a.m.

Like Torrance and Santa Monica, Orange

County has a monitoring system and maximum noise limits. In residential areas, planes are not to exceed 96 decibels.

Pilots also are expected to fly within established patterns that avoid residential neighborhoods as much as possible. Commercial jet flights are limited to 38 a day.

In addition to the current measures, which are administered by three full-time and one part-time noise specialist, the local Community Airport Council has proposed several other options for homeowners.

The council believes the county should purchase the homes, purchase navigation easements or insulate the homes. Such options are under review by the Board of Supervisors.

General aviation airports are not the only facilities faced with a noise problem. Los Alamitos Naval Air Station also has angry neighbors.

"We have mostly helicopters, and they are loud," said Frank West, air field safety officer. "The proximity to homes is so great, it's a constant problem for us."

West said pilots are asked to avoid residential areas as much as possible, and flights are prohibited from 10 p.m. to 7 a.m.

The program is voluntary, but "pilots are educated enough to think about noise. It's paid off. Noise is less of a problem now."

LONG BEACH, CA
INDEPENDENT
JAN 27 1980

Garbage disposers don't fly

The airport noise articles are of special interest and might be somewhat amusing if the airplane noise wouldn't interrupt my thoughts as I write this. We live in the 2400 block of Stearnes Avenue.

According to Susan Pack of the I, P-T and Steve Glass of the city health department, we must have some very powerful and noisy garbage disposers in our homes. If, as Mr. Glass says, a one-horsepower electric motor makes as much noise as a 350 to 500-horsepower aircraft engine, I suggest that he get his sophisticated sound-measuring equipment repaired or replaced.

And now PSA says it will have a twin-jet aircraft that will make about as much noise as a lawn mower.

Incidentally, bureaucrats, sages and experts, none of these items flies over our house and wakes us during the night, or constantly interrupts our conversations, or frightens our grandson out of the back yard during the day.

The comparisons are ridiculous. And it is ridiculous to take a one-minute measurement of screaming, painful, ear-shattering noise and average it down to a 24-hour or 12-hour period for these CNEL ratings being tossed around as though they are the laws of Moses.

The answer to when there is too much noise is simple, folks: Just open your ears and listen.

M. L. LADNER
Long Beach

LONG BEACH, CA
INDEPENDENT
JAN 29 1980

Airport foes exaggerate noise

Your recent articles on airport noise were fairly well-balanced, but your selection of letters Jan. 24 was completely in favor of those who would do away with the airport and its benefits to the community rather than accept some minor personal inconvenience or minuscule risk.

One letter writer distorted the noise issue when he asked for a noise comparison between an automobile and an Aero Commander at equal distances from the listener. A really fair test would compare the noise of that airplane in the traffic pattern overhead with a motorcycle or Volkswagen or trash truck driving down his street, or a power mower in the next yard. On that basis, the Aero Commander

is quieter. The smaller, single-engine aircraft that compose most of the local air traffic are quieter yet.

Most of us who fly light planes at Long Beach Airport appreciate the privilege. We're not all "jerks" and "flakes" as another letter writer labeled us. We do not fly according to "whim" or to "harass thousands of people on the ground." We fly to go places in a time-saving, fuel-efficient manner, or to gain and maintain our proficiency as pilots.

I know of no policy statement from anyone in authority — ever — that the Long Beach Airport would "remain small."

I stated 50 years ago that Long Beach was a hick town and always would be. You farmers haven't let me down.

JACK W. MOORE
Long Beach

I know of no policy statement from anyone in authority — ever — that the Long Beach Airport would "remain small."

RALPH L. MERRILL
Long Beach

Task force sees bias

Schools snubbed by airport noise group

By Dorothy Korber
Staff Writer

A snub by the Long Beach citizens' airport task force prompted a protest by the Board of Education Monday, as irate board members complained that their side of the airport expansion issue did not get a fair hearing.

Arlene Solomon, a school board member who also chairs the city's airport task force, reported to her board colleagues Monday that the task force had refused to hear a presentation by the school district's attorneys.

"The task force was very adamant," Mrs. Solomon said. "They said our report would be prejudiced. Of course, when you hear a report from McDonnell Douglas — as the task force did — you're getting a prejudiced report, too."

DOUGLAS Aircraft Co., the aircraft manufacturing arm of aerospace giant McDonnell Douglas Corp., has headquarters at the airport and is a major user of the airport.

"Presentations were made to the task force by the Chamber of Commerce, by banks, by CalTrans, by the city attorney," board member John Ward said. "And we have a report that cost us thousands of dollars — but we are not allowed to present it to the task force until they give us five minutes at a public hearing?"

"I'd like to make a motion protesting the fact that we were not allowed to present our information to the task force. The factual information we have needs to be gotten to the task force."

"You were denied your right to petition," said Superintendent

Francis Laufenberg. "That's what started the American revolution."

"Throw the tea into the ocean!" said board member James Zarifee.

The board was unanimous in its support of Ward's motion.

The school district's \$6,000 airport study, prepared by consultants Bolt, Beranek and Newman Inc., questions several findings in the city's environmental impact report on airport expansion.

The expansion proposal would increase the daily number of passenger flights at Long Beach Airport from six to 24. The increased noise would make instruction in 16 schools impossible, the district contends.

Last August, the Long Beach school board threatened to sue the city for \$9 million — the cost of soundproofing the 16 schools — if the city approves the airport expansion.

The day following the board's threat, the City Council decided to create a citizens task force to study the airport master plan. Mrs. Solomon was the school district's delegate to the task force, and she was later elected to chair it.

"I was able to present a lot of our information to the task force," Mrs. Solomon told the school board Monday. "And they've had our report from the beginning."

"Why couldn't they give our attorneys half an hour to present it?" Ward demanded, ignoring Mrs. Solomon's remark. "Then someone could try and refute it, if they wanted, but at least they'd hear our side."

LOS ANGELES, CA
HERALD-EXAMINER
JAN 22 1980

Jarvis II said to threaten L.A. schools

The Los Angeles school district faces a \$60 million deficit in the coming year and will be forced to make drastic cuts in programs if the Jarvis II tax limitation initiative is passed, Superintendent William Johnston warned yesterday.

The new initiative authored by Howard Jarvis is on the June ballot and would cut personal income taxes by 50 percent, Johnston explained.

"If this occurs, we could lose as much as \$350 million in state aid," he said.

Johnston said the loss would force drastic changes, including the possibility of eliminating youth services, increasing class sizes, eliminating the sixth period in high school, eliminating coun-

seling and nursing, eliminating special projects, stopping cost-of-living increases for district employees, canceling all building projects and eliminating or curtailing kindergarten or the twelfth grade.

"An optimistic appraisal of the district's financial outlook for 1980-81 indicates a probable deficit of \$60 million in the general fund," he continued.

Johnson recommended that the district prepare only one budget, assuming Jarvis II will pass. The board will hold a special meeting at 2:30 p.m. Thursday to discuss the budget.

In other action, Glenwood Elementary School received a two-week stay of execution from the board, which wants to close it because of noise and danger from nearby Hollywood-Burbank Airport.

Dozens of teachers and parents packed the board room, applauding and cheering as speakers urged the board not to follow the recommendation of Johnston, who wants to close the school immediately and bus its students to five other schools.

After lengthy debate, the board voted unanimously to support a five-point motion by Board Member Kathleen Brown Rice that calls for a delay in closure of the school at least until Feb. 4.

Her motion asks that an ad hoc committee of faculty, parents and community representatives explore alternatives to closing the school, meanwhile providing transfers for parents who request them.

The board will also continue discussions with airport authorities, seeking a ban on landings on the north-south runway during school hours. The runway is currently closed for repairs.

LOS ANGELES, CA
HERALD EXAMINER
FEB 8 1980

Valley homeowners win a victory over airport noise

By Carol Gulotta
and Mit Polczer
Herald Examiner staff writers

Eleanor Barbour can't stand the noise.

The 57-year-old woman and her husband, Robert, have lived three blocks from the Glendale-Burbank-Pasadena Airport for 30 years. For the first 18 years, only light planes flew over the quiet residential neighborhood. But in 1968, jets began using the airport, and Mrs. Barbour's blood pressure has been rising ever since.

"I feel like I have my head right in the engine when a jet passes

overhead," said Mrs. Barbour. "I can't sleep at night because of the noise. We can sit shoulder to shoulder at the breakfast table and we still can't hear each other."

Yesterday, the Barbours and other San Fernando Valley homeowners won a significant initial victory when a Burbank Superior Court judge ruled that the airport authority has the right to restrict an airline's number of flights to that airport in order to reduce noise.

The decision may have national implications, because it allows, for the first time, a local airport

authority to restrict an airline's activities.

What it means locally is that Hughes Airwest will not be able to increase the number of flights into the Burbank airport until all appeals are resolved, and a final judgment is rendered.

If Judge Thomas Murphy's ruling does become final, a process the judge said may take up to eight years, Hughes Airwest will then have 120 days to reduce its flights to the March 1979 level — about 13 flights a week less than the current level. The airline has already promised to appeal.

In the interim, Hughes Airwest will not be able to increase the

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flights to the airport, but it doesn't have to decrease them, either. If the judgment went into effect immediately, the carrier would lose about 540 passengers a day and about \$800,000 in revenue a year, according to airline Regional Vice President Michael Murphy.

A random sample of homeowners in the area showed that most think the court decision is a "step in the right direction," but would like to see an immediate decrease in the amount of airport noise.

"Maybe the noise won't get worse, but it's not going to get any better," said Mrs. Barbour. "And the way it is now is intolerable."

Hannah Grant, president of the Sun Valley Homeowner's Association, said she was "happy with the ruling." But she added she would have liked the ruling to require the airport to go back to pre-1979 noise levels, when the homeowners became seriously irritated by rising "noise pollution," rather than use the 1979 level as a guide.

"As it is now, the noise is outrageous," said Grant.

Airport authority William Rudell said he is "very pleased" with Murphy's decision. He said that the airport authority decided to bring the suit against Hughes last July when the airline increased the

number of flights in and out of the airport by 13 a week.

When the three cities purchased the airport from Lockheed two years ago, they agreed to conform to a Federal Aviation Administration requirement not to increase noise levels at the airport, in exchange for a \$31 million grant. Rudell said that the contract with the FAA influenced the airport authority's decision to bring the suit.

Richard H. Close, president of the Sherman Oaks Homeowner's Association, said he doubts the airport authority will take advantage of the decision.

Close claimed that the airport authority has been unwilling to push for a decrease in flights in the past because "they want to make more money and develop the area."

"The only reason they brought the case to court is because we forced them to," said Close.

But Rudell called Close's charges, "absolute nonsense."

"The airport authority responded immediately when we saw that voluntary cooperation would not be forthcoming from Hughes Airways," said Rudell.

Meanwhile, Mrs. Barbour and her neighbors keep their doors and windows shut.

The two other major Burbank airport carriers — PSA and Continental Airline — are not affected by the ruling. But Rudell said he did not anticipate that either airline would change their current policy of "voluntary cooperation," to limit flight numbers.

LOS ANGELES, CA
HOLLYWOOD INDEPENDENT
FEB 6 1980

Freeway hearing slated

Proposed project to construct soundwalls along the northbound side of the Hollywood Freeway (Route 101) between Benton Way and Melrose

Avenue will be the subject of a public meeting at Dayton Heights Elementary School Thursday, Feb. 7, Caltrans has announced.

Area residents and others interested in hearing about and discussing the soundwall projects are urged to attend the meeting, which will get underway at 7:30 p.m. in the auditorium of the school at 807 N. Westmoreland Ave.

Information: 620-2668.

LOS ANGELES, CA
TIMES
JAN 17 1980

Airport Noise Data Interpreting Sought

By JACK BIRKINSHAW
Times Staff Writer

A move that could resume interpretation of noise level monitoring reports at Burbank Airport and initiating similar interpretations of noise reports at Van Nuys Airport has been taken by the Board of Supervisors.

On motion by Supervisor Ed Edelman, the board Tuesday authorized the county Engineer-Facilities Department to prepare a contract with a consultant "to interpret all reports submitted by the Burbank, Glendale, Pasadena Airport Authority to the state since the first quarter of 1978 and all future reports for a period of one year."

The contract is to be returned to the board for action in two weeks.

In July, 1976, the airport was found to be in violation of state noise standards by the aeronautics division of the California Department of Transportation.

It was granted a variance to continue operations but was required to install a continuous monitoring system and to provide written reports.

Since then, the facility has been taken over by the cities of Burbank, Glendale and Pasadena.

Edelman said the county has the responsibility for interpreting the reports but that this has not been done since the first quarter of 1978 because of financial problems.

"No money has been available to hire a consultant, and the county does not have the expertise within to interpret the reports," Edelman said.

"As a result of the lack of interpretation, the reports to the state by the Airport Authority have been submitted without any independent indication as to whether the noise problem is increasing, lessening or remaining at the same level," said Edelman.

He noted that in the meantime, however, there has been an increase of 64 flights, phased in over a period of several months beginning in March, 1978.

Edelman said also that "it appears the noise problem at the Van Nuys Airport may have increased and be in violation of state standards, thus requiring monitoring by the county."

In offering his motion, Edelman said the county not only has the legal obligation to interpret the noise level data, "but a moral obligation to protect the citizenry."

There reportedly are 6,000 people in 1,839 homes by the airport who would be affected by excessive noise, a higher number than originally estimated by the county, the supervisor said.

LOS ANGELES, CA
TIMES
JAN 17 1980

LAX Noise Decision May Touch Off New Legal Actions at Burbank Airport

By ALAN MALTUN
Times Staff Writer

The California Supreme Court decision holding the City of Los Angeles liable for personal injuries from aircraft noise at Los Angeles International Airport could have serious ramifications for Burbank Airport, but airport officials see few parallels.

The ruling that Los Angeles may be held responsible for emotional and mental distress caused by aircraft noise resulted from a suit filed by a group of Westchester residents

'We already have a suit against Lockheed and we plan to extend it.'

who claimed that the noise interfered with their sleep, sex relations and ability to watch television.

The court upheld a lower court award of \$86,000 to 41 residents around LAX. Los Angeles will appeal the case to the U.S. Supreme Court, a city spokesman said.

Although the Burbank Airport Authority has no noise suits pending against it, a \$19.7 million nuisance suit has been brought by area residents against Lockheed Corp., operator of the airport until 1978. The cities of Burbank, Glendale and Pasadena bought the airport from Lockheed for \$51 million and established the Burbank-Glendale-Pasadena Airport Authority to operate it.

Richard Close, a Sherman Oaks resident who is spokesman for a coalition of six homeowner groups in the San Fernando Valley and Burbank, said the effect of the suit will be significant. In fact, Close and his group may be among the first to sue under the new ruling.

"We already have a suit pending against Lockheed and we plan to extend that to the authority," Close said. "The real question is 'What is the airport authority going to do?' Unless the airport does something to lower noise, which is our goal, this airport could very quickly be put out of business."

Close, an attorney, said 1,207 persons are involved in the action against Lockheed, and perhaps as many as 200,000 more could decide to sue, based on the recent ruling. That could mean millions of dollars in liability on the part of the airport, he said.

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Airport attorney Lee Blackman said, "Burbank has a unique situation and the court would be hard put to find that the airport has not done whatever it could (to minimize noise)." Blackman added, however, "There is no doubt that the holding opens the area to suits based on nuisance theories. The decision breaks new ground."

William Rudell, authority president, said the state high court's decision was based on circumstances far different from those at Burbank Airport and may not result in successful litigation against the authority.

"From the standpoint of the Burbank Airport Authority there are significant factual differences in the way the authority has operated this airport from the way Los Angeles has operated its airport," Rudell said. "We've only been the proprietor 18 months. We have unique statutory requirements imposed on us by California and the Federal Aviation Administration. We think we have complied with these and we think it puts us in a better position."

'We have...requirements imposed on us by California and the FAA.'

In the Westchester case, the residents alleged that construction of the two north runways in the 1960s added an undue noise burden to the community and the court held the airport had built the runways without taking adequate measures to mitigate the potential noise problem.

Burbank's runway system has not been significantly altered since the 1940s and its operations have not changed dramatically since the 1960s, Blackman said. The airport was operating long before most residents moved into the area, he noted.

The homeowners some time ago retained attorney Jerrold Fadem, who also represents the Westchester group.

Close and Fadem contend the Westchester ruling means residents may continue to sue the airport for ongoing noise damages, but airport officials say that issue remains unclear in the decision. Close also maintains the individual cities of Burbank, Glendale and Pasadena are liable for the damages, but Blackman said the joint powers agreement under which the airport is operated protects the municipalities from liability.

A source close to the defense in the Westchester case said the ruling is "fuzzy" in many areas, but leaves little doubt as to the basic issue of the city's liability.

LOS ANGELES, CA
TIMES
JAN 17 1980

Planners Favor Offshore Site for Regional Airport

By JANET CLAYTON
Times Staff Writer

A committee of regional planners Wednesday recommended construction of a \$2.5 billion offshore airport near the Los Angeles-Long Beach harbors. It would be built on a new man-made island.

A committee of the Southern California Association of Governments (SCAG) selected the offshore location from five possible sites "as the least of all the evils and the one that would generate the least protest," said Henry Wedaa, chairman of SCAG's aviation work program committee. The committee met Wednesday in Los Angeles.

The SCAG recommendation is the first in a series of steps that would have to be taken before such an airport could be built. A regional airport authority, including representatives

of Los Angeles County and other area counties, probably would be formed to issue revenue bonds and secure federal financing, according to a SCAG aide.

The island airport, considered a "Disneyland" site by critics, is seen as a compromise location that could handle overflow air traffic from the six-county SCAG planning region. If a new airport is not built, about 30 million passengers would be left without airport services by 1995, according to a SCAG report.

The offshore site has been an on-again, off-again location for several years but planners had always decided it was too expensive. But in light of current noise lawsuits involving airports located near populated areas, an offshore site might be "quieter to build and more economical in the long run," Wedaa said.

The SCAG committee also recommended that another site, Bell Canyon in southeast Orange County, be studied as a possible location for an airport. The committee will study the road, weather and noise conditions of the area within the next two weeks.

Both recommendations are expected to be sent to SCAG's executive committee in early February, Wedaa said.

The SCAG recommendation for two tentative sites, instead of one, came as a surprise. While the offshore site had long been considered a favorite, Bell Canyon was dropped from consideration last June.

However, a recent rule change by the Federal Aviation Administration (FAA) in effect increases the site's airspace and thus makes the location eligible for further consideration, said Larry Goldman, a SCAG staff member.

Because Bell Canyon is situated near the foothills of the Santa Ana Mountains, takeoff and landings in the direction of the hills were prohibited under the old FAA rule.

But the rule has been revised and planes could operate in both directions under certain conditions, Goldman said. With this new information in mind, the SCAG committee decided to reconsider Bell Canyon as a regional airport site. It also is being considered by the county as a general aviation airport site.

El Toro Marine Corps Air Station and other locations that were being considered as a regional airport site are now officially "out of the running," Wedaa said Wednesday.

LOS ANGELES, CA
TIMES
JAN 18 1980

LOUD ROCKERS AT STADIUM WILL PAY BY DECIBEL

By RICHARD C. PADDOCK
Times Staff Writer

In years past, when a band like ZZ Top rocked San Diego Stadium, neighbors in Mission Valley were able to attend the concert free — without even having to leave the comfort of their own homes.

Loud music has been known to rattle windows in houses as far away as Kensington, city officials say, occasionally making it impossible for residents to carry on normal activities like watching television.

Now all that is going to change. Or if it does not, stadium performers will have to pay plenty for the privilege of keeping their volume up.

On Thursday, the City Council Public Facilities and Recreation Committee approved a complicated

system of monitoring concert noise along with a fee schedule that will levy fines of \$300 for every decibel over the acceptable noise level during each hour of the concert.

Since the city makes \$100,000 on every concert held at the stadium, it was an important consideration of the committee to set the fines at levels not so high that they would drive away performers interested in playing there.

But Jim Dukes, administrator of the city's noise abatement program, says the committee-approved solution should reduce the noise without reducing the number of concerts, usually three or four each year.

"It was kind of a tough problem but I think this will work," Dukes said. "I think these are standards most rock groups can live with."

The committee set the acceptable average noise level on stage at 126 decibels, which is the equivalent of 62.5 decibels at the edge of the stadium property.

Part of the committee's action was to authorize spending \$3,500 for a machine to monitor the noise level during concerts. If the performers find while they are playing that their noise level is too high, they can turn the sound down or take a break in order to reach an acceptable decibel average for each hour, thereby avoiding a fine.

Dukes said the noise limits mean that a band like ZZ Top probably would find it too costly to perform again at the stadium. A band like Jethro Tull, which also played there recently, however, could probably meet the noise standards with only minor modifications in its volume, he said.

Dukes said the restrictions, which will be incorporated into the stadium lease agreement, should not reduce the number of concerts. But he added, "The council's attitude was that if they don't want to use the stadium with these restrictions, perhaps we don't want to have them here."

LOS ANGELES, CA
TIMES
JAN 18 1980

Bell Canyon Airport Site in News Again

But Terrain Still a Roadblock, Along With New Housing

By JANET CLAYTON
and JERRY HICKS
Times Staff Writers

SAN JUAN CAPISTRANO — A proposal to build a jet airport in Bell Canyon seven miles east of here died — for the first time — about nine years ago.

The site was revived last year by a Southern California Association of Governments' aviation study committee. Once again it was ruled out.

Now, like a mythical phoenix, it's back. That same committee has recommended that an offshore airport be built near the Los Angeles and Long Beach harbors. But it added as a footnote, a study of a possible Bell Canyon site.

The Bell Canyon study, which is bound to be controversial, has a long way to go. The aviation work program committee of the regional association still has to study the noise effect and

other environmental issues. Then the proposal would have to be studied by the Federal Aviation Administration (FAA).

Ironically, it was the FAA that killed the Bell Canyon project in 1970.

The proposed site lies on a ridge at the base of the foothills of the Santa Ana Mountains in southeast Orange County, just north of the Ortega Highway. The FAA argued in 1970 that the terrain was too hilly for proper landings. What's more, it would have sent jets taking off over President Richard Nixon's Western White House.

The aviation committee put aside Bell Canyon last year when it was told by the FAA that the site would violate proposed FAA air space guidelines — 60 feet of unobstructed space ahead of an airplane for every one foot it rises from the ground.

But now, says the SCAG committee, everything is different. The FAA never implemented its 60-1 ratio guidelines. It decided to remain with its standard of 40 to 1.

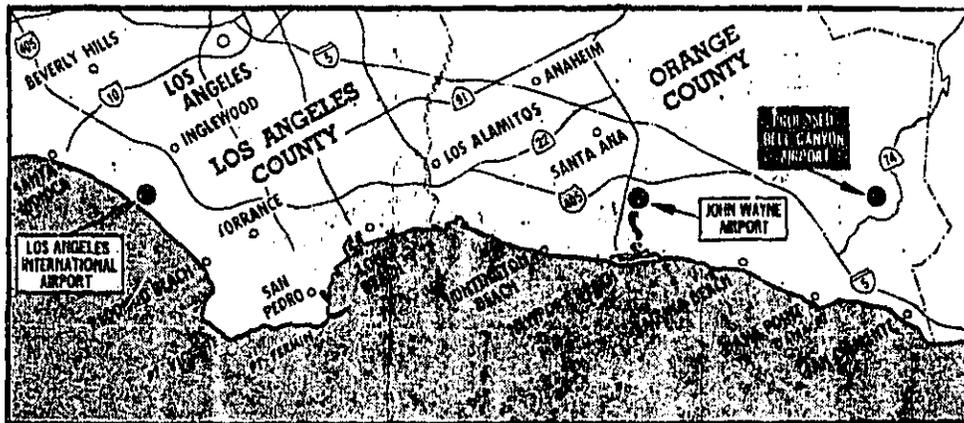
That still poses some problems for the Bell Canyon site. But the committee says it still might be possible to put a regional airport there which could handle transcontinental flights.

Larry Goldman, a staff member for the committee, said, "All the staff is saying is that it's a better site (since the FAA clarification) and it bears more investigation."

But the Bell Canyon proposal is bound to bring opposition.

More than 1,700 new housing units are planned for that area in the next few years, including expansion of the Coto de Caza community just to the north and 220 units at the proposed Arriba de la Estrella development.

CONTINUED



There are also two county parks in the area (O'Neill and Ronald W. Caspers Regional parks), plus a National Audubon Society preserve.

Also, Orange County is studying the site for a general airport, which would be much smaller than the regional facility.

County Supervisor Thomas Riley, of the 5th District, doesn't consider Bell Canyon big enough to accommodate a regional airport. He also noted that there would be too much opposition from environmentalists and developers.

James Mocalis, city manager of San Juan Capistrano, was also critical.

"If Bell Canyon ever comes under serious consideration, I'm sure we would be unilaterally opposed because of the noise and traffic it would bring to the area, he said.

The regional airport would be designed to handle 14-million passengers on its one runway. The airport would cover 7,000 acres, with an additional 3,800 acres in easement rights, Goldman said.

Airport travel would have to be limited because of the mountains.

Walt Gillfillan, a consultant working with SCAG's aviation committee, gave this explanation:

Airplanes could take off to the south, but could not land in that direction. Aircraft could take off and land to the north.

And Dwayne Hodges, an FAA flight procedure specialist, said the agency would probably question whether planes could take off to the north because of nearby mountains.

Why would the FAA approve of Bell Canyon now when it refused in 1970?

"That's a good question," said Gillfillan. "No doubt this proposal still has problems. There's a lot of study left to be done."

No one doubts that another regional airport is needed and that Orange County would be a good place to locate one. Studies show that Orange County accounts for 23% of the passengers at Los Angeles International Airport.

Gillfillan said John Wayne Airport would still get heavy use, even if a regional airport is built in Orange County.

While the aviation committee, which admittedly favors the offshore location is hanging on to the Bell Canyon site, it has finally ruled out using El Toro Marine Corps Air Station as a regional airport, even as an interim site. Numerous officials and homeowner groups from the El Toro area are strongly opposed to that idea.

LOS ANGELES, CA
TIMES
JAN 20 1980

Airport Noise Data Interpreting Sought Supervisors Also Move to Begin Monitoring of Van Nuys Facility

By JACK BIREINSHAW
Times Staff Writer

A move that could resume interpretation of noise level monitoring reports at Burbank Airport and initiating similar interpretations of noise reports at Van Nuys Airport has been taken by the Board of Supervisors.

On a motion by Supervisor Ed Edelman, the board authorized the county Engineer-Facilities Department to prepare a contract with a consultant "to interpret all reports submitted by the Burbank-Glendale-Pasadena Airport Authority to the state since the first quarter of 1978 and all future reports for a period of one year."

The contract is to be returned to the board for action in two weeks.

In July, 1976, the airport was found to be in violation of state noise standards by the aeronautics division of the California Department of Transportation.

It was granted a variance to continue operations but was required to install a continuous monitoring system and to provide written reports.

Since then, the facility has been taken over by the cities of Burbank, Glendale and Pasadena.

Edelman said the county has the responsibility for interpreting the reports but that this has not been done since the first quarter of 1978 because of financial problems.

"No money has been available to hire a consultant, and the county does not have the expertise within to interpret the reports," Edelman said.

"As a result of the lack of interpretation, the reports to the state by the Airport Authority have been submitted without any independent indication as to whether the noise problem is increasing, lessening or remaining at the same level," Edelman said.

He noted that in the meantime, however, there has been an increase of 64 flights, phased in over a period of several months beginning in March, 1978.

Edelman said also that "it appears the noise problem at the Van Nuys Airport may have increased and be in violation of state standards, thus requiring monitoring by the county."

In offering his motion, Edelman said the county not only has the legal obligation to interpret the noise level data, "but a moral obligation to protect the citizenry."

There reportedly are 6,000 people in 1,839 homes by the Van Nuys Airport who would be affected by excessive noise, a higher number than originally estimated by the county, the supervisor said.

LOS ANGELES, CA
TIMES
JAN 21 1980

FIREMEN WAIT UNEASILY FOR THE TRANSITION

By DORIS A. BYRON
Times Staff Writer

SANTA ANA — Paul Bakeman usually wakes up at least three mornings a week in Fire Station 22 in Laguna Hills, but for the last week the 36-year-old fireman has awakened daily in a bed at Riverside Community Hospital.

Bakeman, who makes his home in Sunnymead, was injured Jan. 10 in a devastating late afternoon blaze that left a Laguna Hills home in ruins and sent eight other firefighters to the hospital.

Like any convalescent, Bakeman — who suffered a broken right thigh bone and two fractured feet — has medical bills and his long recovery to worry about, but there is more than that on his mind these days.

As a California Division of Forestry (CDF) firefighter serving in Orange County under a contract with the county that ends June 30, Bakeman has to worry about whether he'll have a job to go back to when he has mended.

The three-year CDF veteran wonders what will

happen to the benefits he has accumulated with the state, about the medical exam he'll have to take to be hired by the county, about the higher retirement premiums he'll have to pay.

The men who work with Bakeman at Station 22 — men like engineer Blake Garlin — point to their colleague when they talk about the nearing transition from a state-run fire department to one administered by the county.

"Look at Paul," says Garlin. "He's in the hospital with a broken femur and two broken feet. He got those protecting Orange County. What's the county going to say to him when they give him a medical exam?"

Many of the men are worried about the medical examination the county says they must take if they are to be hired by the new county-run fire department.

"This job is hard on you," says Capt. Roy Sprague, a 61,2 year CDF veteran who has asked for a transfer "anywhere" rather than stay and go through the transition to the new department.

"Your hearing is worse because of the sirens."

CONTINUED

Sprague said, "Your blood pressure is higher because of the stress. For me to take a hearing test now . . ." his voice trails off as he sighs. "It's unfair because I was serving the people of Orange County when it happened."

There are other aspects of the upcoming change that have distressed the men of Station 22. Those ranked higher than captain will have to take a competency examination, for example, and compete for the jobs they presently hold.

"A lot of guys are insulted about being tested for things they're already doing," says Marc Hopkins, public information officer for the CDF in Orange County.

And there are other concerns. The men wonder what will happen to the unused sick leave and vacation pay they've accumulated. Will they be recompensed for it or lose it?

Premiums for the county's retirement system would take 6% more from their paychecks than the premiums they now pay into the state system. Will they be given raises to cover the difference?

The questions could worry any employee whose company was in the grips of a merger or change of management. In this case, the questions have dogged the men since December, 1978 — more than a year.

That was when the CDF proposed ending its 48-year-old agreement to staff county firehouses with state firefighters because of the increased urbanization of Orange County. The proposal was sealed by the Legislature last year with wording in the 1979-80 budget to end the contract by June 30, 1980.

"The cumulative effect after a year of uncertainty is tremendous," says Jim Farrel, president of the newly formed County of Orange Firefighters and Engineers Employee Assn. (COFFEE).

"We didn't ask for the transition. We didn't play any part in making it happen. Yet we feel frustrated to find ourselves the Ping-Pongs in the situation."

County Personnel Director Bert Scott said the county is sensitive to the firemen's anxiety.

"It's natural. It's there," he said. "We want to minimize it."

Nonetheless, he said, the county itself doesn't have all the answers the CDF firefighting force of about 480 men and one woman would like to have. And some of the answers he does have aren't what the men want to hear.

"We have to determine what kind of department we'll have, and we really can't do a darned thing until we have that," said Scott. "As soon as we have a handle on what size of a department we'll have, we can make some firm offers."

The personnel chief said the county hopes to be able to make positions available to most of the present CDF firefighting staff beginning in March, but he concedes some may be weeded out because of the medical examinations.

As for their accrued benefits, Scott said, "That's the state's problem. The state is obligated to worry about that."

Scott says he expects that the men will earn more money with the county than with CDF, and county officials have said previously there will doubtless be reductions in the current 72-hour workweek.

The prospect of better pay and shorter hours has made some of the firefighters, especially the younger ones who

'These (transfers) are people who don't want to go with the county.'

— because of low rank and little seniority — have little chance of transferring within CDF, less glum.

"I'd like to make more money," says Steven Herndon, a young firefighter who commutes from Riverside County. "I'd like to be able to live in Orange County."

But that hope won't be enough to keep many of the men here.

"If I transfer within CDF, I'll have to take a 15% cut," said Capt. Wayne M. Green II, "but at least I'll know what I have with the state. I don't know what the county will give me."

Green has applied for a transfer. He is one of 48 men — about 10% of the CDF force in Orange County — with pending transfers, according to Assistant Chief Roger Helm. Twenty-three of those have been filed since Nov. 1.

"Probably at least 80% (of the transfers) are a direct result of the transition," Helm said. "These are people who don't want to go with the county."

The state is helping those who want to stay with CDF with the cost of relocating, a cost estimated at about \$10,000 per man, provided he owns a home, Helm said. And Orange County transfers are given priority in hiring.

Those requesting transfers include one of the county's three assistant chiefs and one of its three division chiefs. Two battalion chiefs already have transferred, and transfers for three of the remaining 15 managers are pending, Helm said.

One of those battalion chiefs is Frank Bates, the man who oversees Station 22 about half the time.

Bates has spent 19 years with the CDF, working his way up from a part-time seasonal firefighting job through the ranks until he became a battalion chief in Orange County in 1975.

The 37-year-old officer said he was already worried about losing sick pay amounting to \$1,700 to \$1,800, unused vacation time and other benefits when he got tired of waiting to find out about the future in Orange County.

"That pushed me over the top," he said. "Morale is down, and it's hard to motivate the guys."

Larry Kinard, a paramedic with 5½ years behind him with CDF, had this comment: "I think we're hurt. We take pride in our work. We've done the best job we can for years. Now the county treats us like they don't trust us."

LOS ANGELES, CA
TIMES
JAN 22 1980

RICHARD BUFFUM

Undone by Appliances' Undoing

I am convinced that the ultimate goal of household appliances is to defeat man by breaking down at the most inopportune times for him.

Somewhere, in some dank, evil cavern where the gods of mischance rule over such matters, there are, I'm sure, awards of merit being bestowed upon the wizened souls of our recently departed hot water heater and electric oven.

Judging from the inhuman point of view of our infamous appliances, I'm certain that these awards were well deserved. The strategy had been well planned, their execution nicely coordinated, their timing perfect.

The water heater, which resided on the service porch along with the washing machine and dryer, began the campaign to defeat us.

"What's happening to the water heater? It's making a funny noise," announced daughter Alison as she entered the living room, interrupting my wife's and my TV viewing last Friday night.

Please, note the perfect timing. At night and on the start of a weekend, when repairmen are not only hard to find for house calls but are more expensive.

I investigated promptly. The water heater was making a funny noise. It was caused by cold water flowing through the intake pipe — without stopping. The water, in turn, was leaking out of the bottom of the heater — without stopping. Fortunately, there is a drain in the floor.

"Nothing to it," I thought to myself. "I've only to turn off the valve installed on the pipe of the cold water intake, and, although we shall have to heat

water on the stove, we shall survive the weekend without serious inconvenience."

I tried to turn off the valve. It refused to budge. Even a wrench failed to budge it. The valve had become corroded immovably in the open position.

I went outside and turned off the main water valve. Needless to say, we spent the entire night without any running water in the house, except on certain occasions.

It was the only time I can remember wishing that we owned an outhouse. Once before midnight and on the following morning I had to go outside in the rain to open and close the main valve. These expeditions were accompanied by shouts.

"Are you through? . . . Okay . . . I'm turning it off!"

Obviously, this couldn't go on until Monday without the neighbors complaining, so we had a new water heater and an inside valve to the heater expeditiously installed by an agreeable mechanic.

Come Saturday night and my wife turned on the oven to bake chicken. The little red light, indicating the oven was heating, failed to go on. I checked the circuit breakers. No problem there. We twiddled dials. The oven remained cold. I called up Bob Trusty, our trusty electrician, and following his instructions, I made certain tests to determine the condition of the patient. Alas, the oven had died, too.

We have a new oven ordered now. I must rebuild the cabinet to fit it in. They don't make new ovens the same size as our dead one. That, too, is part of the conspiracy to defeat us.

Now my wife is worried about the washer and dryer. She says they are making funny, squeaky noises. I think I know what it means. They are laughing at us. If they don't stop, I'm afraid they'll laugh themselves to death. I'm confident, though, that they'll wait until next weekend to do it.

LOS ANGELES, CA
TIMES
JAN 22 1980

Closing of School on Airport Flight Path Postponed

By KEVIN RODERICK
Times Staff Writer

The Los Angeles Board of Education Monday delayed the closing of Glenwood Elementary School for at least two weeks to allow negotiations to continue with officials of Burbank Airport.

The Sun Valley school is about 300 yards from the airport, under the landing path of the main runway. City school officials have recommended the school be closed because of the potential for a tragic accident.

The school opened in 1945, after the airport was established. Parents have complained that the larger, noisier jet planes have made the danger more acute.

Board President Roberta Weintraub said school district representatives will use the two-week delay for talks with airport officials and the Federal Aviation Administration regarding possible alteration of the landing pattern at the airport during school hours.

Some parents said they would support cutting short the school day if it meant such a policy could be implemented.

The board's action also set in motion the creation of a task force to study alternatives to leaving the school where it is. The group would include parents, teachers and other community representatives.

Parents who filled the school board auditorium for a second straight week were opposed to a plan, proposed by Supt. of Schools William Johnston, to close the school this week and disperse its 700 students to different schools in the San Fernando Valley.

Most favored relocating Glenwood's students and teachers together, and eventually building a new campus to house students in their neighborhood.

District officials say there is no available school with enough room to handle the students and there are no funds for construction of a school.

The board also said that parents who feel there is imminent danger of an accident at Glenwood may apply for transfers on an individual basis.

The school board is considering filing a lawsuit against the airport, which is owned by the cities of Burbank, Glendale and Pasadena, to recover the costs of relocating Glenwood's students and soundproofing other schools that may be affected by aircraft noise.

The issue was raised after Weintraub and board members Bobbi Fiedler and Kathleen Brown Rice held a hearing in North Hollywood to investigate the impact of aircraft noise on schools.

Rice sponsored the delay proposal that the board approved Monday on a 6-0 vote.

LOS ANGELES, CA
TIMES
JAN 26 1980

KEEPING IT QUIET

Corrective measures will reduce plumbing noises. First isolate each noise and then take corrective measures.

Quieter hardware can be installed in the water closet.

LOS ANGELES, CA
TIMES
JAN 27 1980

Ruling Expected This Week in Battle Between Airport and Hughes Airwest

By ALAN MALTUN
Times Staff Writer

BURBANK—Burbank Superior Court Judge Thomas C. Murphy is expected to issue an opinion this week in the trial of Hughes Airwest for violating the Burbank Airport's noise rules.

The two-week trial ended last week when final arguments were presented. The legal consensus is, however, that Murphy's ruling is virtually certain to be appealed because of the legal issues and monetary considerations involved.

The Burbank-Glendale-Pasadena Airport Authority sued the airline in 1978 after Hughes added 92 flights without first notifying airport officials, thereby breaking its noise rule (Rule 7), passed hastily when the carrier announced the added flights. The authority also contends the action increased noise levels at the airport, also a violation of its rules.

Witnesses for the airport and Hughes testified on many subjects, from details of airport operations to constitutional issues such as whether the airport's noise regulations interfere with interstate commerce.

But the main arguments centered on whether the federal government preempts the airport's power to control noise. Most legal sources agreed it was not so much Hughes that was on trial as it was the airport's authority to adopt a noise rule in the first place. Airport attorneys sought a validation of the noise rule, while Hughes counsel asked the judge to set aside the regulations.

Airport attorney Lee Blackman asserted the authority has the prerogative to control noise and indeed is mandated to do so by the airport's grant agreement with the Federal Aviation Administration and the California Noise Law which require the authority to prevent an increase in noise at the airport.

"Preemption is not an issue," Blackman argued, citing several instances in which airport proprietors

have implemented operational limitations to control noise. ". . . The issue is whether the authority acted arbitrarily or capriciously in passing its noise rule," he said. "Hughes should be ordered to obey the rule until it gets permission (to add the flights)."

Hughes attorney Rex Heinke countered that several cases have established the precedent for federal preemption and that the airport's rule "is unlawful and unreasonable." He said Hughes would lose about \$620,000 and 13,000 passengers monthly, evidence that Rule 7 restricts interstate commerce.

Heinke also pointed out that the authority had argued in a friend-of-the-court brief filed in the Greater Westchester Homeowners case that the FAA does preempt local proprie-

tors in the area of liability for noise damages. In that action, a group of residents around Los Angeles International Airport won damages.

William Waterhouse, a deputy city attorney for Los Angeles who sat in on the trial, acknowledged that both the city and the authority had taken the position that the FAA preempts local regulation, but noted, "We lost."

Other issues before the court were whether the authority actually adopted its noise rule in time.

Judge Murphy could decide the case based on these or other technical matters involved. However, because he appears to be doing a large amount of preparation for his opinion and has stated several times that he expects the case to wind up in the Supreme Court.

LOS ANGELES, CA
TIMES
JAN 27 1980

EXPERTS SAY SAVINGS LIE UNDER EARTH

By GALE TOLLIN
Associated Press

MINNEAPOLIS—The way to stay on top in the battle against soaring fuel prices and dwindling energy resources is to go back underground, according to scientists at the Underground Space Center.

Since early days, living creatures have turned to the earth for protection against climatic extremes.

And now the time has come to reconsider what the earth offers, said Dr. Charles Fairhurst, a prime mover in the establishment of the center in the University of Minnesota's Department of Civil and Mineral Engineering.

The British-born scientist said much technology for underground and earth-sheltered structures already exists and more is being accumulated steadily. The techniques of underground space use, Fairhurst said, are among the simplest, most cost-effective and readily available means of energy conservation.

Prospects for greater utilization of underground space are excellent, Charles Lane, the center's assistant director, added.

The center's experts assert that the advantages of people using the earth as a blanket are many:

—The earth is a natural insulator. Underground buildings attain 50% to 80% savings in energy consumption for heating and cooling, Lane said. There is no winter wind chill, and a properly located earth-sheltered home is shielded in the summer from the direct rays of the sun.

—During the summer, when the sun is high, solar collector panels above the roof may be adjusted to shade windows, on the exposed side of an earth-sheltered house. In winter, the lower sun angle provides direct sun, warmth through windows.

—The environment is nearly silent. Noise pollution, including sound from airports and freeways, is greatly reduced.

—Urban congestion can be significantly lessened, and environmental quality is preserved by the retention of "green space."

—Laboratories and testing rooms requiring precision reduce vibrations when they move underground. The danger of fire, radiation and explosions is lessened.

—There is protection from hail, tornadoes and wind storms. Snow adds insulation. The intensity of earthquake vibration is less severe underground than on the surface.

—Earth-sheltered homes normally can be built for about the same cost as conventional houses and the total life-cycle cost is much lower because of savings in energy and maintenance. Painting, shingling and similar exterior maintenance is eliminated.

Major obstacles mostly are of the "feelings" type. People have an innate feeling that they "don't want to live like moles." There has not been enough resale experience to build a track record appealing to lending institutions. Architects and builders tend to want their work displayed in the open, above ground, for everyone to see and admire.

Fairhurst said a properly oriented earth-covered dwelling has as much sun exposure as an above-ground house. Underground space can be designed to include windows, natural lighting, views of attractive landscape and more room for living on the surface, he said.

Increasing numbers of department stores have increased display space by eliminating windows, and Fairhurst said they have won acceptance. A psychological study showed no significant drawbacks to building the Abo Elementary School in Artesia, N.M., totally underground and, in some respects, the learning environment was enhanced.

Overwhelming commitment to the "surface" has tended to hold down underground construction. Banks have been concerned with initial costs and resale ability, rather than life-cycle costs. As energy costs increase, life-cycle costs will become more important. Fairhurst expects lending institutions will then become more receptive to making money available for earth-sheltered buildings.

"No one likes to be first," he said. "Everybody likes to be a fast second."

Fairhurst said achieving acceptance will require vigorous efforts and carefully drawn regulations. If the public is correctly informed, he reasoned, social objections to the underground will diminish.

The Underground Space Center was created as a research and information center. The staff of 20 includes civil, mineral and mechanical engineers. The center researches, plans and coordinates underground space use, provides a referral service and serves as a focal point for international cooperation.

There were a number of reasons why, in the past five years, Minnesota became the base for U.S. underground studies.

"Obviously, climate was one," Lane said. "And Minnesota is totally dependent on outside sources for heating fuel. There is a real need here to conserve energy."

Additionally, Fairhurst noted that his department had been involved in underground research for longer than 20 years, that close ties existed at the university between civil engineering and architecture, that Minnesota's geology was well suited to underground space use and that the Legis-

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lature was willing to provide support.

Fairhurst also pointed to the state's traditional ties with Scandinavia, where underground space technology is well advanced.

In Sweden, hydroelectric power stations, heating and sewage plants, oil storage and nuclear waste deposits are underground, sometimes in abandoned mines. Norway has put its national archives below the ground water table, and also has underground swimming pools, athletic facilities and ice-cream storage. Oil and gas are stored in 18 caverns in Finland, and Helsinki's TempPELLankio Church is excavated in rock.

In Switzerland, Geneva's largest airport car park is entirely underground. In Cana-

da, Montreal's underground Place Ville-Marie and Place Bonaventure contain attractive shops, restaurants and theaters. In the United States, large warehouses, cold-storage facilities, manufacturing plants, offices and an International Trade Center have been located underground in Kansas City, Mo., and the University of Illinois-Urbana built its new library underground.

The Underground Space Center currently is providing the expertise and administering the construction of six earth-sheltered houses in Minnesota, including three residences for state park managers, and a 12-unit townhouse in Minneapolis. All were funded by the Minnesota Housing Finance Agency. Utilizing monitoring equipment, the Underground Space Center will do an analytical study after the dwellings are occupied.

LOS ANGELES, CA

TIMES

JAN 27 1980

'I WAS LUCKY'

Inventor Recalls First Transistor

By GAY CAMPBELL
United Press International

WALLA WALLA, Wash.—“The only regret I have about the transistor is its use for rock 'n' roll music. I still have my rifle, and sometimes when I hear that noise, I think I could shoot them all.”

Walter Brattain, 77, sat in his office at Whitman College reminiscing about his experiences as a research scientist and the discovery of the transistor which brought him a Nobel prize and world acclaim.

He was working at Bell Labs in Murray Hill, N.J., on the historic day in 1947 when he, John Bardeen and William Shockley made the discovery which led to the development of the transistor.

Brattain said the transistor discovery was by chance, that he was in the right place at the right time.

“I was lucky,” he said.

“It really started in July of 1947. Bardeen explained why some things we had always assumed were true really were not so, and I was trying to fully understand the properties of semiconductors.”

The day that he and several colleagues watched a tiny piece of treat-

ed germanium (with two gold contacts attached) serve as the amplifier in place of an electron tube in a communications circuit, he knew it was a breakthrough of far-reaching significance.

“On the way home that night, I told the other riders in our car pool that I had probably had the part in the largest experience I was ever having.”

Nine years later, on Dec. 10, 1956, in Stockholm's Concert Hall, Swedish King Gustav VI awarded the Nobel Prize for Physics to Brattain. Sharing the prize were Bardeen and Shockley.

A model of that first transistor sits under a small plastic dome in Brattain's office.

“Before medicine got into using the transistor for so many wonderful things, I think the best use of it was the transistor radio,” he said. “Anyone in the world could listen—nomads in Iran, people in the Indies, people living under dictatorships could listen to news from the United States and really know what was happening.”

In 1967, after more than 37 years with Bell Labs, Brattain retired. But he has been anything but idle.

Although he had many offers, there was no doubt in his mind that he wanted to return to the Northwest and to the college where he had started his career in physics and earned his bachelor-of-science degree in 1924.

His father had graduated from Whitman College, and his mother attended there before graduating from Mills College in Oakland. His wife,

Emma Jane, is also a Whitman graduate.

When he first returned, he taught a senior-level physics lab and a science course designed for liberal-arts students. He added:

“When I first got my Ph.D. (from the University of Minnesota), I thought I couldn't teach. But when I finally came back to Whitman to teach I realized I was giving those students what most of them wouldn't ordinarily get until graduate school. I taught them that it didn't matter what the books said. In the lab you try things and find out for yourself.”

Although he is no longer teaching classes, Brattain makes himself available for work with students. He goes to his office in the science building every day and is working on several projects.

“I am piled up with work,” he said, pointing to stacks of work on his desk.

He and David Frauco, professor of chemistry at Whitman, have been doing research on phospholipid bilayers as a model for the surface of living cells.

Brattain is also writing the life story of his father, Ross R. Brattain, who was a teacher in China, a stockbroker in Spokane and a homesteader, cattle rancher and flour miller in Tonasket, Wash.

“My father told me his story,” Brattain said. “Now I'm putting it in modern language.”

When he finishes that story, Brattain would like to find time to write some of his own recollections.

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Much of his time is taken up with interview, inquiries and correspondence. McGraw-Hill Publishing Co. is working on a revision of Brattain's autobiography which he has agreed to edit.

"I had all of these requests since the summer of 1978," Brattain said, pointing to a thick file folder. "One company wants to publish a children's book explaining the transistor. A University of Illinois physics student and a historian from Harvard want information. I worked on the transistor display at the Pacific Science Center in Seattle, and on and on."

Brattain's mailbox at Whitman is usually bulging. Autograph collectors, students, researchers and admirers

write from all over the world—from behind the Iron Curtain, from Sweden, from numerous other places.

"It's very time-consuming," Brattain said, "and a lot of them don't even send return postage."

Brattain propped one leg on the edge of his desk and looked out the window to the center of the campus where students were hurrying to class.

"I guess the best way to sum it all up is to say that to be able to spend one's life and earn one's living as a research scientist is a privilege and I'm grateful to have had the opportunity."

LOS ANGELES, CA
TIMES
JAN 30 1980

Plans for West Side Air Terminal Killed

Board to Focus on Other Options for Airport Facility

By LEO C. WOLINSKY
Times Staff Writer

SANTA ANA — Unable to agree on the exact location of a new or expanded terminal for John Wayne Airport, county supervisors Tuesday took the second best route by deciding where they don't want the controversial facility.

The board unanimously scrapped plans for a new terminal on the west side of the airport but left open the possibility of enlarging the present terminal or building a new one on land adjacent to the San Diego Freeway.

Supervisors took the action after receiving the first phase of an overall master plan for airport development — a plan that has pitted business and growth advocates against noise-sensitive homeowners and private pilots who feel they are being squeezed off the airport.

While there had been several requests to delay a vote on the terminal issue, supervisors agreed that eliminating consideration of a facility on the west side would bring the board closer to a final decision.

"It's easier to say right now that we know what we don't want rather than what we do want," Supervisor Harriet Wieder said. "Right now, too much is conjecture and we might be just spinning our wheels in discussing things that might never be considered."

While the board members constantly stressed that no decision has been made to expand the airport, they called for a series of actions aimed at stepping up a decision on the overall airport development plans. They:

—Directed the county's General Services Agency (GSA) to proceed with completion of the master plan and its required environmental impact report.

—Ordered the GSA and VTN Consolidated, the airport plan consultant, to consider ways of improving use of the airport's general aviation facilities.

—Instructed the county staff to consider the compatibility of terminal improvements with the possible 700-foot northerly extension of the airport's main runway for noise control reasons.

—Declared their intention to "work aggressively" toward the development of one or two new general aviation airports in Orange County.

—Authorized the GSA to proceed with the possible purchase of three

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parcels on the west side of the airport. Although the board had previously taken action on those parcels, Tuesday's vote will limit the purchases to about 16 acres, rather than 30 acres as first proposed.

The west side terminal was one of four alternatives considered in the first phase of the master plan report. The proposal ultimately was rejected, according to county officials, because it posed serious traffic problems for surrounding streets and its \$41.4-million price tag would be nearly twice the cost of expanding the present terminal.

The consultant also considered the possibility of continued use of the existing terminal without improvements. But that alternative was tossed aside because the facility encompasses only 26,708 square feet while an estimated 150,000 square feet is needed to handle the airport's projected annual passenger load of 3 million.

The two plans still under discussion call for a \$23.9-million expansion of the present terminal or a new terminal on a 28.1-acre site near the northeast corner of the airport.

Supervisor Philip Anthony, who has prepared a concept plan for the latter site, said it would be best to allow time for further design work before making a decision on the terminal's ultimate location.

"I don't think we should force ourselves to pick ... at this time," Anthony said. "But rather we should indicate the east side and let the consultant and staff do the next level of design work and come back with suggestions for a more detailed layout."

According to Anthony, a new terminal on the western edge of the airport would have made it easier to separate general aviation from commercial flights. "But on the negative side," Anthony said, "its cost is much higher, the space available is certainly marginal at best and the surface traffic problems are very, very complex."

However, Board Chairman Ralph Clark insisted that separation of aircraft be considered a top priority regardless of which site is chosen. He also suggested that consid-

eration be given to construction of a two-story terminal with a connecting parking structure.

In an effort to speed up Monday's hearing, Clark ordered that discussion of the terminal issue be limited to board members only. But after opponents began to line up at the podium, Clark relented and allowed two members of the audience to make brief statements.

Cliff Fraizer, a fixed base operator at the airport, told the board that if the west side terminal is rejected, any expansion of the present terminal would be "wholly and completely unacceptable."

George Oshner, an airport area resident, accused the board of attempting to expand the airport at the expense of the public.

"This plan is dedicated to growth, expansion of the airport to meet convenience needs and economic needs," Oshner said. "But you do not address the fact that in ages past this board has adopted resolutions saying there would not be jet aircraft and that noise and safety will be of paramount consideration."

Although Clark stressed that he didn't want to debate opponents, he told Oshner, "I could point out what (the airport) does for our economy, for an environment to help people make a living and to operate in the realm of reality."

A vote on the overall airport master plan is not expected before November, and Clark noted that there will be several public hearings before final action is taken.

LOS ANGELES, CA
TIMES
FEB 1 1980

The House overcame opposition from environmentalists and local citizen groups to approve a compromise bill that would relax noise-control regulations for two-engine jet airplanes. The measure also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It also appropriates \$15 million for planning new noise-reduction projects. A report said the bill would permit more than 500 two-engine jets to continue to fly. The planes are involved in more than 10,000 takeoffs and landings each day.

LOS ANGELES, CA
TIMES
FEB 2 1980

Keeping the noise level down

Acoustical ceilings offer a practical, easy way to absorb noise in the activity areas of the home.
Capable of soaking up as much as 75% of the noise striking their surface, the ceilings create an atmosphere of quiet that can be "felt."

LOS ANGELES, CA
TIMES
FEB 2 1980

TWO-ENGINED AIRLINERS AFFECTED

Bill on Jet Noise Exemptions Approved

By JANET CLAYTON
Times Staff Writer

A watered-down version of a controversial bill governing exemptions from federal noise regulations for smaller airline jets has been passed by both houses of Congress.

The legislation, which would affect jet aircraft operating at John Wayne Airport, is expected to be signed by President Carter and become law, Howard Seelye, an aide to Rep. Robert Badnam (R-Newport Beach), said Friday.

Under the bill, two-engine jet aircraft seating more than 100 passengers would have until 1985 to comply with federal noise standards. The deadline will be extended to 1986 if an airline can show it has purchased or plans to purchase quieter aircraft, such as the DC-9 Super 80.

Air California operates twin engine

B-737s and already has announced plans to purchase the Super 80s. They are expected to be brought into operation within three years.

For aircraft seating less than 100, such as some of Hughes Airwest's DC-9s, the noise requirements would be waived until 1988, Seelye said.

Originally, some Orange County legislators feared that the bill would exempt the two-engine jets from the federal noise standards altogether, allowing airlines to halt the expensive procedure of fitting newer, quieter engines to their aircraft.

If that happened, it would have been difficult for airports such as John Wayne to meet the 1986 state noise requirements. At present, the airport exceeds the maximum state noise standards and is operating under a variance. But that variance, or easing of the rules, could be jeopardized if the

state does not perceive a local effort to meet the noise requirements.

However, the final compromise form of the bill appeared to be "less objectionable," although there still is concern about future aircraft noise, Seelye said. All members of Orange County's congressional delegation voted against the measure, he said.

LOS ANGELES, CA
TIMES
FEB 3 1980

Palomar Airport 'Strings'

Palomar Airport could become a very troublesome neighbor. If we accept federal funds for expansion, we accept the strings attached. And what strings they are! It means we are only a step away from scheduled air carriers.

Convenient, say some people. We say this is exactly what brought about the unbearable conditions at Orange County, Santa Monica and Burbank airports. If we use the present commuter carriers at Palomar, we are contributing to the growth of the same overwhelming disaster that makes living near Orange County Airport what it is today — miserable!

Recently, the City of Los Angeles was sued by some residents of Westwood because of noise it caused from L.A. Airport. The citizens won! The California Supreme Court ruled that residents don't have to put up with excessive noise from aircraft!

We shouldn't wait until we have to sue because we can't stand the conditions under which we live. Let's tell the county now that we don't want an expanding commercial enterprise at Palomar!

MARGARET E. VAHL
and
EDWARD W. VAHL,
Lake San Marcos

Air Firm Protests City Order to Halt Commuter Service

By KEN FANUCCHI

Times Staff Writer

Gunnell Aviation, whose flights from Santa Monica Airport to Mexico are threatened, has applied for city approval to continue them.

An application letter was submitted by the company to City Atty. Richard Knickerbocker last week, shortly after he had informed the company it had 30 days, effective Feb. 18, to cease the commuter service.

Gil Gunnell, who is the company's co-owner with her husband, Robert, said the application was made even though both believe the flights are allowed under existing leases with Santa Monica. The city says such flights are not permitted under terms of the lease.

"In 23 years of operations at the airport we have never done anything illegal," Mrs. Gunnell said. "We do not think we are doing anything illegal now."

"But if the city says we have to have specific approval for the flights, we are going to abide by the decision and seek the necessary approval for them."

The aviation firm, the largest of the lease holders at the airport, operates flights four days a week to Guaymas, Mulege and Loreto, using two nine-passenger propeller-driven Cessna aircraft.

The service costs \$230 round trip to Guaymas and Mulege and \$260 to Loreto and has been in operation for three years, prompting Mrs. Gunnell to wonder why the city is acting only now to discontinue the flights.

"We think the city is acting out of revenge," she said. "They have known about the flights all along, particularly Mr. Knickerbocker, who took one of them."

She charged the action to discontinue is related to Gunnell's suit to

enjoin the city from enforcing a stringent noise ordinance that would have banned most modern planes, particularly jets, from using the airport.

Knickerbocker did not deny his participation on the flight nor the city's longtime knowledge of the company's Mexican operations.

But he said the city's action is designed to prevent a "full-blown commuter service" that will contribute to what he considers a growing noise problem at the airport.

"The fact right now is that noise at the airport has never been worse," he said. "We cannot enforce our ordinance to control the noise levels because of a court decision."

U.S. District Judge Irving Hill granted a preliminary injunction sought by two aircraft associations against the city enforcing an 85-decibel limit on noise generated by a single aircraft. The limit amounted to a total ban on jets, which Hill, in a prior ruling, struck down.

Hill issued the injunction pending a trial on the city's noise limit. The trial is not scheduled to get under way until June.

Knickerbocker said the effect of the injunction has been to encourage jets to land at the airport, where, until Hill's ruling last year, jets had been banned.

He said the action against Gunnell Aircraft and another being prepared against Wings West, which operates commuter flights to Mammoth, is to guard against any reclassification of the airport for increased aviation purposes.

"Santa Monica Airport presently is classified as a general aviation facility," he said. "We do not want it to be opened up to regular commuter traffic, which obviously would mean more flights and higher noise levels."

An underlying issue is the future of the airport. Once a major testing site for Douglas Aircraft, the airport has been under attack by nearby residents since the company ceased operations several years ago and its land was converted into an industrial-commercial park.

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Movements to close the airport have been in existence for years, and the city has tried to limit operations to reduce noise to acceptable levels.

No decision has been made by the City Council to close the airport, but that may be in the offing because of the election to the council of new members unsympathetic to airport operations.

Because of this uncertainty, most of the leases for the airport have run out and are being renewed only on a month-to-month basis.

"The airport's future definitely is in transition," Knickerbocker said. "And we don't want uses there to be expanded to the point where we couldn't stop them."

This is one reason the city is taking a closer look at commuter operations, such as those operated by Gunnell and Wings West, he said.

LOS ANGELES, CA
TIMES
FEB 3 1980

Supervisors Approve Funds for Airport Noise Study

By JACK BIRKINSHAW
Times Staff Writer

The Board of Supervisors has authorized a \$13,790 expenditure to review noise levels at four airports—Burbank, Van Nuys, Los Angeles International and Long Beach.

Supervisor Ed Edelman had pointed out that while noise level data has been recorded under a state requirement, it has not been interpreted by experts since March, 1978, owing to a lack of funds.

The result is that no one knows if noise levels are being violated.

Gordon Bricken of Orange County, a consultant on aircraft noise, is expected to be hired by the county Engineer-Facilities Department to review the data.

Under the authorized funding, data interpretation will cover the period from March, 1978, to June, 1981.

Raymond W. Loomis, assistant county engineer, advised the board that interpretive work "would begin promptly."

In July, 1976, Burbank Airport was found to be in violation of state noise standards by the aeronautics division of the state Department of Transportation.

It was granted a variance to continue operations but was required to install a continuous noise monitoring system.

Edelman told the board that the same situation prevailed at Van Nuys Airport and asked for data review funding for both facilities.

Loomis recommended the inclusion of Los Angeles International and Long Beach airports since there have been complaints of noise problems there as well.

Edelman's motion to hire a noise consultant came after a request from the Encino Property Owners Assn. that supervisors force the Van Nuys Airport to comply with state law.

Gerald A. Silver, chairman of the homeowners' airport and aviation committee, said a 1973 study ordered by the supervisors determined that the airport was not in compliance with state noise standards and recommended that a monitoring system be installed.

"The (Van Nuys) airport continues to operate illegally because no efforts have been made to bring it into compliance or seek a variance from the law," Silver said.

LOS ANGELES, CA
TIMES
FEB 6 1980

Relocation of School Delayed

By KEVIN RODERICK
Times Staff Writer

Glenwood Elementary School in Sun Valley, which is in a Burbank Airport flight path, will not be closed before the end of school in June, the Los Angeles Board of Education has decided.

School officials and parents had sought relocation of the school because of the potential danger. However, they differed over how the relocation should be handled.

In putting off a final decision on relocation, Supt. William Johnston and the school's PTA president, Stephanie Corona, announced Monday night that the Federal Aviation Adminis-

tration had agreed to advise pilots and traffic controllers to avoid the school during class hours.

The landing pattern would be shifted slightly to the west so the airliners would not fly over the school.

Corona said she was satisfied that the potential for an accident involving the school was substantially lessened by the move. However, it is a voluntary measure that pilots may disregard if they deemed it necessary.

The move by the FAA headed off a plan by board member Bobbi Fiedler to file suit to force airlines to end flights over the school.

The board is still considering whether to sue the Burbank Airport Authority, which operates the airport for the cities of Glendale, Burbank and Pasadena, in order to recover the costs of soundproofing other schools in the vicinity and to cover the ultimate expense of relocating Glenwood if that is done.

LOS ANGELES, CA
TIMES
FEB 6 1980

County Acts on Palomar Airport Noise But Supervisors Also Move Toward Adding a Runway

By ED SYLVESTER
Times Staff Writer

San Diego County supervisors Tuesday adopted a strengthened noise-control policy for county-owned Palomar Airport, vowing to regulate flight patterns more strictly even if they have to fight the Federal Aviation Administration to do it.

But the board also moved toward adding a second, parallel runway at Palomar, a project long opposed by many area residents who say it would double the noise, congest traffic and lead to commercial expansion of the airport.

But the board motion guaranteed that no action on adding the second runway would be taken for at least six months.

Both supervisors and county staff members Tuesday assured residents they oppose opening the field to major carriers. The airport was once in an unincorporated area, but since has become part of Carlsbad.

Rudy Massman, county transportation director, noted that the county, Carlsbad City Council and citizens groups are on record against such a change.

The County Transportation Department wants to add the second runway to make the field safer. Supervisor Lucille Moore said, "There is a definite increase in the hazard when you have planes stacked up waiting to land. The safest way to operate is through quick landing patterns."

Paul Eckert told protesters, "We have held three public hearings on this issue now. We do not support development of a commercial airfield at Palomar. There is no intent by

the board or staff to support such a shift, and that is in the record."

The noise abatement policy originally before the board Tuesday called for county support of FAA noise control efforts.

Supervisor Jim Bates amended the policy to call for the county to "advocate" federal legislation requiring the FAA to assist in enforcing anti-noise measures, and to give local agencies control over flight patterns.

Further, in developing a noise abatement plan, the board will be prepared where necessary to challenge the FAA on flight patterns. The policy was adopted unanimously.

The county and city now control air traffic patterns at their airports only on an advisory basis, and the ultimate authority lies with the FAA. The curfew at Lindbergh Field, for example, represents only an agreement between the city and airlines, and the FAA has no part in it.

The board voted 3 to 2 to "move forward" with its application to Carlsbad for the second runway. Massman explained that the county had relinquished its special use permit control to the city, and now needs Carlsbad's permission to build the second runway.

The board's vote Tuesday means that even if Carlsbad granted the permit in less than six months — unlikely, according to Massman — the supervisors would not file their application for the runway until six months had passed.

The decision to push ahead for the permit passed over the opposition of Supervisors Roger Hedgecock and Jim Bates.

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Hedgecock argued that a second runway would increase air traffic and lead to expanded commercial use by small commuter airlines, if not by major carriers. He noted that there already is some commercial use of Palomar by commuter lines.

Residents told the board that such congested fields as John Wayne Airport in Orange County also began small, but were gradually expanded.

Dorothy Ryan Ridge, a private pilot, said, "Our lives will be seriously affected by expansion. There will be more

noise from a larger number of larger planes."

Marty Vail of San Marcos said 700 signatures had been collected there against expansion.

She warned that once the airport is enlarged, FAA regulations prohibit discrimination against numbers of kinds of aircraft using the field as long as they are within the limitations for which the field is certified.

Richard Robert of Carlsbad urged the board to consider developing another airport away from the residential areas for commercial use.

"It's hazardous to combine small private and large commercial operations," he said. "You don't send your children out playing on the freeway."

LOS ANGELES, CA
TIMES
FEB 7 1980

U.S. Official Warns Airport Against Rules Biased Against Lines Seeking S.D. Entry

By ROBERT WELKOS
Times Staff Writer

A top federal aviation official warned Lindbergh Field administrators Wednesday against adopting "discriminatory" noise control measures for airlines seeking new San Diego routes.

Civil Aeronautics Board Chairman Marvin S. Cohen said airlines seeking entry to the San Diego market should be treated equally with airlines already serving the city.

Cohen said new entrants should not be penalized just because their jets would bring more noise over the airport.

Cohen, whose agency awards routes to airlines, said new entrants are not solely to blame for increased jet noise at facilities such as Lindbergh Field.

"It doesn't matter if that noise belongs to a carrier that has been there 20 years or a carrier that has just entered," Cohen told delegates to the Airport Operators Council International conference at Harbor Island.

Addressing the possibility of stringent curfew measures and equipment limits on new entrants in San Diego, Cohen said: "We believe that to be discriminatory. . . ."

Cohen's remarks come at a time when three carriers have expressed interest in obtaining San Diego routes: Trans World Airlines, Braniff Airways and Republic Airlines.

The remarks brought a critical response from San Diego Unified Port District Director Don L. Nay, whose agency governs Lindbergh Field.

"If he wants to say that in writing let him say it," Nay said. "He's never said it to us at all."

Nay said the airport must apply each year for a noise variance from the state and it would be extremely difficult to justify why it wants a noise variance when, at the same time, it is allowing new airlines to land and take off.

"We haven't been against TWA, Braniff or Republic," Nay said. "But we have to think about how we comply with state law."

Nay said that an environmental impact report on the proposal to allow the three airlines access to Lindbergh has been completed and that it shows there would be more noise generated but not an excessive amount of noise.

Nay said local officials are faced with a dilemma.

"You've got two forces working against each other. One, you have the federal government saying deregulate

and stretch out the period in which these noise standards must be met and, on the other hand, the state government saying don't you make any more noise or we're going to shut down the airport."

One solution, he said, would be for the federal government to preempt the state in noise control.

In his speech, Cohen stressed that it should be the marketplace rather than the government that determines which airlines will provide what levels of service and at which airports.

In two years, he noted later, the CAB will no longer be responsible for approving routes. That job will shift to the airport operators.

Once concern the CAB has, he said, is that new carriers not be prohibited from getting into an airport because of the traditional pattern of long-term leases for terminal facilities.

"Subleasing between and among carriers offers too great a temptation for the carriers to enter tacit side deals about how competitive they will be over particular routes," he said.

"And unless the authority of the airport operator to reallocate space is specifically defined, the new entrant can find itself in a perpetual revolving door in the quest for space."

Burbank Airport's Right to Control Plane Noise Upheld

By ALAN MALTUN
Times Staff Writer

In a decision that may have wide implications for commercial airports, the Burbank Airport's right to regulate noise from aircraft was upheld Thursday by a judge despite objections that all such rules are preempted by the federal government.

Although such rights have been upheld in some rulings elsewhere in the country, particularly in the New York Port Authority's ban on supersonic aircraft at Kennedy Airport, it was the first time that such a rule has been applied locally to commercial airports, and it raised the prospect that local rules governing airport noise will become more widespread.

"I think it's a significant victory for the airport proprietor," said Larry Nagin, senior assistant city attorney for the Los Angeles Department of Airports, which is being sued for millions of dollars in property and personal injury damages involving noise levels at Los Angeles International Airport.

"The importance of this decision is that a local proprietor's regulation has been upheld and any air carrier that wants to expand operations in the future is going to be confronted with a valid noise rule," Nagin said.

The key rule involved in the Burbank Airport litigation—a requirement governing any proposed increase in the number of a particular carrier's flights—is considered more stringent than Los Angeles airport rules that generally place an overall "lid" on noise levels but do not affect the number of flights.

Rex Heinke, an attorney for Hughes Airwest, the airline involved in the litigation, warned that the scope of the decision by Superior Judge Thomas C. Murphy was relatively narrow because of the judge's reasoning that the airport's rule-making authority stems in large part from its "unique" relationship to the Federal Aviation Administration.

Murphy noted in his opinion that the FAA "has acquiesced and delegated to the (Burbank Airport) authority the supervision of the noise rule" under a special agreement that came into effect when the cities of

Burbank, Glendale and Pasadena bought the airport for \$51 million from the Lockheed Corp. in June, 1978.

Nevertheless, Heinke added, he was concerned that the FAA may now include similar provisions in future agreements with other airports, thus strengthening local control over airport noise levels.

In an oral ruling from his Burbank Superior Court bench and in a 25-page written opinion, Murphy rejected the Hughes contention that the airport's authority to impose noise rules is preempted by federal rules and that the local rules pose an undue burden on interstate commerce.

"The (noise) restrictions as set forth by the authority are reasonable and nondiscriminatory," Judge Murphy's opinion declared.

Murphy allowed that, although the noise rule may be an "incidental burden" on interstate commerce, the burden "is outweighed" by the authority's concern over liability for damages and problems presented to the community and "is not an excessive burden."

However, he gave the airline 120 days after the judgment becomes final to comply with the noise rule, noting that that may be "eight years" if the case goes to the U.S. Supreme Court. A Hughes spokesman said the carrier definitely will appeal the decision to the state Court of Appeal.

The decision came after a two-week trial of a suit filed last summer by the airport authority against Airwest. The authority took legal action after Hughes ignored its regulation requiring carriers using Burbank Airport to notify the authority before adding flights and to demonstrate that the extra operations would not

increase the area around the airport impacted by noise.

Hughes maintained that more than 18,000 passengers would be affected and it would lose more than \$600,000 a month if forced to follow the noise rules.

Prefacing his ruling, Judge Murphy evoked laughter from the crowded courtroom audience when he said, "This is what I call a stork ruling. It isn't pretty, but I think it'll deliver the baby."

He then launched into a serious delivery in which he clearly sided with airport proprietors, whom he said had always "unfairly" been held liable for damage from aircraft noise. "I don't think there is any (federal) preemption issue in this particular case," he said. If there were he later added, "The FAA would be in here today saying, 'No, you can't do it.'"

Airport officials were quick to label the decision as a major victory. Airport authority president William Rudell, said, "It's a complete victory for the airport authority. The judge ruled the noise rule is a reasonable approach. . . I'm delighted. . . The judge made it clear the existing (airline) schedule will remain in effect, but it does validate our position."

Heinke, the Hughes attorney, said he was surprised by the decision, noting, "I did not anticipate he would rule largely in favor of one side or the other, but I think, in fact, he ruled largely in favor of the airport."

LOS ANGELES, CA
TIMES
FEB 9 1980

Carpet insulates home and acts as sound buffer

Decorating experts recommend carpeting as an ideal sound buffer and insulating device.

The carpet absorbs noise and softens sound. It also keeps heat and air conditioning in.

LOS ANGELES, CA
WESTLAKE POST
JAN 16 1980

New helmets

Commissioner Glen Craig of the California Highway Patrol announced the CHP is switching to full-coverage motorcycle helmets. To increase head protection and decrease noise levels are the primary reasons for switching from the traditional "shorty" helmets.

LOS ANGELES, CA
WILSHIRE INDEPENDENT
FEB 6 1980

Freeway noise wall

Some residents might find it a bit easier to sleep at nights if the California Department of Transportation (Caltrans) goes ahead with plans to construct a soundwall along the northbound side of the Hollywood Freeway between Benton Way and Melrose Avenue. That prospect will be the topic of a Caltrans public meeting Thursday in the auditorium of Dayton Heights Elementary School, 607 N. Westmoreland Ave., at 7:30 p.m.

Oakwood nuisance hearing delayed

A noise nuisance hearing about motorboat racing at Oakwood Lake, scheduled last night, has been postponed for two weeks, San Joaquin County Planning Department officials said.

The public hearing which could result in a change in the use permit of the Manteca resort will now be held Feb. 14 at 7:30 p.m. at the County Planning Department Auditorium in Stockton, according to Dom De La Torre of the county planning staff. The hearing was delayed because of a continuance requested by Oakwood Lake officials, De La Torre said.

In early November county planners received a petition signed by 26 residents of the Walthall Slough area, near the resort, complaining of excessive noise. The petition cited motorboats, jet skis and motorcycles as the cause of the noise.

The petitioners specifically cited one Sunday afternoon when drag boat races were held at the resort. Those races were sponsored by the East Bay Drag Boat Club and lasted most of the day.

The residents requested in the petition that the Board of Zoning Adjustment add a condition to the resort's use permit restricting the lake to only rowboats and sailboats. Such a restriction could ban the use of all motorized craft, eliminating a jet ski rental concession, motorized bumper boats, special 4-wheel drive activities and hydroplane boat races that are now held at the lake, said Carol Benson, public relations manager for the resort.

Several petitioners interviewed this week said they would be happy if only hydroplanes were banned from the lake. Nola Elliott of East Lake Avenue said, "The boat races are the worst. The other noises bother us every once in awhile because we live just across from the lake. The regular noises aren't so bad but it's the really shrill sounds that are bad."

Steve Stone of East Willow Avenue agreed boat races caused the worst noise from the nearby resort. "Once in a great while I hear people talking and kids laughing, but that shouldn't really bother anyone," Stone said he had not been critical of the resort's noise in the past, figuring recreation areas are bound to produce some noise. The drag boat championships in October, however, caused him to complain because his wife was sick that day and the noise became more annoying.

Another Willow Avenue resident, who asked not to be identified until after the hearing, had stronger words against the lake. "This whole thing came up in 1975 and nothing happened then either. I don't know what is going to happen this time," he said.

The resident implied that Oakwood Lake owner Robert "Budge" Brown had political clout which keeps the Planning Department from making decisions against the resort. Brown is out of the country and unavailable for comment.

The resident added he would only be happy if all motorized craft were banned from the lake. Admitting that drag boats were the worst offenders, the resident added that the jet skis, 4-wheel drive vehicles and motorcycles at the lake make noise.

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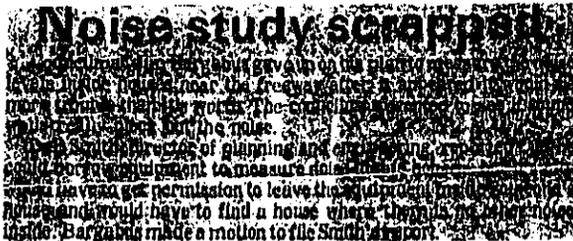
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"If I had known that the lake would be allowed to have something other than sailboats I would not have moved here. The wind blows our direction and you can hear a constant hum, like bees, from all the motors all of the time."

Petitioners are not sure how many people will attend the hearing about noise. About 24 people are full-time residents of the Willhall Slough area. Other residents use the homes for weekend retreats. "The people from Livermore and the Bay Area aren't going to be able to come over for a hearing when we will probably be the last thing on the agenda. They won't get around to us until about 11 o'clock and people have to work the next day," the anonymous resident said.

De La Torre said the planning board can take three possible steps in response to the complaint: leave the use permit as it is, add amendments to the permit to prohibit the noise or revoke the use permit.

MILPITAS, CA
POST
JAN 29 1980



MONTROSE, CA
LEDGER
JAN 19 1980

Testimony in airport noise case ends

Attorneys in the Burbank Airport-Hughes Airwest airport noise trial concluded their cases Thursday with final assaults on the credibility of each other's consultants.

The trial before Judge Thomas C. Murphy in Burbank Superior Court is formally

scheduled to end Monday after attorneys present their final arguments. Murphy said he will rule as soon as possible after that.

The Burbank-Glendale Pasadena Airport Authority filed suit against Hughes for failing to follow a noise regulation

requiring airlines to obtain permission before adding new flights to their schedules and to demonstrate the new schedule would not result in added noise around the airport.

Hughes attacked the law as both unreasonable and illegal, claiming there is no precise way to measure noise increases. It also argues limiting flights violates federal airline regula-

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tions as well as interstate commerce provisions of the U.S. Constitution.

The airport insists Hughes could have complied without limiting flights, and it also defends the regulation by pointing to state and federal requirements that noise at the facility be limited.

Both sides have submitted statements of opinion from the Civil Aeronautics Board and Federal Aviation Administration to bolster their cases on the legality of the regulation, but the two U.S. government agencies have been inconsistent and generally vague on the issue.

The question of whether the noise regulation unfairly discriminates against airlines by preventing them from adding new flights, or preventing new airlines from starting service at the airport, is a central issue to be decided by Murphy.

But even if he determines the noise rule as it stands is unfair and violates federal airline regulations, he could rule it merely be revised to include a fair system of allocating space at the facility. That, in effect, would allow the airport to limit flights in a clearly non-discriminatory manner.

However, the authority contends in its trial brief such an allocation system would be discriminatory and irrational. Hughes believes an allocation

system would be better than the status quo, but the airline would prefer a regulation in which flights are not limited at all.

Lee Blackman, attorney for the Burbank-Glendale-Pasadena Airport Authority, recalled the airport's noise specialist to the stand Thursday in an effort to discredit conclusions on noise increases given earlier by Hughes' witness.

John F. Mills, of Bolt Beranek and Newman Inc., termed "obviously erroneous" calculations Hughes' experts made on the area affected by the highest level of noise.

Hughes' consultant, Robert Chapkis of Dytec Engineering, testified Wednesday Hughes had increased noise at the airport above the level set out in the authority's regulation, but he said other operators had caused a greater increase.

Hughes attempted to show through Chapkis' testimony there is no reliable way to measure the impact of small noise increases, while Blackman's questioning of Mills Thursday was designed to show Chapkis used the wrong numbers to reach his conclusions.

MONTROSE, CA
LEDGER
JAN 26 1980

Airport master plan focus to be on noise

The Ralph M. Parsons Company of Pasadena was selected by the Burbank-Glendale-Pasadena Airport Authority this week to develop a new master plan for the airport. A field of six prospective consulting firms were selected for the project, which will begin in the next few weeks.

"Several very fine firms were considered, and Parsons has an excellent reputation and professional credentials," said William Rudell, president of the authority. "Being based in Pasadena gave Parsons a slight advantage over an out-of-state firm that also had strong consideration."

The airport's master plan project will focus on two important areas: noise impact and ways to limit noise, and the best use of the physical property and buildings. The authority's noise consulting firm of Bolt, Baranek and Newman was authorized to prepare the section of the plan dealing with airplane noise.

The study will require between six months and one year to complete and will cost approximately \$150,000. The federal government will pay 80 percent of the cost while local authority will pay 20 percent.

NEWPORT BEACH, CA
PILOT
FEB 7 1980

Aircraft Noise

To the Editor:

Daily Pilot readers who find an airport within eight miles of their home may wish to know about the health hazards from aircraft noise. The EPA reports that while some people consider noise a temporary annoyance, its long term effects are subtle and dangerous. I recommend the following readings.

1. Cardiovascular and Teratogenic Effects of Chronic Aviation Noise, Amer. Assoc. Adv. of Science, 134th mtg, Boston, Dec. 1969.

2. Psycho-Acoustic Problems With Noise, J.C. Webster, Audio Soc. 1975 Convention, May 13-16, 1975.

3. Effects of Aviation Noise on the Mentality of Growing

Children, Y. Ando, Sound Vib, V43, n4, Dec. 22, 1975, pp683-691.

4. Aviation Noise Stress and

Susceptibility to Infections, Journal Immunology, 90, 17-23, 1963.

5. Effect of Noise during Pregnancy upon Fetal and Subsequent Adult Behaviour, Amer. Assoc. for Adv of Science, Dec. 1965.

6. Effect of Aircraft Noise on Health, German Medical monthly, 9, 44-448, 1968.

7. Mental Health Hospital Admissions and Aviation Noise, I. Abbey, The Lancet, Dec. 1969.

The sooner people recognize the effects of aviation noise and demand quiet, the sooner something will be done about it.

JOHN SWINBANK

OAKLAND, CA
TRIBUNE
FEB 7 1980

Trucking industry trying to reduce level of noise

By Al Fleming
Washington Star

DETROIT — They're sounding off about noise in the truck industry.

The clatter may be music to the ears of truck drivers and those who live near heavily traveled truck routes.

There is impetus to make trucks quieter inside and out. It is part of the taming of the truck that is being undertaken by government regulatory agencies to improve "driver environment" and to reduce "noise emissions."

Joan Claybrook, who heads the National Highway Traffic Safety Administration, has stated: "The Teamsters live in a brutal world, and I am very sympathetic to their plight."

One of those plights is noise inside the truck cab — the driver's home away from home. Current government regulation requires that interior noise not exceed 90 decibels. (A decibel is a unit for measuring relative loudness of sound, beginning with 1 for the faintest audible sound detectable by the human ear and ranging to about 130.)

Because truck manufacturers believe that quietness is a virtue that attracts customers, many vehicles are designed for sound well below

the 90-decibel level. Some are below 80, which is about as quiet as a busy office.

"Over the next decade, the driver environment will improve significantly," predicted Dean D. Forester, director of engineering for General Motors Corp.'s GMC Truck and Coach Division. "There'll be quieter interiors, more room, better heating and ventilation, better ride."

It sounds as if future truckers will be living the life of Riley.

But what about the family whose rose-covered cottage happens to be located, not beside a quiet stream, but along a busy highway, where heavy trucks play a symphony of gear changes and buzzing tires?

Current regulations require that medium-size and heavy trucks meet a noise-emission, or "pass-by" noise, level of 83 decibels. That's been in effect since 1978, and will be reduced to 80 decibels in 1982.

To put that into perspective, a pass-by noise level of 80 compares to many passenger cars and light trucks today. Work is under way by truck makers, engine producers and muffler suppliers to meet the 1982 limit.

And the Environmental Protection Agency is studying the possibility of moving the level below 80, which is stirring discomfort among truck producers.

Forester said other things besides lowering the decibel-boom can contribute to peace and quiet along highways. Specifically, they are: enforcement of truck-operator regulations; replacement of older, noisier vehicles with new vehicles designed to meet the 80-decibel level; and control of tire noise. Over 35 miles an hour, tires are said to be the dominant source of noise.

OCEANSIDE, CA
BLADE TRIBUNE
JAN 16 1980

Palomar Noise Study Proposed

By JIM ESTERBROOKS
Staff Writer

CARLSBAD — A new noise study has been proposed for Palomar Airport, but no one seems to know how detailed it will be or how much it will cost.

The Palomar Airport Advisory Committee voted at its Dec. 10 meeting to ask county supervisors to suspend any airport expansion plans until such a study was complete, but the committee's Dec. 10 action did not address the kind or cost of the proposed study.

The supervisors voted 4-1 on March 20 of last year to add a second runway to the airport, which currently sees about 270,000 landings and take-offs a year.

The question of how to proceed with the new noise study arose Monday night, at the advisory committee's first meeting since its Dec. 10 vote in favor of the updated noise review. Committee member Jim Simmons asked airport manager Phil Safford, who sits on the committee as a non-voting member, whether the same computer model would be used for the upcoming study as the one utilized for the 1974 Palomar Airport master plan.

"Based on the problems we've seen with the last study, that is just not adequate," Simmons said. "There is a significant number of people who are unhappy with the way the noise contours were set out by that study."

Safford replied that the monitoring would be done on a spot basis, and

"if that shows significant problems, then we'll do it on a wider basis. Safford indicated that Simmons' proposal was "beyond our means."

To that, Simmons said the county should save its money, rather than "spending it on something that won't solve our problems."

Simmons said the price tag for such a study could easily approach \$100,000. Fifth district Supervisor Paul Eckert said he, too, favors a new noise study, but said he would "have to see some justification" before that kind of money was spent.

"We've had very, very few complaints about noise at Palomar Airport," he revealed, in sharp contrast to expansion opponents, who say they've made their complaints well known. "But noise is an issue that has to be addressed, both locally and nationwide," Eckert added.

One such move, according to Eckert, would be to add the second

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runway, a move he recommended to the supervisors before their March 20 decision last year. He feels, along with most of those in the aviation community, that the second runway would make the airport safer, along with decreasing overflight noise by reducing the time planes must now circle before getting landing clearance.

OCEANSIDE, CA
BLADE-TRIBUNE
JAN 17 1980

Noise Deafens In Asian City

HONG KONG (UPI) — Pile drivers, pneumatic drills, unrivalled traffic density, antiquated factory machinery and an airport flight path directly overhead have made Hong Kong the world's noisiest city.

And the ear battering is turning helpless victims into nervous wrecks.

While the curbing of unnecessary noise has become a priority issue in the United States and many other industrialized countries, government and industry in Hong Kong have turned a deaf ear, or one rapidly turning deaf, to the problem.

Dr. Norman Ko, the British Colony's staunchest crusader against noise pollution, admits he is discouraged but says he won't give up a campaign he started in 1969.

It took Ko and a team of researchers at the University of Hong Kong six years to prove in undisputed terms that Hong Kong is the world's noisiest city.

Ko, a senior lecturer in the mechanical engineering department, measured noise in decibels in several major cities. Hong Kong, with a reading of 75, emerged far worse than New York, 66; Dusseldorf, 63; London 62; or Tokyo, 57.

The government hailed the detailed report, which itemized every type of noise pollution and provided recommendations to curb the racket without blocking economic progress.

Strong anti-noise legislation was promised.

That was in 1977.

But, Ko said in an interview, there still are no laws to force builders to use quieter equipment, nothing to require workers to wear ear protectors, no enforced soundproofing and not even a regulation to stop the importation of noisy vehicles.

Hong Kong's noise problem is intensified by its high-rise environment. "Noise reverberates between rows of buildings," Ko said. "It travels and builds up before dying down."

Despite the warnings of Ko and medical doctors that workers in factory and construction sites risk noise-induced deafness — and that residents are subjected to nervous stress, tension and high blood pressure — only token relief has emerged.

The government reduced the time the noisiest equipment can operate daily to 12 hours, halting the din from 7 p.m. to 7 a.m., plus Sundays and public holidays. Violation carries a fine of \$1,000.

But many builders say privately they prefer to risk the fine rather than delay a project.

Ko noted that since his report emerged, construction, factory output and traffic have soared, making the city noisier than ever. Workers near pile drivers and in textile and metal factories endure noise levels between 100 and 120 decibels, when 90 is considered the maximum.

"As the situation stands," said Ko, "a new generation is growing up conditioned by noise, noise and more noise to believe that living under these conditions is the normal way of life."

Palomar Airport Group Will Hear Noise Plans

SAN DIEGO — Palomar Airport representatives were expected to discuss noise monitoring plans today at the county noise control hearing board meeting.

Airport manager Phil Safford and advisory committee member Jim Simmons have both said they would attend the 2 p.m. noise control meeting. Members of the noise control hearing board were present at the Palomar Airport Advisory Committee meeting of Dec. 10, when the committee voted to initiate a new airport noise study before any expansion takes place at the airfield.

Since that meeting, however, there has been some uncertainty as to what kind of noise monitoring study will be conducted. Simmons has said that only a thorough study, which he estimates could cost in the area of \$100,000, will suffice.

Safford has said that such a study may be "beyond our means," and fifth district Supervisor Paul Eckert said he would "have to see some justification" for such a study.

Dr. Peter Frank, chairman of the county noise control hearing board, which acts as an advisory body for the county board of supervisors, said he agreed with Simmons that an in-depth study would be the "ideal way to go with this."

The expansion plans at Palomar center on the addition of a second runway. County supervisors have already endorsed such a plan, but will soon be asked to re-consider that endorsement.

Expansion opponents are expected to appear before the supervisors Feb. 5 in an attempt to refute information given to the board before the supervisors' March 20 expansion endorsement.

Board Okays Updating Airport Noise Study

SAN DIEGO — The county noise control hearing board voted Monday for county staff workers to perform the updated Palomar Airport noise study.

The hearing board's recommendation will now be forwarded to the county board of supervisors, who will be considering the airport issue at their Feb. 5 meeting. Both the noise control board and the Palomar Airport Advisory Committee have recommended to the supervisors that a new noise study be completed before any expansion takes place at Palomar.

Included in the proposed Palomar Airport expansion is the addition of a second runway. The second runway has been vehemently opposed by many North County residents.

Monday's recommendation by the noise control board was a blow to those same anti-expansion residents, who said before the hearing that such a study should be done by an outside agency.

"I don't think it will be an unbiased study," said Jim Simmons, the most vocal anti-expansion member of the Palomar Airport Advisory Committee. "It just can't be objective."

Simmons said that only an in-depth study, costing as much as \$100,000, would provide the kind of information needed to accurately assess the noise problems at Palomar. "Anything else will be a slap in the face to the people who have worked on this," he said earlier.

Simmons said Linda Foerst, the recently-hired noise specialist at

Palomar who will head the updated noise study, could not be objective in her study because "her job is hanging in the balance. She was just hired."

Simmons also said he did not feel Foerst was qualified to do the study.

Foerst said, "I don't think I'm biased. I don't plan on tainting any of the information. All I'm going to do is take down some statistical information."

While Foerst admitted she was new at some of the facets of the noise study, specifically in the area of feeding noise data to computers, she did not feel her lack of experience would be a factor. "I don't think that will be a problem."

"If I don't think I can do it, I'll ask for help," she said. She said there was considerable expertise to be tapped on the county noise control hearing board.

ONTARIO, CA
MONTCLAIR TRIBUNE
JAN 24 1980

Montclair council makes charges

OIA blamed for pollution, noise

By KEN SWART

Staff Writer

Ontario International Airport officials have very little knowledge of and even less control over planes that fly over Montclair.

These airplanes produce enough noise and pollution to have a significant negative impact on Montclair residents.

Those charges were lodged against visiting OIA officials by Montclair Councilman Richard Webster during Monday's council meeting.

However, OIA officials said that except for flight noise from in-

dividual planes, Montclair has no immediate or serious airport-related problem.

OIA officials were invited to the council meeting to respond to questions and concerns from councilmen about airport operations.

Montclair is directly in the path of many flights taking off and landing at OIA, so airport operations are of continuing concern to councilmen.

Several councilmen will meet with OIA officials again Friday to discuss in more detail Montclair-related problems.

An average of 200 to 250 flights fly

over Montclair every day, according to James Holtsclaw, Federal Aviation Administration (FAA) facility chief for OIA.

"But air traffic controllers and airline pilots know where communities are and do what they can to keep noise levels down," Holtsclaw said.

"I take exception to that," Webster argued. "I don't think pilots are all that overly concerned about the people who live down below."

Holtsclaw explained, however, that controllers and pilots try to follow proper flight paths. "You don't play games in this business," he said.

He admitted Montclair experienced a great deal of airplane noise last summer while training flights passed over the city.

"But we have very few training flights going on now," Holtsclaw said.

The city is also still affected by at least a dozen flights that depart from OIA between 7 and 8 a.m. daily, Holtsclaw said.

However, if a flight is making more noise than usual, or following a different flight path than normal, OIA officials want to know, he said.

Noise should be reduced significantly over the next few years when new programs are instituted, said Russell Widmar, OIA assistant manager.

Airlines soon are expected to re-equip older airplanes and use newer planes to cut down on engine noise, Widmar said.

An existing runway to be extended farther east and a new runway to be built farther east are also expected to decrease the number of flights over Montclair, Widmar said.

None of the OIA officials who attended the meeting could say whether these projects would decrease air pollution over the city, however.

Mayor Harold Hayes warned, however, air pollution comes not only from increased airline flights but also from increased automobile traffic.

PALMDALE, CA
ANTELOPE VALLEY PRESS
JAN 13 1980

Burbank Airport up to its ears in noise problems

The feuding, fussing, and flying about airports goes on and on. Right now the spotlight is focused on the Burbank-Glendale-Pasadena Airport. Burbank Superior Court Judge Thomas C. Murphy is conducting a trial brought about when the airport authority sued Hughes Airwest for failing to comply with its noise rule.

Hughes implemented a new schedule last March 15 and increased its flights two more times by July 1 without the authority's consent.

Under the rule which brought on the dispute, airlines must obtain permission from the authority before adding new flights to their schedules and must prove the increased flights will not increase the amount of noise around the airport.

Hughes contends the rule is illegal, partially on grounds it violates the federal Airline Deregulation Act and the Federal Aviation Act by unfairly limiting flights.

The airport authority says that the rule does not necessarily limit flights.

The trial will resume tomorrow, but Judge Murphy has said, because the conflict over who has jurisdiction in setting airport noise regulations is a key issue in the trial, it is his belief that the case will reach the U.S. Supreme Court before it is resolved.

The point of all this is that it is apparent that Los Angeles urban-locked airports are continuing to have serious trouble with their neighbors, particularly over noise issues.

The 17,500-acre Palmdale International Airport, further buffered by the 5,700-acre Air Force Plant 42, was planned to virtually eliminate aircraft noise problems. As soon as Palmdale becomes operational it can take the heat off the LA Basin airports . . . and the sooner the better.

PALO ALTO-REDWOOD CITY, CA
PENINSULA TIMES TRIBUNE
JAN 22 1980

...and they bark loudest at The Who

Papers shuffled between various governmental agencies may appear largely meaningless to the uninitiated. But the sharp-eyed reader who scrutinizes the Palo Alto City Council agenda packet this week would learn that 21 German shepard dogs barking concurrently create a noise level of 107 decibels, according to the city's planning staff. By comparison, hard rock music generates about 80 decibels, heavy traffic 90 decibels and a jet takeoff 100 decibels.

PALO ALTO-REDWOOD CITY, CA
PENINSULA TIMES TRIBUNE
FEB 8 1980

Airport noise ruling affects Hughes Airwest

BURBANK, Calif. (AP) — A judge has ruled the Glendale-Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

Superior Court Judge Thomas Murphy acknowledged that his Thursday decision may prompt other agencies to try similar rules.

The airport authority filed suit against Hughes Airwest last July when Hughes increased its flights between small airports. The authority said an increase at Hollywood-Burbank Airport would exacerbate noise problems. Hughes claimed the rule discriminated against them and pre-empted federal authority over flights.

PASADENA, CA
STAR NEWS
FEB 8 1980

Judge backs airport's noise ruling

Commenting that airport operators must be able to cut liabilities or they'll get out of the business, a judge has ruled that the Glendale-Burbank-Pasadena Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

The airport authority brought suit last July against Hughes Airwest because the airline had increased its flights between smaller airports. The increased number of flights at Hollywood-Burbank Airport would increase the noise level, when residents of the community have already

brought federal and local action to cut down on noise pollution.

Acknowledging that his ruling Thursday would prompt "other agencies around the country to try similar rules," Superior Court Judge Thomas Murphy said the authority's noise rule was not discriminatory, arbitrary or unreasonable.

But, he said, if he had ruled for the airline, or if it prevailed on appeal, "there won't be an air carrier in the United States that won't say, 'What's sauce for them is sauce for us.'"

Hughes had claimed the noise rule discriminated against one airline and pre-empted federal authority over flights.

Murphy said the authority had not pre-empted the federal government, because the Federal Aviation Administration had "acquiesced" to the noise rules when it supported the new ownership of the airport formerly run by Lockheed Aircraft Co.

The cities of Pasadena, Burbank and Glendale joined in an authority to buy and run the airport. But Murphy said that if they were prevented from passing rules that would cut down their liability to lawsuits over noise pollution, they might not be able to run the airport, either.

POMONA, CA
PROGRESS-BULLETIN
JAN 22 1980

OIA officials listen to Montclair noise complaints

By KEN SWART
Staff Writer

Ontario International Airport officials have very little knowledge of and even less control over planes that fly across Montclair.

These planes produce enough noise and pollution to have a significant negative impact on the people who live in Montclair.

Those charges were lodged against visiting OIA officials by Montclair City Councilman Richard Webster during Monday's council meeting.

However, except for flight noise from individual planes, Montclair has no immediate or serious airport-related problem, OIA officials said.

OIA officials were invited to the council meeting to respond to questions and concerns from councilmen about airport operations.

Montclair is directly in the path of many flights taking off and landing at OIA, so airport operations are a continuing concern to councilmen.

Several councilmen will meet with airport OIA officials early Friday morning to discuss in further detail Montclair-related problems.

An average of 200 to 250 flights take off from OIA over Montclair every day, said James Holtsclaw, Federal Aviation Administration facility chief for OIA.

"Air traffic controllers and airline

pilots know where communities are and do what they can to keep noise levels down," Holtsclaw said.

"I take exception to that," Webster said. "I don't think pilots are all that overly concerned about the people who live below."

Holtsclaw disagreed, saying, controllers and pilots try to follow proper flight paths. "You don't play games in this business," he said.

He admitted Montclair experienced a great deal of airplane noise last summer while training flights passed over the city.

"But we have very few training flights out now," Holtsclaw said.

The city is also still effected by several flights that depart from OIA at about 7:15 a.m., Holtsclaw said.

However, if a flight is making more noise than usual, or following a different flight path than normal, OIA officials want to know, he said.

Noise should be reduced significantly over the next few years when new programs are instituted, said Russell Widmar, OIA assistant manager.

Airlines soon are expected to redesign older airplanes and use newer airplanes to cut down on engine noise, Widmar said.

An existing runway to be extended farther east and a new runway to be built farther east are together expected to decrease airline flights over Montclair, Widmar said.

None of the OIA officials who attended the meeting could say whether these projects would decrease air pollution over Montclair, however.

POMONA, CA
PROGRESS-BULLETIN
FEB 2 1980

Jet noise control eased

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 last week, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes.

SAN BERNARDINO, CA
SUN-TELEGRAM
FEB 9 1980

School appraised at \$1.95 million in noise dispute

By CONNIE RUTH
Sun Staff Writer

COLTON — The Board of Education has learned that Bloomington Junior High has a land value of \$200,000 or a total worth of \$1.95 million.

District Superintendent Owen Cook said a property appraisal, done by real estate appraiser Ray E. O'Bier, shows two appraisal values.

The first shows a land value of \$200,000, less \$56,000 to demolish the buildings, for a net value of \$144,000. The second is based on the facility as is, for an appraisal of \$1.95 million.

The appraisal, sought jointly by the district and Southern Pacific Railroad, was done to try and resolve noise pollution problems at the school, including the possibility of selling the school.

The district and the railroad split the \$8,000 appraisal fee, Cook said.

When Southern Pacific developed its switchyard in 1971, it was required by the county to post a \$717,000 surety bond to guarantee measures to alleviate noise problems. Some of the money has gone to purchase the more severely noise-impacted homes in the area.

Part of the agreement called for soundproofing and air conditioning the junior high if switchyard noise exceeded certain decibels, but the railroad has opposed doing so.

However, railroad officials suggested last July if the junior high were sold, a lease-back agreement might be arranged, which would give the district the funds and the time to relocate students.

"We're trying to do everything we can to mitigate the noise problem without air conditioning and soundproofing the junior high," Douglas Hanson, SP's project manager, told the board at that time.

But school officials said Thursday night the appraisal price comes nowhere near the \$5.5 million estimate to replace the facility.

Trustee Linda Irby said the county has declared the school site noise-impacted and that it's "ready to open the door to some legal action with the railroad."

Cook said he had talked with deputy planning director John Jaquess and "he told me the county would probably have to call the bond because it's doubtful the railroad is ready to pay us \$5.5 million for the school."

"I don't think the board is going to accept \$1.95 million and then worry about replacement costs," Cook said Friday. "They (the railroad) should come in and soundproof the school or give us the \$5.5 million to replace the school elsewhere."

Richard Jacobsen, assistant superintendent for business, said, "we're looking for the school site to be partially surrounded by an industrial park of some nature... there's no way I know to secure funds to build a site that would come near the present facility."

In other business the board:

✓ Postponed indefinitely a board policy which would have allowed teachers to perform community service after the teaching duty but within work hours on a compensatory time off basis. The policy is to be cleared with the Association of Colton Educators (ACE), Cook said.

✓ Adopted a resolution increasing the budget by \$48,720 from All-handicapped Education Act funds with the stipulation that the resolution be amended if it is learned that additional hours are needed for aides involved in these programs.

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✓ Approved the filing of an application for a \$50,000 federal grant for a cooperative venture between the district, police and other help agencies to try to curb truancy and absenteeism in grades 3-8.

Abril asked what the program would do for the child. Cook said the police department would conduct a once-a-week truant sweep and return students to their schools and counseling would be provided.

Jacobsen pointed out this is only an application for funding indicating an interest in the program. "We'll come back to the board again with what the final project is," he said.

Approved on a 5-2 vote a professional growth program for classified management, supervisory and confidential employes, with J. Frank Ferre and Linda Irby voting no.

SAN BRUNO, CA
RECORDER-PROGRESS
FEB 6 1980

Shoreline aircraft takeoff route test delay granted by the FAA

The Federal Aviation Administration has agreed to postpone temporarily a test of the shoreline departure route over South San Francisco that was scheduled to begin Saturday.

City Manager Walt Birkelo said the FAA agreed to delay the test after representatives of the FAA, San Francisco International Airport and the airlines met with city officials last week.

City leaders said they objected to the 60-day test because pilots are not given enough information about weather and flying conditions before deciding if the proper conditions exist to use the route.

After the special meeting, the FAA contacted Birkelo to say that the test should be put off until South San Francisco and the airport joint powers board can come to an agreement.

The test calls for the shoreline departure route to be flown more intensively during the night-time hours and then for airport officials to examine whether there were more complaints from residents.

South San Francisco has said the test should be postponed until weather-monitoring stations are erected to prevent pilots from using the

route during marginal weather conditions.

When the shoreline departure route is used, airplanes take off toward San Bruno Mountain, then make a sharp right turn over the Bay.

The route is designed so that the airplane noise is confined to the east side of the Bayshore Freeway, which is a heavy industrial area.

However, residents have been complaining that the planes do not stay to the east side all the time and that, instead, they fly over their homes in Old town.

They describe the noise as intolerable.

The city's aeronautics consultant, Dr. Maurice Garbell, has said that if pilots had complete weather information they would know when the route is safe to use.

Although it is infrequent, he said pilots have been in the midst of making the sharp turn before realizing the wind is not strong enough and the temperatures are too high for them to use the shoreline route.

He said the city of South San Francisco is not trying to be difficult, but it is anxious about more pilots using the shoreline route with-

out first having access to the most complete meteorological data.

Capt. Richard Deeds, representing the Air Line Pilots Association, told the city last week that he supports the request for more weather-monitoring equipment.

He also told the council that his group is most concerned about how the airplanes affect their surrounding communities.

"We want to do everything we possibly can to alleviate noise," he said.

Knud Henrichsen, deputy director of the Air Transport Association of America, western region, said he also is trying to show a "genuine concern" for noise.

The airlines do not have a strong feeling about performing, or not performing, the shoreline departure route test, he said. They will cooperate in whatever way the FAA asks them to.

SAN DIEGO, CA
TRANSCRIPT
JAN 16 1980

TWA, Braniff Get OK To Fly Here*

But Port Imposes Stricter New Rules

By HELEN PAULY
SAN DIEGO DAILY TRANSCRIPT Staff Writer

If there are no major appeals made to the Port District, TWA, Braniff and Republic Airlines will be allowed to begin service to San Diego's Lindbergh Field in the near future.

But the Port District, which has tried unsuccessfully in the past to deny entry to the airlines, will impose restrictions on the three carriers not now imposed on other air carriers serving San Diego.

The port commissioners directed yesterday that a final environmental impact report (EIR) on the new airline service be filed and that final adoption of the report be scheduled for Feb. 19.

That final EIR will partially mitigate the three carriers' service, by restricting service hours to 7 a.m. to 11 p.m., instead of the longer 6:30 a.m. to 11:30 p.m. hours allowed airlines currently serving Lindbergh.

Also, only those planes which do not exceed the 104 effective perceived noise level will be allowed to service the airport. Currently B-707's, B-720's and DC-8's exceed that noise level.

Representatives from TWA and Republic objected to those two stipulations, claiming that any mitigating limitations imposed on the airport must be non-discriminatory.

These two stipulations were imposed mainly to help minimize as much as possible the noise impact of additional aircraft on San Diego residents.

The port has criticized the Civil Aeronautics Board (CAB) for not assessing the cumulative effects of forcing San Diego to allow the three new carriers into San Diego. The port

contends the CAB's actions make it increasingly impossible to meet such state laws as the California Noise Law. The CAB has stated that is unlawful for the port to deny access to any airline.

The district made a formal request yesterday to the CAB that it cease issuing new route authority to serve San Diego without a full federal environmental impact study and that it assess the total environmental consequences of all San Diego service authorized since de-regulation went into effect.

The port also voted in favor of holding an open hearing before this summer to adopt noise control measures to restrict all service at the airport of aircraft that exceed a maximum measured noise level.

In other actions taken by the port yesterday, a resolution was passed in support of the National Transportation Safety Board's proposal that the Federal Aviation Administration (FAA) increase air control over San Diego and invoke emergency powers to tighten air space until a terminal control area can be established in San Diego.

After lengthy presentations the port took no action on a request from former port commissioner Harvey Furgatch that the port pass another resolution restricting private piers at the La Playa beach.

Furgatch claims that the private piers located on the beach restrict public use of tidelands. This fall the port renewed, for the what believed to be the final time, seven-year leases for the La Playa piers. Furgatch claims those leases leave the door open for renewals in 1986.

Port Director Don Nay was authorized to negotiate a contract with an architect to study and prepare a report on modifications and refurbishing of the second through sixth floors of the seven-story Port District Building. The five floors have been unused for many years, but recently the San Diego Police Dept. has expressed an interest in leasing the space.

SAN DIEGO, CA
TRIBUNE
FEB 1 1980

House OKs jet noise proposal

From TRIBUNE Wire Services

The U.S. House of Representatives has approved a controversial proposal that would weaken noise-control regulations for two-engine jet airplanes.

Overcoming opposition from environmentalists and some local citizens groups, the House easily passed the measure yesterday, 285-122. It is expected to be passed in the Senate next week.

The most controversial provisions of the bill would extend the time airlines may continue to fly two-engine jets that lack noise controls.

But San Diego officials said the relaxation of noise standards would have no effect on the curfew now in effect at Lindbergh Field.

Lindbergh assistant manager Buck Jones said this afternoon that takeoffs are prohibited at the airport between 11:30 p.m. and 6 a.m., regardless of what kind of anti-noise equipment an airliner is outfitted with.

Planes complying with federal noise-control regulations are the only ones permitted to land during the curfew, he added.

"I don't think this legislation would affect us at all," Jones said. "It would not change our curfew unless the port commission saw fit to change the curfew policy — and there is no indication of that happening."

If a plane does not carry anti-noise equipment, even if sanctioned by the federal government, it is prohibited from taking off under the port's policy, Jones said.

Nationally, 41 percent of all commercial passenger aircraft are two-engine 737s, DC-9s and BAC-111s. In San Diego, 7 percent of the jets using Lindbergh Field have two engines.

SAN DIEGO, CA
UNION
JAN 18 1980

ROCK CONCERTS

Panel OKs Noise Fine

Reacting to complaints from neighbors of San Diego Stadium, a City Council committee voted yesterday to fine rock groups who play music too loudly \$300 per decibel per hour.

If the Stadium Authority has no objection, members of the council Public Facilities and Recreation Com-

mittee decided, the fine would apply to any group that exceeded a noise dose of 128 decibels. Thus if a musical group exceeded the 128-decibel level by eight decibels for an hour, it would be fined eight times \$300, or \$2,400.

The committee authorized the purchase of \$3,500 worth of noise-monitoring equipment, but Pat Perrin, staff consultant for the committee, said so far as she knows there are no plans to use that equipment at stadium football or baseball games.

SAN DIEGO, CA
UNION
FEB 4 1980

HOUSEWIFE PUSHES FIGHT AGAINST SECOND RUNWAY

Palomar Airport Noise Critic Says Sound Test Plan 'Is Rigged'

By JOHNN DERHMAN
Staff Writer, The San Diego Union

CARLSBAD — Janet Frahm says the last time she was involved in a county-conducted noise study of Palomar Airport, pilots were advised to avoid flying over her home.

The only sounds recorded on the monitor in her backyard were those of wild birds, she says.

Frahm, a housewife who has been fighting a proposed second runway at Palomar Airport for nearly three years, is furious with a recent county advisory board's recommendation that the county — and not an outside consultant — conduct a noise study at the airport.

"It's rigged," Frahm says. "The county wants the second runway, and the county is being asked to check on the county. The study will say there is no noise problem and the second runway should be added — and, there will be more planes and more noise."

Ray Sacco, county assistant noise control officer, acknowledges pilots probably avoided flying near Frahm's home on the south edge of San Marcos because of the notoriety of her opposition.

But Sacco adds that noise monitors were placed at other locations during that study 1½ years ago — including the Palomar takeoff and landing areas — and that the noise levels were not that bad.

Peter Frank, chairman of the county Noise Control Hearing Board, has said the board would have liked the county to commission a \$200,000 study by a private consultant, but the members recommended against it last month because they knew the County board of Supervisors would reject it as too costly.

Supervisor Paul Eckert, who represents the North County, originally opposed a second runway, but later changed his position to support it. Eckert says a second runway will eliminate the amount of time planes are in the air and reduce the noise

around the airport.

A county master plan for airports, completed in 1974, calls for the addition of a second runway at Palomar. Supervisors reaffirmed that position in a vote last March.

Frahm, who says she has more than 3,000 signatures of persons opposing the second runway, and other opponents will ask supervisors Tuesday to reverse their position and reject the second runway.

"If they don't, we plan to go to the Carlsbad City Council and ask its members to deny the county the permit to add the second runway," she said in an interview. "If that doesn't work, we will start a referendum to change the council's position.

"If all else fails, we will file lawsuits claiming emotional stress and demanding damages from the noise problems at Palomar Airport.

Such an emotional stress suit resulting from airport noise was upheld in December by the state Supreme Court. That state high court upheld a lower court decision that 41 residents of Westchester were entitled to \$86,000 in damages from the city of Los Angeles, which operates Los Angeles International Airport.

"And," Frahm added, "we can begin filing those lawsuits almost immediately. We do not have to wait for the runway to be built."

Frahm, who says the noise from the local airport already is oppressive, fears the second runway will turn Palomar into another Orange County Airport, with increased air traffic and noise.

A five-year resident of San Marcos, Frahm says she filed her first formal complaint with the supervisors in April 1977, after she and her husband and children got fed up with all the noise from the overhead aircraft.

"We all had had it, and when a low-flying plane spooked one of our horses and it was injured, that did it," said Frahm, whose home is about three miles from Palomar.

Frahm said it was a one year after

her initial complaint that the county attempted to appease her by placing a noise monitor in her backyard.

"I'm sure the county staff advised its personnel at the airport of that and they steered pilots away from our home," Frahm said. "We didn't even get a Piper Cub over our house for the one week the monitor was there. The readings were of nothing but wild birds."

Frahm says Sacco is responsible for that, but Sacco denies it.

"She must think I have a lot of power, but I don't," Sacco said. "We didn't order pilots to avoid her home, although they may have known of her and avoided it."

Far from satisfied with the county's efforts on monitoring the noise around Palomar, Frahm in August 1978 formed Citizens Against Palomar Airport Expansion (CAPAE).

Frahm says she does not know how many members CAPAE has, but besides obtaining the signatures of 3,000 persons to oppose the second runway, the group also has enlisted the support of 39 mobile home parks, five town councils — Cardiff, Encinitas, Leucadia, Olivenhain and Solana Beach — and the San Marcos City Council.

Concerned that local governmental agencies, such as cities and counties, really do not have local control over airports operated in their jurisdictions, Frahm also had formed a statewide group, California Citizens for Local Control (CCLC).

"Airports are really controlled by the federal government because they provide nearly all the funding to operate and expand them," Frahm said. "I'm not sure of the number of members of CCLC either, but it is getting large all the time because it is expanding to other states, too. Everyone is concerned with local governmental control."

Frahm herself was appointed to a committee, the Palomar Airport Advisory Committee (PAAC), which was established last summer by Eckert. But she resigned from it in

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September, saying its only purpose was to study how to cope with noise problems created by the second runway and adding that it "is stacked" with members who support the second runway and are downplaying the problem.

"And now, the county is bringing in its own staff to show there is no noise problem at Palomar Airport," Frahm said. "It's the biggest rip-off ever, and I'm really upset."

Responds Frank: "Our board knows the credibility would be greater if we could have recommended the hiring of an outside consultant to

undertake the noise study, but the reality is the supervisors would not have approved it.

Frank says an estimate that an independent study would have cost \$100,000 was considerably low. "I'm sure it would have been more in the neighborhood of \$200,000," he said. "And, the first thing supervisors would have asked is 'what is wrong with staff?'"

"I have confidence in our staff. The problem is that when you have an airport, you are going to have noise. The task is to mitigate the amount of that noise."

SAN DIEGO, CA
UNION
FEB 15 1980

PALOMAR NOISE STUDY

Women Conduct Airport Survey

By JOHN BERLIMAN
Staff Writer, The San Diego Union

CARLSBAD — Debbie Schmidt, Barbara Shores and Robbin McGee usually spend a lot of their time flying — they are members of the Palomar Chapter of Ninety-Nines, an international organization of women pilots.

However, yesterday, instead of being behind the controls of their own aircraft, they were perched in the observation tower at Palomar Airport here counting and documenting the type, flight patterns and the amount of noise of planes using the airport.

Their daily survey will cover a total of 80 hours by the end of the month, with the information being incorporated into a noise study the county is conducting on the local airport in conjunction with plans to add a controversial second runway here.

"We were asked to do the survey by airport manager Phil Safford because all 23 members of our chapter are licensed pilots and we have the aerial knowledge to do an accurate survey," said Schmidt of Del Mar, president of the Ninety-Nines chapter whose Piper Cub is based here.

"We agreed to volunteer our services because we know it would have cost the county quite a bit of money to hire a consulting firm to do the survey we are doing."

Schmidt, the other Ninety-Niners, along with Safford and Linda Foerst, another county employee who has been assigned the key task of monitoring aircraft noise, all are aware that opponents of the second runway may look askance at the Ninety-Nines contributing to the survey.

"Let's face it, the opponents are not going to like anything the county does on the noise study," Safford said yesterday in his small office here. "But all of these women in that group are qualified, they know airplanes and flying, and I'm confident they will do an accurate job."

Safford said offers have been made to opponents and the public in general to visit the observation tower and watch, or even keep their own records of landings and takeoffs and other aerial activities, but "to date, no one has taken us up on it."

The county Board of Supervisors last week reaffirmed its previous approval of the second runway, opposed by many North County residents who contend an already noisy condition will become even noisier when it is built. The opponents also

sought an outside consultant to conduct the noise study. However, the supervisors rejected that idea because it would have cost about \$200,000.

Foerst, a county employee for five years, including almost three years with the Health Department's noise control office, feels confident the information she and the female pilots will supply will be adequate.

Foerst will be working with a noise-level monitor that will take readings at about 10 different locations near the airport, with the unit — costing about \$8,000 and about the size of a large typewriter — being at each location for about a week.

Noting a 1975 noise study by a private consultant, Foerst said that noise levels then were recorded for only a matter of minutes at various locations.

"You can't get accurate readings in that short span of time," she said.

The information will be fed into computers, and what will come out is something called "a noise contour," — a printout of what the noise levels are at the various locations. That information will be interpreted and presented by a private consultant.

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The Nines are seeking to determine how many single-engine, multi-engine, commuter (Golden West, Air Bahia or Imperial Airlines), jets and heavy (over 12,500 pounds) aircraft are using Palomar Airport during the various hours and days of the week. Helicopter movements also are being recorded because of the nearby Hughes Helicopter testing plant.

Schmidt, Shores and McGee are noting whether the aircraft are landing, taking off, or just passing by. They also note in what direction the aircraft arrive, and where they head out after their takeoffs.

Their recordings of whether an aircraft is unusually loud is a rather subjective thing, but Foerst's noise-level monitorings will be more re-

sponsible for measuring that part of the study.

The inclement weather yesterday, the first day of the study, resulted in an unusually low number of movements — 130 — from 8 a.m. to 1 p.m. Safford said on an average day it can be between 300 to 400, and on a really nice day, there can be more than 600 movements. He noted there were 679 movements on Jan. 31.

Of the 130 movements noted in that five-hour period yesterday, 92 were regular aircraft, 33 were for helicopters, and five were commercial activities (all Imperial Airlines).

SAN FRANCISCO, CA

CHRONICLE

FEB 1 1980

Battle of the Big Radios Kids' Noisy, New Status Symbols

By William Carlson

The young San Francisco Latino looked down at the giant chrome and brushed aluminum tape player in his hand. He shouted over the blaring music coming from the machine.

"Yeah, I'm proud of it. I washed a lot of cars to buy this thing and I take it everywhere with me."

Everywhere these days includes streets, parks, buses and even schools. The portable tape player craze that swept the Bay Area last year shows no signs of abating.

Affectionately carried by teenagers and young people in their early 20s — most of them male — tape players have become the sound equivalent of graffiti in large cities across the country.

Until a few years ago the machines were viewed as a minor nuisance by police and public officials who deal with citizens' complaints about the noise. But the problems have been amplified recently by the increasing size and power of the machines.

The device typically includes an AM-FM radio and a cassette player. Some machines are capable of pumping out 30 watts, enough to power a good-sized home stereo system. Their prices range from \$59 to \$559.

It is now possible to buy portable tape players that weigh 20 pounds, contain eight speakers, and feature such built-in amenities as microphones, telescopic antennas and enough meters and dials to make them appear capable of accurately predicting the

According to the people who sell the machines, the tape player has become the biggest status symbol around for young people. One salesman said that nearly everyone over 15 years of age owns one. It is size that confers the highest status.

"Bigger is better, say kids these days," remarked Skip Freeman, the manager of the Radio Shack store on Fillmore Street. "They are constantly comparing their machines and saying mine is bigger than yours."

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Another sales clerk said it was ironic that so many millions of dollars have gone into miniaturizing everything from calculators to computers, while young people want the biggest tape player they can find.

But the young people buying the machines are quick to defend their motivations. Alejandro Oropeza, a 18-year-old who owns a \$129 Sanyo with only four speakers said, "White kids like rock and blacks and Latinos like soul and oldies. So when we are together at school the ones with the biggest radios win. They play their kind of music the loudest and drown out the others."

UC Berkeley sociologist Todd Gitlin called this competition "surrogate assertion of ethnic identity." Gitlin, who specializes in mass communication and mass culture, said that the new craze has much in common with the punk movement of recent years.

"There is a lot of anger being expressed," he said. "The way society is set up a lot of kids have no other way to be heard and they want to be heard."

Cecilia Burclaga, an assistant provost at Stanford University, said that the fad actually may be healthy. "At least, it's much healthier than heating each other up," she said.

She said that the tape players were only one item in a required code of dress for Latinos and blacks living in Redwood City, where she does volunteer community work.

"You'd be amazed," she said. "They all wear the same shoes and bracelets, too. But then we had our fads, like teased hair and thin belts."

The wide-open volume often used by teenagers, however, has caused problems. Officers in the noise abatement division of the San Francisco Police Department said that they receive as many as 20 complaints a week about the tape players. They investigate each claim, but so far have not issued a citation, which can include fines up to \$500.

One problem location frequently mentioned by officers was the corner of 29th and Church Streets in San Francisco. Teenagers congregate there before and after going to St. Paul's Catholic school across the street. Store owners on that corner have complained that the noise from the tape players has hurt business.

But students there said that they are not hurting anyone. "It's a public sidewalk," said Robert Ingersoll, a ninth-grader who was going into St. Paul's school with a tape player hidden in his yellow carry-all bag. Music poured out of the nylon bag.

Officially, private and public schools prohibit tape players on campuses. But many principals have had to "strike a bargain," said Phillip Lum, principal of Lincoln high school. He said that he allowed students to play the machines at breaks and lunch time. "otherwise I would be spending most of my day picking these

things up, there are so many of them."

The most persistent problems occur on public transportation. All buses, trolleys and BART trains prohibit the use of radios and tape machines for safety reasons. Officials say the noise can distract a driver and possibly cause an accident. If someone playing a tape player refuses to turn it off, drivers are instructed to stop their vehicles and call either their supervisor or police.

AC Transit spokesman Mike Curry said the playing of tape players on buses is a problem that has increased substantially in the last two years. But he added that "it is not a crippling problem."

And Muni spokesman Jim Leonard said that the craze may have reached its peak and may be passing. "It's still a problem on Muni," he said, "but complaints have fallen off recently."

SAN FRANCISCO, CA
CHRONICLE
FEB 6 1980

Senate OKs Weaker Rules on Jet Noise

Washington

A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate yesterday and was sent to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size.

The airport noise bill was worked out by House-Senate negotiators after the two houses passed differing versions. The compromise was approved by the House last week.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1986. Those with more than 100 seats will be exempt until at least 1985. The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

The aid-to-airports bill would eliminate from the federal aid program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

In approving the bill, the Senate Commerce Committee recommended that Congress reduce the federal airline ticket tax from 8 percent to 2 percent. The tax reduction, however, must pass through the Finance Committee, which has not acted.

Sponsors said passengers would still pay airport costs through user fees charged to the airlines and added to the price of tickets.

SAN FRANCISCO, CA
DAILY COMMERCIAL NEWS
FEB 4 1980

House delays federal noise limits on older jets

Commercial News Staff

The House at the weekend passed 225 to 122 compromise legislation to delay compliance with federal noise standards by owners of about 500 older commercial two-engine jet aircraft.

The bill, which also contains a number of other provisions relating to airlines and airports, now goes to the Senate which is

expected to pass it easily.

The bill would give owners of two-engine aircraft with less than 100 seats — the DC-9, DC-10 and the BAC-111 — until 1988 to comply with federal noise standards.

Those with more than 100 seats would have until 1985, although the deadline could be extended to 1986 if the airline agrees to buy

new, quieter aircraft by 1983.

Under current regulations, deadlines for refitting various types of older two-engine jet aircraft for quieter operation would be 1981 or 1983, although the Federal Aviation Administration could extend these deadlines to 1985 if the airline agreed to purchase new quieter aircraft by 1985.

SAN FRANCISCO, CA
EXAMINER
FEB 4 1980

The decibel dilemma: Fewer big jets, but still lots of noise

By Laurie How

While the number of large, noisy jets traveling through San Francisco International Airport decreased 4 percent last year, there was only a fractional decrease in noise levels.

And that probably went unnoticed by residents nearby, according to Arnold Feener, airport noise abatement officer.

Despite the fewer jets, monthly complaints rose from close to 150 in 1978 to about 300 last year, he reports.

Feener explained that the increase probably was because more people are aware of airport officials' efforts to stifle

the rear. Since noise studies began two years ago, residents and homeowners associations have become more involved in identifying areas plagued by airport noise and in encouraging others to let airport officials know about it, he said.

The number of large commercial jets traveling through the airport decreased by 11,983 last year, resulting in a 7 decibel drop in noise.

But because there were 230,978 other jet flights last year with some planes emitting noise levels at 110 to 112 decibels, Feener said, the drop in noise wasn't significant.

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There were fewer large jet flights because Federal deregulation allowed airlines to drop less profitable routes to small cities or those less popular among travelers.

That move resulted in an increase of quieter flights by small jets or propeller planes, which began carrying passengers on routes abandoned by the larger jets.

Overall, flights last year totaled 361,931, about 3 percent more than in 1978.

Feener said that by 1985 the large jets must have new, quieter engines or be fitted with sound-absorbing material. But, he added, the change in engines alone won't eliminate the noise around the airport in San Bruno.

He believes a change in flight patterns will help reduce noise.

As part of an airport experiment to steer noise away from residents, night flights are being routed over the Bay or over industrial areas instead of residential districts. Since the route change began two months ago, Feener said, he's seen encouraging results.

"There have been some decreases in noise levels. They're slight, but they have come about because of the flight

operations changes," he said.

Feener said airport officials also plan to reassign some departing planes from runway 1 to runway 2B at night. Planes taking off from runway 1 emit noise over Millbrae, Burlingame and Hillborough. In the experiment, some departing planes, usually leaving from runway 1, would be reassigned to runway 2B. But instead of traveling over South San Francisco and San Bruno as usual, the planes would turn toward the Bay.

Planes heading to destinations in the West or South would then travel North and cross over the Golden Gate Bridge to make their way to the Pacific Ocean.

Bay winds and other weather conditions could force pilots to fly over land instead of the Bay, and South San Francisco city officials are concerned that pilots won't follow the Bay path. Those officials say they've heard that pilots aren't given enough weather information to guide them.

South San Francisco officials say they will ask the airport joint powers board to delay plans to increase departures on runway 2B until more weather information is available to pilots.

Feener said airport officials want to carefully study routes so that one area isn't relieved of noise while another area receives more.

"It's like having a big ball of noise and it bulges in certain areas depending on the season and how we operate," he said.

SAN FRANCISCO, CA
PROGRESS
JAN 16 1980

Japantown demolition struggle continues

By Mike Mewhinney
A bitter seven-year struggle between the San Francisco Redevelopment Agency and the Committee Against Nihonmachi Eviction (CANE) over the fate of a Japantown apartment house was back in court yesterday.

At Progress press time, no decision had been reached in the continuing controversy.

At issue is whether the agency will be allowed to proceed with its plans to demolish the old three-

story structure located at 1529-1531 Sutter St., and replace it with a new housing project.

Yesterday's Superior Court session was the latest step in the battle waged by CANE since 1973 to prevent the agency from proceeding with its project.

In January of last year, the issue was brought to trial, and last May, Superior Court Judge Gerald J. O'Gara ruled in favor of the agency's project, paving the way for eviction of the tenants.

In June, the

building's tenants were forcibly evicted by San Francisco police during a noisy demonstration staged by CANE supporters.

A demolition permit was subsequently granted by the Central Permit Bureau to the Redevelopment Agency, and CANE immediately appealed the issuance of the permit to the Board of Permit Appeals.

On October 31, the board unanimously voted to revoke the permit, thereby prohibiting the structure's demolition for a year.

Yesterday's court session centered on the action by the Board of Permit Appeals and whether it was legal.

Redevelopment Agency attorneys, led by Leo E. Borregard, contended in their Memorandum of Points and Authorities in Support of a Writ of Administrative Mandamus the board exceeded its authority when it rejected the demolition permit.

"Land use in an approved redevelopment project area is not subject to review by the

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board," stated the attorneys in their legal brief.

"In considering that appeal, the board attempted to substitute its discretion for that of the agency, and in doing so, acted in conflict with state law," added the attorneys in their lengthy brief.

"State law is paramount over local administrative review," concluded the attorneys' legal arguments.

SAN FRANCISCO, CA
PROGRESS
JAN 20 1980

Airport noise test postponed

By Margie O'Clair
With encouragement from the Airline Pilots Association, the Federal Aviation Administration has postponed until Feb. 9 a noise mitigation test of departures and arrivals at San Francisco International Airport.

The tests, originally scheduled to begin today, would have encouraged use of runways 28 in lieu of runways one.

It was one of several noise mitigation possibilities suggested in the recently completed Joint Land Use Study, and accepted by the FAA for 60-day testing.

The test was designed to alleviate noise in areas south of the air-

port, and gauge the noise mitigating effects of the shoreline departure route for residents of the North.

Shoreline departure diverts planes from "gap" takeoffs over Daly City and Pacifica. With a right turn in the vicinity of San Bruno Mountain.

In general, the route follows the path of the Bayshore Freeway.

Capt. Richard Deeds, San Francisco Area safety coordinator for the Airline Pilots Association, said his organization had enough serious concerns over safety of the testing operation to give recent consideration to a "black star" designation for the San Francisco Airport.

The designation serves notice to pilots of unsafe conditions at airports, and, according to one engineering consultant, can have negative effects on everything from airport insurance rates to approval of expansion projects and the economic health of surrounding communities.

Capt. Deeds said ALPA tabled the "black star" for SFIA while it works with FAA officials to insure the tests will be safe.

FAA Operations Chief John Coppinger said the postponement was a result of "unanticipated coordination delays," part of which resulted from meetings with "various pilot

groups."

"We are uppermost concerned with safety, as is ALPA," Coppinger said. "We are going to establish procedures that are safe."

ALPA concerns, Deeds said, include provision of better weather and gross weight data to pilots, obstruction lighting on San Bruno Mountain.

"We have to have safe parameters," Deeds said. "We need a data base so the guy that is responsible can make the right decision."

Deeds said the right turn required in Shoreline departures is most difficult at night, when San Bruno Moun-

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tain looms as "one big black hole." The departure operation becomes more critical as the plane's gross weight increases.

Pilot concerns are the bottom line for success or failure of the proposed noise mitigation testing.

Ultimately, Deeds said, if aviation law gives the man in the cockpit final authority over whether or not to participate.

The safety coordinator said he believes FAA is in basic agreement with pilot safety requests, including more sophisticated weather monitoring equipment and the mountain lights.

"I've been told they'll go to bat for us," Deeds said.

The new Feb. 9 start date would allow enough time to implement several of the safety suggestions, he said, but not for in-

stallation of a new weather station.

The Captain said his association probably would go along with the test if most of the conditions are met, and would ask "a little reduction" in their number until the weather station can be operative.

Without the safety changes, Deeds said he believes some pilots still will go along with the FAA directive, "but many will not do it."

SAN FRANCISCO, CA
PROGRESS
JAN 27 1980

SB considers airport plan

A plan by San Francisco Mayor Dianne Feinstein to restructure the International Airport will be discussed by the San Bruno City Council when it meets at 7:30 p.m. Monday at City Hall.

"I don't see any great benefits in it for San Mateo County," San Bruno City Manager Gerald Minford said Friday, referring to the plan. He said, however, that he does not expect the council to take any action at Monday's session.

"At this point, I don't think we're at the decision point," Minford added.

Airport Director Richard Heath prepared a briefing paper on Feinstein's plan, saying that the best alternative for restructuring the airport would be to create a Joint Powers Authority with another government — probably San Mateo County's.

San Francisco officials are hoping that the airport can be restructured so the city can receive more revenue from it.

The paper estimates that by refinancing the city's bonds, the Joint Powers Authority could bring San Francisco \$120 million over 33

years. More money — a \$77 million payment in the first year and a total of \$281 million over 38 years — could be brought in from annual lease payments, according to the paper.

The paper lists several other advantages to that plan, and only one problem for the city.

"The major disadvantage of this option from the vantage of the City is that a portion of the policy control of the Airport would pass to the San Mateo Board of Supervisors," it said. "A Joint Powers Board must contain representatives from both governmental en-

tities who are partners to the agreement.

"On the other hand, State law does not mandate any particular distribution on the Board. The proposed agreement would give the Mayor of San Francisco the right to appoint a majority of the Board."

Minford said putting members on the board is the only benefit for San Mateo County.

San Bruno Mayor Dick Griffith, in a letter to Feinstein Jan. 19, listed seven reservations about the plan. One major concern was about the airport's noise.

City asks ballot on airport plan

By Dave Murphy

A plan by San Francisco Mayor Dianne Feinstein to restructure the International Airport went over like a DC-10 Monday night when San Bruno's City Council met.

After greeting the plan with a mixture of criticism and cynicism, the council voted unanimously to urge that San Mateo County's Board of Supervisors make no commitments on the plan until the area's residents get a chance to vote on it.

The council also said that San Mateo County's residents should cast their ballots on the plan at the same time that San Franciscans do.

A briefing paper on Feinstein's proposal by airport Director Richard Heath says the best alternative for restructuring the airport would be to create a Joint Powers Authority with another government pro-

bably San Mateo County's.

San Francisco officials are hoping the airport can be restructured so the City can receive more revenue from it. Most of the proposal outlines benefits to San Francisco rather than San Mateo County.

"No way on Earth can this plan of San Francisco's benefit San Mateo County," Councilman Doug Dawkins said. "No way, shape or form."

City Manager Gerald Minford said he sees "more liabilities than assets" about the proposal, but he did not want to strongly criticize it because he understands that it is written to convince San Francisco residents that the plan is a good one.

"It was obviously not written to sell San Mateo County," Minford said.

Councilman Gary Mondfrans and Minford both said the only

possible benefit listed for San Mateo County is having representatives on the Joint Powers Board, but even that is weak because San Francisco would appoint a majority of the board members.

In another action concerning the airport, the council voted unanimously to give support to the Citizens Action League, which is trying to make sure that aircraft noise is decreased by re-engining, retrofitting or buying new airplanes.

Minford said the airlines are due to have all the planes quieted by 1981, but there is a proposal to extend the deadline to 1986. Minford said he hopes the 1981 deadline will be met.

"I would guess, however, that the chances are fairly good that they will grant them an extension," he commented.

SAN FRANCISCO, CA
PROGRESS
JAN 30 1980

Noise monitor system "next to useless"

Editor:

Your Sunday edition contained a report of my remarks to the North San Mateo County Council of Cities meeting of last week. I was reported as saying that the noise monitoring system at the San Francisco International Airport was "next to useless."

Since the report of my speech was very accurate, I must conclude that I failed to properly express my opinion regarding our monitoring system.

The San Francisco Airport's noise monitoring system is extremely useful, highly accurate and technologically quite advanced. It allows us to determine with precision whether we are in compliance with the

state noise law. That was the basic purpose of its installation.

However, any noise monitoring system, no matter how sophisticated, has limitation. Our system does not measure low frequency noise, nor can it possibly measure the different effects that a given amount of noise will have on different people or upon the same people under different circumstances.

What I meant to imply was that for determining the effectiveness of the procedures which are being tested by the FAA, the noise monitoring system will not provide a great deal of useful data. The best test will be the response of the citizens in the communities around the airport.

Richard R. Heath
Director of Airports

SAN FRANCISCO, CA
PROGRESS
FEB 1 1980

FAA test delayed

South San Francisco gained hope this week in its efforts to delay a Feb. 9 Federal Aviation Administration (FAA) test of shoreline takeoffs from San Francisco International Airport.

City Manager Walter Birkelo said Wednesday, "We have reason to believe that the test will not be initiated until the City Council has had the opportunity to discuss the proposed delay with the Joint Powers Board.

Birkelo said he is not sure how long it will take to arrange a meeting of South City officials and the Board.

The delay came as a result of a meeting this week in which South San Francisco explained its concerns about the shoreline departure tests to officials from the FAA, airlines and a pilot association.

The city believes that without additional noise monitoring equipment, it will be extremely difficult to

evaluate how much noise planes are making over the city.

Dr. Maurice Garbell also asked the FAA to provide more sophisticated weather monitoring equipment.

The test, originally scheduled to begin Jan. 23, was one of several noise mitigating possibilities suggested in the recently-completed joint Land Use Study and accepted by the FAA for a 60-day testing.

SAN JOSE, CA
EAST SAN JOSE SUN
JAN 16 1980

Motorcycle noise

RESIDENTS WHO live near the Santa Clara County fairgrounds want the county Board of Supervisors to clamp down on noisy motorcycle racers who use the fairgrounds for racing competition.

Supervisors last week discussed imposing severe penalties on anyone who exceeds noise levels set by the county for racers.

Neighborhood spokesman James Stinson said that the health of nearby residents is being endangered by the noisy motorcyclists. Stinson said the neighborhood wants peace and quiet and wants the board to put pressure on racing promoters to keep the noise down.

The board will consider penalties as part of the lease agreement that will be signed soon for the 1980 season.

SAN JOSE, CA
MERCURY
FEB 1 1980

House rejects bid to cut jet noise

By David Hoffman
Washington Bureau

WASHINGTON — In a setback for San Jose Municipal Airport that could cost the city millions of dollars, the House voted by a wide margin Thursday to relax federal noise standards for two-engine jets.

By a vote of 285 to 122, the House passed legislation that would give the major airlines an extension of between two and five years to meet federal noise limits on two-engine planes.

These aircraft comprise about 38 percent of the airline traffic at San Jose Municipal Airport. The extension could force San Jose to spend millions of dollars more to expand a noise buffer zone around the airport that is required by state law, according to Rep. Norman Mineta, D-San Jose.

The vote was a major defeat for Mineta, who had tried to

stop the bill for more than a year and who predicted in December that the legislation was dead.

The compromise version approved Thursday now goes to the Senate, where it is expected to pass quickly and be signed into law by President Carter.

Mineta, who argued against the legislation along with Rep. Don Edwards, D-San Jose, during the 90-minute floor debate Thursday, said later he was "disappointed" with the outcome.

"For those people who live under the approach and takeoff patterns," he said, "it means they are not going to get relief in 1983," which was the original deadline for airlines to meet federal noise limits for two-engine jets.

The bill would give owners of two-engine aircraft with less

than 100 seats until 1988 to comply with federal noise standards. There are about 280 such planes in operation nationwide.

The twin-jet planes with more than 100 seats — about 220 nationwide — would have until 1985 to meet the deadlines, although this deadline could be extended until 1986 if the airline contracts by 1983 to buy new, quieter aircraft.

Under current law, the two-engine jets would have to meet federal standards between 1981 and 1983, although these deadlines could have been extended to 1985 if new, quieter jets were under purchase contracts.

According to Mineta, about \$50 million has already been set aside by San Jose Municipal Airport for land acquisition to expand the buffer zone around the airport.

Francis T. Fox, San Jose's aviation director, said the airport staff "will have to study the bill in detail before we can

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make a judgment on its cost to the city.

San Jose has been studying soundproofing of homes in the airport vicinity in addition to acquisitions as part of its master planning program. However, the program is geared to all aircraft meeting noise regulations under the previous schedule.

"Until we take a good look, we just don't know what the difference is going to be," said Fox.

Fox also said San Jose's current noise projections don't account for operations by the McDonnell Douglas LC9-80, a new twin-jet airliner that meets the noise standards.

Although the legislation extends the deadline for compliance, Fox predicted most carriers will still order newer aircraft, "not so much for noise reduction but for the fuel savings with more efficient engines."

The new delay in enforcing the federal noise standards could also leave the city open for a longer period to lawsuits from those affected by airport noise. The California Supreme Court recently ruled in a Los Angeles case that residents can seek damages from an airport for mental distress caused by airport noise.

The legislation passed Thursday was a compromise that had been altered significantly from an earlier Senate-passed bill that would have exempted all two- and three-engine jets from federal noise limits and cost San Jose \$110 million.

On a test roll call in December, the compromise staged alive by a bare three-vote margin and Mineta expressed optimism that the legislation was probably dead.

But the airlines, which had long sought delays in federal noise limits, mounted a strong lobbying campaign in recent weeks. In addition, the Carter administration, which had opposed the earlier version, said this week that the president would sign the compromise if it cleared Congress.

This apparently contributed to the wide margin by which the bill passed Thursday.

Voting against the legislation were Mineta, Edwards and Rep. Leon Panetta. D. Monterey. Voting for it were Reps. Paul N. "Pete" McCloskey Jr., R-Menlo Park, and William Royer, R-San Mateo.

The legislation was described by opponents as a bailout for those airlines — including Trans World and United — that had failed to make the investment in retrofitting their jets to meet the federal noise deadlines. In fact, the Airline Transport Association, an industry group here, had lobbied hard for the extension for two-engine jets.

Not all airlines were behind this effort, however. Among others, Delta, Continental and PSA had all brought their fleets into compliance.

The effort to weaken the federal noise standards was opposed by California Transportation Secretary Adriana Gianfranco and a host of airport operators from the state and across the nation.

Backers of the legislation claimed that the extension for two-engine jets would give the airlines enough time to purchase entirely new — and quieter — aircraft rather than just replace the engines on older craft.

Staff Writer Frank Sweeney contributed to this report.

House hikes S.J. cost of airport noise buffer

By David Hoffman
Washington Bureau

WASHINGTON — Although the exact amounts aren't known yet, San Jose faces "significant" new costs for acquiring land around its municipal airport as a result of the House vote to relax federal noise limits for two-engine jets, a city official said Friday.

William Coleman, deputy director of property and code enforcement, said that escalating land values in San Jose will drive up the cost of expanding the noise buffer zone around the airport, which is required by state law.

The buffer zone may have to be expanded because the new legislation will allow two-engine jets to exceed federal noise limits for two to five years beyond the existing 1983 deadline. These jets comprise 38 percent of the air traffic at the airport.

The Senate is expected to pass the legislation shortly and President Carter has said he will sign it into law.

How much land will have to be bought near the airport de-

pends on the boundaries of a noise "footprint" that is mapped out in the airport vicinity, indicating levels of jet noise from takeoffs and landing. Property within a certain impact area, or footprint, is considered incompatible for homes. The city either must buy it or shrink the footprint by cutting back flight operations.

Coleman said it is "reasonable to assume" that the city will determine the new impact area shortly. Then city officials can tell how much the new legislation will cost, he said.

In recent years the city has bought nearly 200 residential properties and one school in San Jose's College Park area. Before the most recent congressional action, officials had estimated that \$50 million would have to be spent by the mid-1980s to complete purchases of all residential properties in the target area.

Coleman said Friday that total will undoubtedly increase. "Land values have escalated in San Jose over the last two years in geometric proportions."

SAN JOSE, CA
MERCURY
FEB 8 1980

No great impact seen from easing of jet-noise law

By Frank Sweeney
Staff Writer

A relaxation of federal noise standards for older, twin-engine jets apparently won't have a major impact on San Jose Municipal Airport.

City officials haven't yet figured precisely how much noisier things could get around Municipal Airport under the bill approved by the House last week.

But they aren't overly concerned because very few of one category of jets affected operate in San Jose and the measure delays for only one year the muffling of another group of aircraft.

"Best as I can tell, this (compromise) bill isn't going to make a lot of difference" in San Jose, said city Aviation Director Francis T. Fox.

In addition, Fox expects some airlines to begin operating new, quieter jets next year.

San Jose's plans for expansion of Municipal Airport over the next 20 years hinge on major reductions in jet aircraft noise.

Another bill that passed the Senate but was defeated in the House last year would have exempted many more aircraft from the federal regulations and required San Jose to spend another \$110 million to buy out noise-impacted homes.

Rep. Norman Mineta, D-San Jose, led the House fight to defeat that measure, but he was unable to stop the compromise bill after the Carter administration made known its support.

The city already has a \$50 million program to purchase noise-impacted homes just south of the airport to enable the city to meet state airport noise standards on land use.

The compromise bill amends current noise regulation schedules for non-complying, twin-engine aircraft to be either retrofitted with noise-reduction devices or phased out of service.

Provisions for four-engine and three-engine jets were mostly unchanged.

The retrofit schedule applies only to older jetliners. All aircraft currently in production meet the Federal Aviation Administration noise standards.

Under the FAA's old rule, twin-jet airliners were to be retrofitted with sound-absorbent linings in engine nacelles between 1981 and 1983. However, if a replacement aircraft with new, quiet engines is to be delivered by 1985, the older aircraft could continue to operate until then.

The new bill allows twin-engine jets with more than 100 seats to be exempt until Jan. 1, 1985. But if replacement aircraft are ordered by Jan. 1, 1983, the airlines can continue flying the old planes until 1986.

In effect, that deadline is a year later.

The bill allows airlines to continue operating twin-engine jetliners with fewer than 100 seats until 1988 without compliance. However, if those planes are sold after Jan. 1, 1983, they must be retrofitted.

Fox outlined several reasons why the impact should be small in San Jose:

✓ Only one airline now serving San Jose — Hughes Airwest — operates twin-engine jets with fewer than 100 seats, and it rarely flies those planes into Municipal Airport.

✓ Most of San Jose's airline traffic is three-engine Boeing 727s — which must comply by 1983 or, if replacements are ordered, by 1985 — and larger twin-engine McDonnell Douglas DC-9s that will have to comply by 1986 at the latest.

✓ Airlines are expected to begin flying the new McDonnell Douglas DC-9-80 into San Jose next year.

That plane, equipped with new technology engines and wings, is 30 to 40 percent quieter than the planes operating today, said Fox.

"Air California and PSA have assured me they will put the DC-9-80s on their San Jose schedules as soon as they get them," said Fox. Over the next two years, Air California will get five of the planes and PSA will get 12.

SAN JOSE, CA
SOUTH SAN JOSE SUN
JAN 23 1980

Bill could delay airport projects

A PLAN WHICH would remove the nation's 72 largest airports from a special federal airport improvement program could cost San Jose Airport as much as \$50 million dollars over the next 10 years, according to airport spokesman Warren Landwehr.

Nevada Senator Howard Cannon has introduced legislation in Congress which would make the country's 72 largest airports, including San Jose, San Francisco and Oakland, ineligible for participation in the federal Airport Development Aid Program.

Landwehr said another aspect of the plan calls for the reduction of a special ticket tax paid by airline passengers and used for funding of the federal aid program.

San Jose Airport normally would get as much as \$5 million dollars per year from the federal airport improvement program and airport officials were planning to make major improvements at the airport.

Those improvements included additions to the terminal building and the passenger parking garage, Landwehr said, as well as an airport noise abatement plan.

If the bill passes, Landwehr said, San Jose will still be able to complete its airport improvement project by charging a head tax on passengers or raising airline fees, however the projects would be delayed.

SAN JOSE, CA
SUN
JAN 16 1980

Proposed high-rise — controversial

Impact report waiver irres downtown residents

By ANNE
HOUGHTLING

DOWNTOWN residents last week failed to convince the San Jose Planning Commission that an Environmental Impact Report is needed for a pro-

posed 17-story condominium complex.

By a 5-2 vote, planning commissioners upheld the planning staff's original decision that the proposed high rise would not adversely affect the environment.

The commission, however, postponed a final rezoning vote, saying they needed further reports on fire and police services to the high-rise. They also requested the planning staff to draw up diagrams showing how the high-rise

would look in the neighborhood of much lower structures. The developer, Land-

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mark Square Inc., of San Jose, wants to build a 17-story, 310-unit condominium complex downtown between First and Second streets, just south of Hensley Avenue.

The complex, called Ryland Tower, would be the highest structure in San Jose and the city's first luxury condominium high-rise.

Planning Director Gary Schoenauer had previously ruled that the developer's reports on traffic, noise and other environmental impacts showed Ryland Tower would not negatively affect the environment and thus no E.I.R. would be required.

Ann Hines and Bruce Radde were among the many residents who spoke for nearly two hours at last week's Planning Commission meeting against the waiver of the E.I.R.

"Our goal," Hines said, "is not to stop the project but to be sure the project is fully and sensibly examined."

Hines specifically expressed concern that Ryland Tower would set the stage for more structures of its size in her neighborhood.

Radde, a professor at San Jose State, said the waiver of an E.I.R. on Ryland Towers "borders on irresponsibility" and charged the project's design "wouldn't get a passing grade in a sophomore design class."

Other speakers protested that the project's effect on the historic character of the downtown neighborhood would be enormous.

Historic Landmark Commission member Bonny Bambury told commissioners the neighborhood "has enough

historic structures to warrant it be classified an historic district." An E.I.R. should be essential in this case, she argued.

The possibility of historic and archaeological artifacts on Ryland Tower building site should mandate an E.I.R., said archaeologist Marcia Wire, also a Historic Landmark Commission member.

Brian Hunter, 411 N. Third St., who is working on a solar energy system, and his solar contractor contended Ryland Tower would block off enough sun to hurt the system.

Community groups speaking against the project included the Japanese-American Citizens League, the Jackson-Taylor Northside Task Force and the Campus Community Association.

But all but two Planning Commissioners expressed confidence in the reports

submitted by Landmark Square's consultants.

Commissioners Michael Honda and Tim Starbird voted against waiving the E.I.R., Honda saying, "This project is a first of its kind... we should have more information." Starbird did not comment on his vote.

The hearing on a rezoning request by Landmark was postponed until Feb. 6 after commissioners decided that existing diagrams on Ryland Tower did not show the project would look surrounded by smaller structures.

They asked the police and fire departments to prepare reports on the project for the Feb. 6 meeting, as well.

Before the postponement, many of the same speakers that had previously called for an E.I.R. spoke again against the rezoning.

Speaking in favor of the rezoning that would sign the go-ahead for the project were San Jose Chamber President Ron James and Russ Campbell, a member of the Downtown Development Corporation.

Both said Ryland Tower would create a positive climate for revitalization of San Jose's downtown.

SAN LUIS OBISPO, CA
TELEGRAM-TRIBUNE
FEB 5 1980

Threat to peace, quiet

To the editor:

The San Luis Obispo County Airport Land Use Commission has approved a "Grant of Avigation Easement" which will give the county authorities the permanent right to permit unlimited noise, vibration, falling objects, and other inherent effects of the flight of aircraft over populated areas without possibility of redress, litigation, etc.

It will mean much distress for the schools within the flight path. Is it possible our local school district will be expected to follow in the course of the Los Angeles schools who have had to abandon facilities in the vicinity of Los Angeles International Airport because of the excessive noise level which has been permitted there? Does our school district have enough surplus funds to build substitute schools outside the affected area, and provide bus service to and from them?

Serious consideration should also be given

to the problems of many people within the same area. The tourist and retail businesses would be affected as would all recreational activities, to say nothing of individuals themselves such as the ill, the aged, and the infants who need peace and quiet day and night.

A public meeting will be held Wednesday, Feb. 6, at 7 p.m. at the C.L. Smith Elementary School to discuss the issues involved, and the Airport Land Use Commission will hold a meeting on Wednesday, Feb. 20, at 1:30 p.m. in the Supervisors' Chambers at the Courthouse to approve the easement before it is presented to the county supervisors. It is in the interests of all of us who are affected by the above proposed action to attend these meetings and protect our rights.

Mr. and Mrs. F.M. Gruber
San Luis Obispo

SAN PEDRO, CA
NEWS-PILOT
JAN 23 1980

City Council backs federal airport noise act

By Greg Krikorian
Copley News Service

The City Council on Tuesday backed long-awaited federal legislation aimed at reducing airport noise, despite relaxed standards for certain older commercial aircraft.

Without discussion, the council offered its support for the Aviation Safety and Noise Abatement Act of 1979, which is slated for some congressional action this week after lengthy debate in a House-Senate conference committee.

Described as a "compromise" bill by Airport Department General Manager Clifton A. Moore, the legislation would authorize funds for airport noise compatibility planning and projects designed to

minimize the effect of jet noise on communities surrounding airports.

One provision calls for establishment of a \$500 million fund in fiscal 1980 for airport development projects under specified conditions that are identified with airliners meeting applicable noise standards.

But the bill also provides certain exemptions from federal air noise reduction deadlines for specified aircraft. The Federal Aviation Administration now requires some two- and three-engine aircraft to meet those noise standards by 1981 or 1983 while four-engine jets must comply by 1985.

The proposed waiver would delay those deadlines one year for certain three-engine aircraft and three years for specified

two-engine jets provided operators have a replacement plan and binding contract by Jan. 1, 1983.

Despite those concessions, Moore said the exemptions would have "a relatively minor impact on LAX" because of the limited number and schedule of operations involving those aircraft.

"We have a long way to go yet...but this bill is a very positive step forward," Moore said, stressing that other provisions of the legislation will provide "tremendous benefits" in the area of noise reduction for LAX.

"We've been at this matter for something like seven or eight years and don't want to take the chance of losing the benefits because of the provisions that will have a relatively minor impact on LAX."

The exemptions, in large part, stem from concern among smaller airports that the affected aircraft unable to meet current noise reduction deadlines would be pulled from service with no replacements.

Despite persistent opposition from LAX area residents to the exemptions, airport commissioners recommended support of the federal legislation because of other "benefits" in the area of airport planning and noise reduction projects, Moore said.

The bill, Moore said, would provide establishment of a single system for measuring aircraft noise and a guideline for determining the exposure of individuals to noise resulting from airport operations.

SANTA ANA, CA
REGISTER
JAN 24 1980

Earplug Maker Says Bill Won't Herald A Windfall

SACRAMENTO (AP) - A Southern California earplug manufacturer who requested a bill allowing motorists to wear earplugs said that he doubts the bill will result in a financial windfall for his company.

"I don't think it will improve my business even \$200 or \$300 a year," said Thomas Woods, president of Aural Technology Inc. of North Hollywood.

The bill, SB240 by Sen. Alan Robbins, D-Van Nuys, is awaiting a state Senate vote.

Woods said he asked Robbins, his state senator, to introduce the bill because of "altruism rather than personal gain," saying the plugs would allow motorists to avoid highway noise levels that could impair hearing.

"Anybody exposed to 90 decibels for eight hours a day or more will incur irreversible hearing loss," he said.

SANTA ANA, CA
REGISTER
FEB 2 1980

Congress OKs Jet Noise Level Delay

Legislation giving airlines a delay in having most of their jets meet federal noise standards passed the House and Senate easily this week, despite concerns by airport-area legislators about its effect on jet noise.

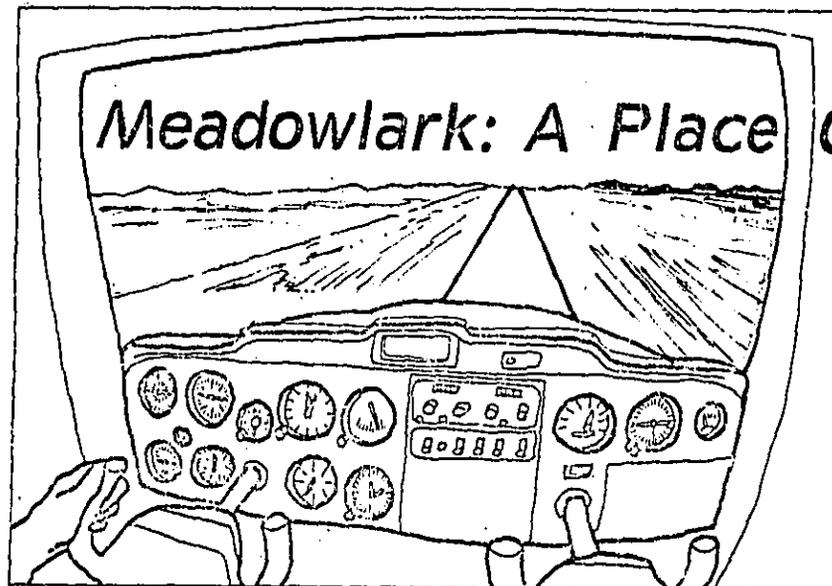
A compromise version of House bill 2440 Thursday passed the House 285-122, with all four Orange County congressmen voting against it. The Senate passed the measure in a voice vote Thursday night, said Howard Seelye, an aide to Rep. Robert Badham, R-Newport Beach.

The bill now will go to President Carter for his signature.

Badham, whose district includes Orange County's John Wayne Airport, and Rep. Dan Lungren, R-Long Beach and west Orange County, conceded on the House floor that the compromise measure was superior to an earlier version of the bill which would have exempted many airliners from meeting the federal noise standards.

But neither Badham nor Lungren, whose district includes Long Beach Airport, voted for the bill.

SANTA ANA, CA
REGISTER
FEB 3 1980



Meadowlark: A Place Of The Past?

By BOB SPEER
Regular Staff Writer

HUNTINGTON BEACH — Stepping onto the grounds of Meadowlark Airport is like stepping into the past. And there are those who would like to make the World War II-vintage airfield a thing of the past to accommodate urban development in the fast-growing city.

The airport stands in stark contrast to the modern executive center and apartment complexes which surround its chockablock-riddled entrance on Water Avenue.

In the distance can be heard the soft roar of a single-engine aircraft ap-

proaching for a landing. Above, another liner circles the field awaiting his turn.

Polished metal hangars house a few of the private airplanes which make the airport skipper their home base. Most of the remainder are tied down in open fields, where they often are coated with dust on dry days.

A military-style quonset hut, badly weathered by time, serves as the office for an aircraft sales company. A tiny cafe attracts aviators who fly in

for a cup of coffee or lunch. Also visible are a flying school and aircraft maintenance shops.

Most of the aircraft using Meadowlark are small single engine airplanes, but there are a few of the twin engine variety.

Adding a historical touch to the setting is a 1941 biplane, which was prominently in the airfield. For \$20, biplane-flier Linda Cannon will take a passenger for a ride in the transporter over Balboa Island, Newport Beach, or over the Queen Mary in Long Beach.

Several pilots fly to work in other areas of the Southland from Meadowlark.

Air traffic here is not regulated with a control tower. "It's just see and be seen," said one pilot.

Managing the airport for the past five years has been a short and stocky Japanese-American, Art Neriya. Wearing his trademark cap, he roams around the airfield on a rusty bicycle which his daughter has outgrown. Neriya's family members have owned the airport since 1922.

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When the facility was reconstructed in 1946 it was surrounded by bean fields. The rural atmosphere gradually gave way to an expanding city. Huntington Beach annexed the airport and surrounding properties in 1946. The city zoned the land for residential development and the airfield was considered to be a temporary use, according to one city official.

With single family homes now bordering much of the airfield, efforts to close Meadowlark reached several peaks in the 1950's. The airport has been loud and noisy, a safety hazard, an eyesore, and a general nuisance. One woman who lives adjacent to Meadowlark described it as a "pigpen."

With parking areas for private airplanes at a premium in Orange County, Meadowlark pilots have been very defensive about their airfield.

According to John Gilbertson, a pilot from Huntington Beach, "For just being handy, this is the only place left." At the county's John Wayne Airport, "It's so busy, it's ridiculous," he said.

Serres said he will make room for any pilots who can use the short run-

way. For \$35 a month, he will give them a spot of turf to tie down their planes and occasionally on the ground to minimize swirling dust.

Serres won't comment on the number of aircraft he loses. Estimates vary as high as 500, which ticks some opponents of Meadowlark.

"The more takeoffs and landings, the more chance of an accident," said a city resident, Tom Livengood. Livengood is a member of the Meadowlark Airport Board, an advisory body to the city council.

Livengood and others have pointed an accusing finger at the city for allowing residential growth around the airport. "They're in the process of strapping that airport," he said.

"The mistake and where does that guy in pilots get into the back of a bar?" he asked, referring to a recent accident near the airfield.

There were 140 emergency crash landings involving single-engine airplanes by Meadowlark Airport and a third unrelated accident nearby within a two week period recently.

In one incident, a pilot reported that his airplane's throttle was jammed and he crashed into a Warner Avenue bar while trying to circle back to the

airfield for a landing. He suffered a broken nose, while the bar patrons were startled, but uninjured.

In another accident, a pilot had an engine failure, tried to return to Meadowlark, and was forced to land in one of the few remaining open fields by the airport. The airplane liquefied on its back after its nose wheel strut collapsed on the plowed turf but the pilot was uninjured.

Two days later three people died when their single engine airplane plunged through a log bank into the ocean off Huntington Beach only five minutes after departing Meadowlark Airport. An FAA spokesman said the accident has been attributed to pilot error and totally unrelated in any possible a root-cause development.

John W. Long is the manager and owner of the 130-unit Cambridge Apartments, which he directly under the take-off route for Meadowlark. He has been an outspoken critic of the airport and was a member of the airport board until last summer.

"I resigned because we couldn't accomplish anything. It was a useless battle," he said. He also complained that the board is stacked in favor of airport proponents. Five of the board's seven members are current or former pilots.

According to Jen Chenelle, a city administrative analyst, the city's role in regulating the airport is preempted by state and federal authority. She

said the airport board was formed in August 1978 in an attempt to bring peer pressure to bear on the airport's owner.

City efforts to limit residential building in the Meadowlark area were thwarted in the courts, she said. A housing tract planned adjacent to the airport was denied approval by the city in June 1972, only to be approved in Orange County Superior Court in a lawsuit.

The city's attempt to stop My Ad. Bob Cannon's banner flying business, also was halted by the courts.

This month, instead of demanding that a Mormon church light its spire as a safety measure near the airport, the city council could only request the action — an indication of the city's lack of airport regulatory power.

Ms. Chenelle said the city about three years ago looked into having the airport closed as a public nuisance. Because noise and safety levels are within state limits, "we don't have a case," she said.

The city council indicated that it does not consider the airport a nuisance when it passed a resolution supporting Meadowlark in March 1978.

Noise complaints were partially alleviated when Serres asked pilots to veer 10 degrees after takeoff to avoid flying over the Cambridge Apartments. Long said that although one pilot consistently roars over the apartments before 6 a.m., most pilots have adhered to the altered flight

pattern and airplane noise has been dramatically reduced.

Serres said he tries to discourage night flying at Meadowlark to further reduce noise.

The main problem according to Long, is no longer noise but safety both for pilots and people on the ground. Before the recent rash of accidents, FAA records showed that there had been 38 airplane accidents during a landing or take-off from Meadowlark Airport since 1972.

Lord, Livengood and Serres said they wished there was more room for emergency landings near the airport. All indicated it would help to take down the electrical power lines on Warner Avenue, which lie under the flight takeoff pattern and which at times have been clipped by airplanes.

Jim Evans, a member of the county pilots' association and the city airport board, said in a letter to the press, "Inevitably there will be mechanical failures, acts of God, and lapses of judgment which result in aerial accidents. But let's not blame Meadowlark Airport."

Representatives of the state division of aeronautics said that Meadowlark last was inspected in October and continued to meet state safety standards.

SANTA BARBARA, CA
PRESS
JAN 24 1980

CITY COUNCIL ORDINANCE COMMITTEE

County Bowl promoter raps proposed noise law

A proposed new city noise law — scaled down to concentrate on the problem of amplified sound — is being considered by the City Council's ordinance committee.

The committee has continued its hearing on a draft measure to Feb. 5, after a discussion that centered mostly on County Bowl music concerts.

Derek Westen of Vision Attractions, which handles bowl events for the Old Spanish Days Association, said his firm can live with the county noise control plan it now works under but contended that the proposed city measure would make any amplified bowl event impossible to stage.

Acknowledging that loud concerts disturb bowl neighbors, Westen said events draw in

estimated 100,000 persons a year and asked the committee to consider exceptions that would strike a "balance between events that are well attended and the rights of some individuals."

But others at the session said it is only the loud rock concerts of recent years that are causing the problem and took exception to a comparison by Westen of rock concerts and football games.

Tony Fischer, assistant city attorney, said the noise level standards in the present draft need further study. They are at the bottom ranges of those in the city's General Plan noise element and could be raised without conflicting with the element, he said.

As written, the ordinance would limit amplified noise to 55 decibels in the daytime at or be-

yond the property line, and to 45 at night. Westen said the county's bowl plan permits 65, although the two are measured differently.

The committee also heard a complaint from a neighbor of the Santa Barbara Inn of loud disco music until 2 a.m. "I've called several times and tried to be nice. They just ignore me. Something's got to be done," he said.

It was decided to limit the new ordinance to amplified noise partly because one other major area of noise complaint — autos, motorcycles and other vehicles — is already covered by the state Motor Vehicle Code.

The measure would replace present city laws on disturbing sound amplification but would leave standing sections on sonic booms and a

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general provision against unnecessary disturbing noises that doesn't specify noise levels.

A violation of the proposed law would be an infraction subject to \$50 fine for the first violation, \$100 for the second, and \$250 each for the third and subsequent violations. This was criticized as too light a penalty to deter a commercial enterprise.

Fischer said it was an enforcement tradeoff between an infraction, under which a conviction is relatively uncomplicated, and a misdemeanor, which carries a \$500 fine but allows a jury trial.

Repeated infraction violations could be costly, and the measure also provides for restraining orders or injunctions as an additional remedy, he noted.

SANTA CLARA, CA
SANTA CLARA SUN
JAN 15 1980

Neighbors complain

Airport may be sued over noise

By ANNE BRENNAN

AT LEAST ONE Santa Clara neighborhood is considering a class action suit against the San Jose Airport because of personal injury, mental stress and property devaluation caused by noise.

The suit is an outgrowth of a recent state Supreme Court decision allowing citizens to sue airport operators for nuisance relating to noise.

Emilio and Gertrude Adan said they both suffer high blood pressure and headaches because of the noise. They live about one mile from the airport. Different members of the family have also experienced a hearing loss.

"When my oldest son had his physical to get into the Naval Academy they told him he had bad hearing," Emilio said. "He told the doctor he lived by an airport and the doctor said that was why his hearing was bad and that it would come back."

Adan had two other sons entering

the academy who were told they had the same hearing problem by doctors at Moffett Field.

ACCORDING TO Gertrude, Emilio is also suffering from a hearing deficiency.

San Jose Airport Director Francis Fox said he is not surprised by the possibility of a lawsuit.

"It has happened at other airports, it was not to be unexpected," Fox said. "I suppose all kinds of mysterious ailments can be attributed to airport noise, but I don't know how valid they are."

The Adans moved to the neighborhood 11 years ago when the airport business was much slower and big jets were the exception. Neither like the situation but don't see any way out because of the high cost of housing.

"What can I do about it?" he asked. "Where can I go?"

With airport expansion currently being examined — the airport is estimating air traffic into San Jose will triple by 1990 — Adan and neighbors Tom Phillips and Mike Winton

are seriously considering a lawsuit.

Winton sees the need to act now before the expansion and further increase in air traffic.

"If the noise was where it was nine years ago (when he moved to the neighborhood) I would still be discontent, but I could handle it. Now its quadrupled and its going to triple," he said.

Winton also stressed that he is not suing to get rich off the airport but because he thinks his privacy has been invaded.

"All I want is my peace," he said. All three explain how angry they get everytime a plane taking off drowns out conversation or the television. They note the necessity of keeping the house closed up in order to keep the noise to a minimum.

"I'M NOT A hermit, I can't stay in my house all day," Winton said. "I like to live like other people."

It is for this reason Winton, Phillips and Adan don't like the idea of having the airport insulate, seal windows and put air conditioning in

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homes suffering from the noise impact.

Fox said the plan is still under study and could be long in coming depending on how long it will take to look at the issue. If a plan should go into affect he estimated "several million dollars" would be spent on the project.

Winton realizes the lack of understanding about the noise situation by those who don't live near the airport but he has some words of warning for them.

"It's important that the people of Santa Clara understand . . . in the period of the next 20 years we are all going to be faced with these problems," he said. "We're going to become another Burlingame."

IN THE MEANTIME Phillips, Adan and Winton are investigating what the procedure and costs are in bringing a suit. They are all going to have physicals to prove that personal injury has occurred.

Winton said his wife had to undergo surgery for headaches, but they didn't go away after the operation. She was told the airplane noise was causing tension to her nerves, thus giving her headaches. In order to stop this, she sees a chiropractor to release the pressure on the nerves.

Phillips said his four-year-old daughter has a speech problem and suspects it is caused from a hearing deficiency. An attempt was made to test the child's hearing but she was too young to cooperate. Phillips said he is going to try again, however.

Winton believes children are the main victims of the noise because it

causes tension in adults who snap at their kids when they might ordinarily not. He said they (children) also have to deal with the adjustments that must be made when the noise is occurring, — interruptions in homework, television and normal conversation. Adan agrees.

"My children sometimes run inside when the planes land and take off," he said. "They ask me 'why do those planes have to make so much noise.'"

ANOTHER ASPECT that scares all three is the increasing chances of an airplane crash in their neighborhood.

"When I'm out working, I've got my family here," Winton said.

All three think the local government has been unresponsive to their problems.

Winton said that Santa Clara claims it has no control and San Jose doesn't care about their complaints because its constituency is in San Jose.

"Many of the (Santa Clara) city councilmembers aren't in sympathy with our views because they don't live out here," Winton said.

A public hearing with the Santa Clara and San Jose City Councils is set for early March to discuss airport related problems.

The meeting will be held in Santa Clara City Hall, although Winton thinks it should be held out by the airport so more people can attend. It's another example of how the local government really doesn't care about the situation, he added.

SANTA MONICA, CA
INDEPENDENT
JAN 31 1980

Gunnell Gets Ultimatum

Santa Monica has ordered Gunnell Aviation, an airport-based flight service, to discontinue its regular flights from Santa Monica to Mexico within 30 days, or else Gunnell will forfeit its lease. The city contends the flights violate an airport ban on regularly

scheduled airlines from operating at the facility.

In a related matter, Judge Irving Hill has promised attorneys a speedy trial in the upcoming airport noise limit appeal, in which the judge ordered the city to reinstate its 100 decibel noise levels, which had been rolled back to 85 decibels by the council.

SANTA MONICA, CA
INDEPENDENT
FEB 7 1980

Airport Foe To Organize

Claiming Santa Monica's airport is a noisy and unprofitable enterprise, long-time airport foe Charles Davis has called for a new anti-airport group to be formed of Santa Monica, Venice, West LA and Mar Vista residents.

-Persons interested in joining should call 396-6898.

SANTA MONICA, CA
OUTLOOK
JAN 23 1980

BID TO FUND NOISE COMPATIBILITY PLANNING BACKED

The Los Angeles City Council voted Tuesday to support federal legislation that would authorize airport funding for noise compatibility planning and extend federal aircraft noise requirements.

The bill, which already has received the support of the Los Angeles Airport Commission, would allow grants up to \$15 million annually to make the land surrounding Los Angeles International Airport compatible to jet noise impact.

A study is currently under way between cities within the jet noise impact area to determine compatible land usage. The area stretches from the ocean to the Harbor Freeway and includes Los Angeles, Westchester, Inglewood, Hawthorne, El Segundo and Los Angeles County areas.

Airport planners could change zoning, or soundproof or condemn property to bring land into compatible usage.

The bill is scheduled to be considered by Congress this week.

SANTA MONICA, CA
OUTLOOK
JAN 24 1980

Airport critic defended

Editor: After reading A.S.'s letter to the editor Jan. 18 about Santa Monica Airport, I felt he must be a young, inexperienced person.

I have met Mr. Tom Kirwan. He is unusually knowledgeable about what he speaks and writes — and most people who live near or under the flight pattern emphatically agree

with him. His knowledge and statistics quoted cannot be disputed.

The people who live near or under the flight pattern are the ones who are most affected by loud airplane noises, and when a very objectional jet warms up before takeoff at the airport, everyone in the vicinity can hear it; then comes the loud roar of the engine as the monster flies just over our homes leaving a trail of soot and debris of unconsumed fuel of carbon monoxide fallout to dangerously pollute the area. Whichever way the wind blows, eventually the entire city is affected.

If Santa Monica wanted to have an airport forever, all of the homes in and around the flight pattern should never have been permitted to be built.

If A.S. wants something done about LAX or motorcycles, best of luck. We like to have Tom Kirwan write and tell it like it is!

Alma Osolin,
Santa Monica.

SANTA MONICA, CA
OUTLOOK
JAN 29 1980

85-decibel issue

Judge pledges early trial on SM plane noise curb

By AL BOCK

Evening Outlook Staff Writer
his invalidation of the jet ban.

Referring to his present injunction, Hill told attorneys at a brief conference in court that he will "try to give you a prompt trial date" so that the noise-level dispute might be finally resolved.

A pre-trial hearing was scheduled for June 9, with May 1 the deadline for attorneys to complete pre-trial investigation.

In his initial ruling, Hill upheld the city's right to set aircraft noise standards while declaring that an absolute ban on jets was discriminatory and a violation of interstate commerce guarantees under the Constitution.

The council's 85-decibel ordinance, passed after Hill's ruling, was described by Hill as intended to "keep out jets without actually saying so."

An early trial of the latest legal challenge to Santa Monica's aircraft noise limitation ordinance was promised Monday by U. S. District Judge Irving Hill.

An attempt by the City Council last fall to replace the maximum 100-decibel limit at the Santa Monica Airport with an 85-decibel limit is the subject of a second lawsuit filed by pilots and aircraft manufacturers, who previously won a ruling from Hill, striking down the city's total jet ban.

Pending a new trial of the airport noise case, dubbed by attorneys "Son of Airport" or "Airport II," Hill granted an injunction two months ago preventing the city from enforcing the lower noise limit.

Hill termed the city's adoption of an 85-decibel limit an attempt to "evade"

City Attorney Richard Knickerbocker told the judge that he hopes this time around to obtain a favorable decision on the city's contention that "local interest" prevails and that jets can be banned from a municipal airport if such a ban represents the wishes of the people.

The National Business Aircraft Association Inc. and the General Aviation Manufacturers Association, principal plaintiffs in the new suit, presented evidence in the first trial before Hill that many late-model executive jets are quieter than piston-engine aircraft, registering between 85 and 100 decibels.

(As recently as last week, a number of airport area residents complained of an "excessively" loud Learjet, which, according to Airport Director Clyde Fitzgerald, was monitored "just below"

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the 100-decibel maximum. He pointed out that other model jets have been considerably quieter and have "hardly been noticed" by residents.)

While not opposing the present suit, the Santa Monica Airport Association, whose members include owners of airport-based aviation firms, has so far declined to join as a plaintiff.

There has been discussion between airport business owners and residents concerning possible trade-offs on a jet ban and maximum noise levels, but spokesmen for both groups said a final agreement hasn't yet been reached.

Meanwhile, the city is pursuing its

general policy of fighting airport noise by notifying late last week one airport operator, Gunnell Aviation, that scheduled flights to Mexico violate airport lease terms.

Robert Gunnell has maintained the notice is in retaliation for his opposition to the city's attempted 85-decibel limit, which he says would prohibit numerous piston-engine planes -- including those used on the Mexico flights -- from using the airport.

Knickerbocker said Monday that a similar notice will be sent soon to Wings West, which operates regular flights to Mammoth Lakes ski resorts.

SANTA MONICA, CA
OUTLOOK
FEB 8 1980

Judge backs curb on airline flights to reduce noise

United Press International

Superior Court Judge Thomas Murphy says the Burbank Airport Authority has the right to restrict an airline's number of flights in order to reduce noise.

In a decision that could have national impact, Murphy ruled Thursday that the airport's noise rule is not discriminatory, arbitrary or unreasonable.

The judge noted "other agencies around the country are going to try sim-

ilar rules" because he ruled in favor of the airport authority. But if he had ruled in favor of the airline, the judge said "there won't be an air carrier in the United States that won't say, 'What's sauce for them is sauce for us.'"

"Everything is frozen as of today," the judge said, indicating that the number of arriving and departing flights at the airport cannot be increased while the case was being appealed.

Murphy said those appeals could be in the courts for eight years.

"You cannot separate noise from airplanes," Murphy said, expressing hope that someday a silent airplane could be developed.

S, SAN FRANCISCO, CA
ENTERPRISE-JOURNAL
JAN 18 1980

Test delay request

By MIKE ROBERTS

A letter to the Federal Aviation Administration went out from South San Francisco City Hall yesterday, asking that an aircraft noise test operation be deferred.

Officials want the operation — scheduled to start January 20 — delayed until weather monitoring stations are installed.

The test would involve heavier use of the shoreline departure route at San Francisco International Airport between 12:30 a.m. and 6:30 a.m. for a six month period.

Installation of meteorological stations would provide pilots with more accurate information on weather and flying conditions, according to Dr. Maurice Garbell who is working on reducing aircraft noise for the city.

Without such information, Garbell told the City Council last week, pilots using the shoreline route are sometimes in the middle of making a sharp turn over the Bay when they realize the wind is not strong enough and the temperatures are too high.

City Manager Walter Bir-

kelo said Monday that Garbell had already contacted both the FAA and the Airline Pilots' Association, as well as individual airlines.

"An attempt is being made to preclude flights over the residential portion of the city," Birkelo said, adding that the city — through Garbell — is receiving a measure of cooperation from the aviation industry.

Pilots themselves are in favor of the additional weather equipment, according to Garbell. Installation is estimated to cost about \$17,000.

S, SAN FRANCISCO, CA
ENTERPRISE-JOURNAL
FEB 6 1980

Clarification

The Serramonte Homeowners' Association would like to clarify one point. In one of your editorials, a board member was characterized as an "anti-airport activist." This is incorrect. Our mem-

bers are simply concerned with noise abatement and air pollution as it affects residents of Daly City and other airport-impacted communities.

Roseann Emerson
President

TORRANCE, CA
SO. BAY BREEZE
JAN 23 1980

Council supports jet noise law

By Greg Krikorian
Copley News Service

The Los Angeles City Council Tuesday gave its support to long-awaited federal legislation aimed at reducing airport noise despite relaxed standards for certain older commercial aircraft.

Without discussion, the council offered its support for the Aviation Safety and Noise Abatement Act of 1979.

Described as a "compromise" bill by Airport Department General Manager Clifton A. Moore, the legislation would authorize funds for airport noise compatibility planning and projects designed to minimize

the effect of jet noise on communities surrounding airports.

One provision calls for establishment of a \$569 million fund in fiscal 1980 for airport development projects under conditions that airliners meet applicable noise standards.

But the bill also provides certain exemptions from federal air noise reduction deadlines for specified aircraft. The Federal Aviation Administration now requires some two- and three-engine aircraft to meet those noise standards by 1981 or 1983 while four-engine jets must comply by 1985.

The proposed waiver would delay those deadlines

one-year for certain three-engine aircraft and three years for specified two-engine jets provided operators have a replacement plan and binding contract by Jan. 1, 1983.

Despite those concessions, Moore said the exemptions would have a relatively minor impact on LAX because of the limited number and schedule of operations involving those aircraft.

"We have a long way to go yet ... but this bill is a very positive step forward," Moore said, stressing that other provisions of the legislation will provide "tremendous benefits" in the area of noise reduction plans for LAX.

"We've been at this matter for something like seven or eight years and don't want to take the chance of losing the benefits because of some provisions that will have a relatively minor impact on LAX."

The exemptions, in large part, stem from concern among smaller airports that the affected aircraft unable to meet noise reduction deadlines would be pulled from service.

Despite persistent opposition from LAX area residents to the exemptions, airport commissioners recommended support of the federal legislation because of other "benefits" in the area of airport planning and noise reduction projects," Moore said.

The bill, Moore said, would provide establishment of a single system for measuring aircraft noise and a guideline for determining the exposure of individuals to noise.

Moore said first-time funding also would be provided for land use planning and programs dealing with development surrounding airports.

TORRANCE, CA
SO. BAY BREEZE
FEB 8 1980

Burbank flight limit may add to LAX noise level

A court decision upholding the Burbank Airport Authority's right to reduce noise by limiting the number of flights could add to the noise surrounding Los Angeles International Airport.

In a decision that could have national impact, Superior Court Judge Thomas Murphy Thursday ruled the authority's noise rule is not discriminatory, arbitrary or unreasonable.

Murphy slapped a ban on increased flights arriving and landing at the Burbank airport while the case involving Hughes Airwest goes through appeals, a process the judge estimated might take eight years if it reaches the U.S. Supreme Court.

LAX, however, still must accept increased service by the more than

70 airlines that use it. LAX also might get the overflow from Burbank.

"There are no regulations prohibiting the expansion of scheduled service at this time," said Robert Davidson, deputy general manager of the Los Angeles Department of Airports.

"In fact, there have been so many restrictive efforts by other airports around the area that we have been forced to carry the burden. We may have to enact some sort of further action, however, to limit our own exposure."

Davidson said he is not sure if the ruling concentrates on the narrow issues involved at the Burbank Airport, which has a special noise agreement with the Federal Aviation Administration, or if it has a broader implication that might involve LAX.

Lawrence Nagin, senior assistant city attorney for the department, said the ruling is a significant victory for the airports in that future airline expansion plans can be confronted with a valid noise rule.

Airport Case Ends; Decision In 10 Days?

By DAVID FOY

Closing arguments were made Monday in the trial between the Burbank-Glendale-Pasadena Airport Authority and Hughes Airwest, ending two weeks of testimony in the case before Superior Court Judge Thomas C. Murphy in Burbank.

Judge Murphy expects to announce his decision within 10 days. The result of that decision will likely set a precedent in what local authorities can and cannot do to regulate airline traffic in light of Congress's deregulation of the airline industry. Whatever the decision, the losing side is expected to appeal to a higher court.

"As I've said before, I think this will be going to the Supreme Court," Murphy predicted.

Judge Murphy will have to decide whether the Airport Authority has the right to regulate the amount of flights in and out of Burbank Airport in order to limit noise to its present level. In addition, he must decide whether the way the Authority has done so is reasonable, and whether the extra flights did adversely affect area residents.

The case was brought by the authority in an attempt to prevent Hughes from increasing its number of flights. In response to Hughes' increase of

departures and arrivals from 67 per week on March 10 to 84 per week on June 18, the Authority enacted Rule No. Seven, which prevented any future flight increases unless an airline can show the increases won't increase noise.

Hughes ignored the rule, and scheduled a further increase, this time to 90 arrivals and 90 departures each week. The Authority requested a court injunction to stop the flights, but it was denied, and the authority was told to do three things: establish a noise monitoring system, find out the views of the Federal Aviation Administration and the Civil Aeronautics Board, and to see if freezing flights is the only reasonable way to stop noise increases.

The authority did this, and then filed suit against Hughes to stop the extra flights. The court will be deciding the validity of Rule No. Seven.

In his closing arguments Monday, Authority Attorney Lee Blackman said the question is two-fold: is the Authority empowered to regulate the impact of noise; and if it is, is Rule No. Seven a permissible approach?

He said that in other cases, courts have ruled that a joint-powers agreement can regulate, and it's up to the airline to prove

the regulations are unreasonable.

"We have demonstrated that Rule No. Seven is a rational and reasonable approach to airport noise," he said.

He said the authority is bound by state law, FAA mandates, and local agreements to limit the noise impact area (the noise impact area is an imaginary boundary surrounding the area where the average daily decible level is 70 or over).

Blackman also explained the Airport Use Statement, agreed to by Hughes, which said Hughes shall "obey all lawful rules and regulations of the authority..." Hughes Attorney Rex Heinke said this was true, but Rule No. Seven is not lawful.

Blackman added that the increase in Hughes flights increased the noise impact area by .076 square miles.

Heinke says that the state and local mandates to reduce noise are invalid due to a 1972 U.S. Supreme Court decision (Lockheed vs. City of Burbank).

He said the Airline Deregulation Act of 1978 passed by Congress preempted any noise rule the authority makes.

"Congress wants free-market forces to shape the airline industry," Heinke said. "Hughes was trying to do that by scheduling the extra flights."

He exhibited a CAB letter dated Jan. 9, 1980, saying that "Rule Seven violates the Deregulation Act."

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Heinke tried to show Rule No. Seven is not reasonable, attacking the process that noise is measured. Heinke said the instruments are not accurate enough.

He added that the authority has made no attempt to say how many people actually would be affected by the flight increase.

TUJUNGA, CA
RECORDER-LEDGER
JAN 24 1980

School Board Delays Glenwood Closure

Glenwood Elementary School in Sun Valley received a temporary reprieve from the Los Angeles Board of Education Monday night when it delayed a decision to close the school for at least two more weeks in order to have more time to study the alternatives.

The board also established an ad-hoc task force comprised of parents, teachers, faculty and district staff that will explore all the options for the school. No one was named for the task force at Monday's meeting.

The board also voted to provide for the transfer of any Glenwood student whose parents requested it.

The school district will also continue discussions with the Burbank-Glendale-Pasadena Airport to work out a plan that

was proposed by Glenwood Principal Gene Sanders last week.

His plan calls for the school to operate on a minimum day for the remainder of the semester. It also stipulates that the airport limit jet aircraft landings at the north-south runway which is only 300 yards from the school. The limit would be only during school hours, which will be shortened under the minimum day.

Regular flights can operate on the runway before and after school hours, Sanders proposed. During four months of reconstruction on the north-south runway, the airport operated solely on the east-west runway. The project was finished earlier this month.

The Airport Authority said it will consider

Sandler's proposal and is willing to negotiate with the school district.

Los Angeles Schools Superintendent William Johnston recommended the closure three weeks ago citing noise and safety problems associated with the airport. He has received support from Board President Robert Weintraub.

It was expected that parents of the school's 712 students would support such a closure. However, some parents and faculty from Glenwood formed the Committee to Reduce Aircraft Safety Hazards, CRASH.

The committee wishes to preserve the neighborhood school concept which they contend will be destroyed if Glenwood is closed. Each class with its teacher will remain intact, but the classes will be divided

among five schools in the area, under Johnston's recommendation.

An "intolerable situation" might develop if the school is closed under Johnston's recommendation, Sanders said, because some brothers and sisters would be sent to different schools. He added that there would be a cost of \$304,000 a year to taxpayers for busing Glenwood's students to various schools.

If the school must close, the parents wish the entire student body, faculty and staff to be transferred to another location nearby. They also want students to finish the semester at Glenwood.

A spokesman for the L.A. Board of Education said the matter would probably be on the board's agenda for Feb. 4.

TUJUNGA, CA
RECORD-LEDGER
FEB 2 1980

Corman Blasts Airport Bill

Congressman James C. Corman, sharply criticized the House of Representatives for approving a conference report to the Airport & Airways Development Act which "surrenders the goals" set by Congress to lessen airport noise. The House approved this measure by 285 to 122.

"This is a remarkable bill" said Corman. "The noise standards promulgated by the Federal Aviation Administration in 1978 were reasonable and attainable. Several airlines have gone far to meet them. Yet today we punished the well-intentioned air carriers and rewarded the noisiest carriers for persisting in their noisemaking."

VALLEJO, CA
TIMES-HERALD
JAN 21 1980

Schedule cut to only four events

Dixon track under fire for noise motorsports

By STEVE DEMPSEY
Times-Herald Correspondent

The Dixon Fairgrounds is finding it much tougher to live with the local residents in the area.

Pressure from the public due to excessive noise has cut the sprint car racing schedule down to only four events.

Fairgrounds Manager John Campbell is trying to add two more races for the 1980 season but he's not sure that it will happen.

"I'm going to the Board of Supervisors to expand the season to six races," Campbell said. "If the community reaction is negative then we can't do it. But if it's positive then we'll have six races this year."

Within the next couple of weeks Campbell will know the results of his request. The Board of Supervisors were unavailable for comment at this time.

Since the public is against racing at the Fairgrounds, Campbell feels there's no hope for expanding his facilities.

"We always hope for expansion, but I doubt we'll see it," said Campbell. "Expansion is not feasible because the residences around the fair-

grounds wouldn't permit it. Public pressure is getting us down."

Asked if the Dixon Fairgrounds would be moving to a more spacious area, Campbell replied, "There's no chance of us moving unless we make a complete 180-degree turn."

The only thing that isn't a problem for the Fairgrounds is attendance.

"So far attendance isn't that much of a problem. We usually draw between 1,500 and 2,000 per race which is a good mark for us," said Campbell, who plans to open the sprint car season on April 19.

The racing fans would like racing to stay at Dixon whereas the residents near the facility want to ban it completely. It appears that controversies are on the horizon and it may lead to the death of auto racing in Dixon.

NOTES - Darrell Waltrip won more races on the Winston Cup circuit (seven) than any other driver last year. But it still wasn't enough since

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to lost the championship to Richard Petty by 11 points.

Waltrip continued his winning ways Saturday when he captured the Winston Western 500 stock car race at Riverside. That was the 1980 season opener for NASCAR.

Waltrip, who has won this race the last two years, nipped NASCAR's Rookie of the Year Dale Earnhardt by three seconds for victory. Behind the wheel of his 1977 Monte Carlo, Waltrip won his 23rd career race with an average speed of 94.974 mph.

Petty, who is attempting to capture his eighth record Winston Cup championship, came in third place. Making his resurrection after a 1975 retirement, Dan Gurney was in second place until he was forced to leave the race due to a broken transmission on the 70th lap.

The race went 119 laps and 500 kilometers with the official time recorded at three hours, 56 minutes and 30.02 seconds.

VAN NUYS, CA
VALLEY NEWS
JAN 17 1980

Airwest says leaving Burbank possibility

By BARBARA RIEGELHAUPT

A Hughes Airwest vice president testified Tuesday the airline might be forced to eliminate all its flights at Burbank Airport if the decision in the Burbank Airport-Hughes Airwest noise trial goes against Hughes.

Michael M. Murphy said the decision to pull out would be based on the airline's inability to compete effectively with other airlines at the Burbank facility. Hughes officials have said they increased flights last March in response to new flights at Burbank by Pacific Southwest Airlines.

The Hughes official testified earlier the airline would have to cancel four flights to comply with the noise regulation that is the subject of the Burbank Superior Court trial before Judge Thomas C. Murphy.

The Burbank-Glendale-Pasadena Airport Authority filed suit

against Hughes for failing to follow the regulation, which requires airlines to obtain permission before adding new flights to their schedules and to demonstrate the new schedule would not result in added noise around the airport.

Hughes contends the law is both unreasonable and illegal, claiming there is no precise way to measure noise increases and that limiting flights violates federal airline regulations as well as interstate commerce provisions of the U.S. Constitution.

The airport contends Hughes could have complied with the regulation, as it claims PSA has done, without limiting flights, and the airport also defends the measure by pointing to state and federal requirements that noise at the facility be limited.

Airport attorney Lee Blackman elicited testimony from Murphy on Wednesday showing

the Hughes official had been aware of ways for the airline to increase flights without increasing noise before the schedule change was made.

An internal memo to Murphy from a Hughes employee who had met with airport officials stated the authority was not opposed to any flight increases that did not expand the area around the airport receiving a high level of noise.

One of the noise-abatement techniques the airport has implied during the trial that Hughes could have tried is using the east-west runway for many more flights than it is used at present. Take-offs to the east would decrease the number of homeowners affected by high noise levels.

Murphy, who is not related to Judge Murphy, testified Hughes would be willing to meet with the authority to discuss chang-

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ing runway use in order to limit flights. He said that option had never been presented to Hughes until earlier in the 6-day-old trial, but he said Hughes did make other efforts to restrict noise — including a schedule change reducing the number of night flights. Night flights are considered to cause the most noise under state regulations.

However, the airline would still refuse to submit planned flight increases for approval, Murphy said.

Attorneys spent most of Wednesday attacking the credibility of each other's experts on noise, with Hughes attempting to show the airport can not accurately assess the impact of small increases in the amount of noise.

Hughes' expert, Robert Chapkis of Dytec Engineering, admitted Hughes has increased noise above the level set out in

the authority's regulation. However, he testified other operators caused a greater increase, and he said the Hughes' DC-9s now in operation are quieter both than the Boeing 727s being flown by PSA and the kind of jet typically used for general aviation.

The airport's noise expert, who will return to the witness stand today, previously testified Hughes' schedule change widened the area affected by the heaviest concentrations of noise by 200 feet.

As a result of his noise study, Chapkis concluded calculations by the airport authority's expert "are not sufficiently accurate to distinguish increases or decreases of noise in the amount calculated."

The airport contends Chapkis used the wrong numbers to reach his conclusions.

VAN NUYS, CA
VALLEY NEWS
JAN 18 1980

Testimony in airport noise case ends

By BARBARA RIEGELHAUPT

Attorneys in the Burbank Airport-Hughes Airwest airport noise trial concluded their cases Thursday with final assaults on the credibility of each other's consultants.

The trial before Judge Thomas C. Murphy in Burbank Superior Court is formally scheduled to end Monday after attorneys present their final arguments. Murphy said he will rule as soon as possible after that.

The Burbank-Glendale-Pasadena Airport Authority filed suit against Hughes for failing to follow a noise regulation requiring airlines to obtain permission before adding new flights to their schedules and to demonstrate the new schedule would not result in added noise around the airport.

Hughes contends the law is both unreasonable and illegal, claiming there is no precise way to

measure noise increases. It also argues limiting flights violates federal airline regulations as well as interstate commerce provisions of the U.S. Constitution.

The airport insists Hughes could have complied without limiting flights, and it also defends the regulation by pointing to state and federal requirements that noise at the facility be limited.

Both sides have submitted statements of opinion from the Civil Aeronautics Board and Federal Aviation Administration to bolster their cases on the legality of the regulation, but the two U.S. government agencies have been inconsistent and generally vague on the issue.

The question of whether the noise regulation unfairly discriminates against airlines by preventing them from adding new flights, or preventing new airlines from starting service at the airport, is a central issue to be decided by Murphy.

But even if he determines the noise rule as it stands is unfair and violates federal airline regulations, he could rule it merely be revised to include a fair system of allocating space at the facility. That, in effect, would allow the airport to limit flights in a clearly non-discriminatory manner.

However, the authority contends in its trial brief such an allocation system would be discriminatory and irrational. Hughes believes an allocation system would be better than the status quo, but the airline would prefer a regulation in which flights are not limited at all.

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Lee Blackman, attorney for the Burbank-Glendale-Pasadena Airport Authority, recalled the airport's noise specialist to the stand Thursday in an effort to discredit conclusions on noise increases given earlier by Hughes' witness.

John F. Mills, of Bolt Beranek and Newman Inc., termed "obviously erroneous" calculations Hughes' experts made on the area affected by the highest levels of noise.

Hughes' consultant, Robert Chapkis of Dytec Engineering, testified Wednesday Hughes had increased noise at the airport above the level set out in the authority's regulation, but he said other operators had caused a greater increase.

Hughes attempted to show through Chapkis' testimony there is no reliable way to measure the impact of small noise increases, while Blackman's questioning of Mills Thursday was designed to show Chapkis used the wrong numbers to reach his conclusions.

VAN NUYS, CA
VALLEY NEWS
JAN 19 1980

Want jets re-routed

Burbank Airport pickets protest split-school plan

by DEBORAH CAWTHON

About 100 persons formed a revolving picket line in front of Burbank Airport Friday in protest of a plan which would split up Glenwood School because noise levels from the airport are forcing the school to close.

Toddlers, school children and parents lined Hollywood Way in the orderly demonstration, carrying signs in English and Spanish reading "Save Our Schools," "Reroute Jets — Not Kids" and "Be Fair to Children, Don't Move School."

The picketers were protesting a plan unveiled Monday by Superintendent William J. Johnston which would send the students currently attending the Glenwood School in Sun Valley to five separate campuses.

The Board of Education must decide what to do with the school and its 730 students.

School board President Roberta Weintraub and Johnston believe leaving the students in the school may subject them to a serious safety hazard once the airport's newly repaired north-south runway is placed into full operation.

"We hope to have the airport make a few concessions so we can stay on our site until at least

June," said Stephanie Corona, president of the Glenwood School PTA, during the Friday protest.

"We are pleading with them to redirect their southerly landings during school hours for the remaining 92 days," she added.

The group, she said, was not attacking the airport but needed their support until an alternative plan other than sending the children to five schools was reached.

Ms. Corona said protesters were requesting the airport to reroute only the southerly landing flights — the ones that fly over the schoolyard — to the east-west runway. With those flights rerouted, the school day could be reduced to 4½ hours.

The airport, she noted, prior to the reconstruction of the north-south runway, had been using only the east-west runway.

"If Superintendent Johnston's recommendation is passed as it is now written, the children will be sent to five different schools," she complained. Another parent, Diane Gatlin, added "that means if you have five kids, they could all be sent to five different schools and they would have to be picked up at five different locations."

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Ms. Corona said splitting up the school would be a loss for the district because it is "naturally integrated" without busing.

Watching the demonstration from a nearby parking lot, Courtney L. Frobenius, manager of Burbank Airport services, said "We understand their request and we can't do it."

In using only one runway, Frobenius said the airport faces the problem of creating more noise and because it is required by law to keep noise to a minimum, it cannot change its operating method.

"The school board put the school there and they need to address the problem," Frobenius said. He added the airport in 1945 warned the board against constructing the school at its current location because of its proximity to the airport.

VAN NUYS, CA
VALLEY NEWS
JAN 20 1980

Noise: a problem with variations

By BARBARA RIEGELHAUPT

A state official tells the story of a Los Angeles area school where teachers complained vociferously when a car wash with all of its noise moved directly across the street. They said the noise made it extremely difficult to conduct classes.

Officials responded by closing the car wash for a week so monitors could record the noise level at the school for comparison with what occurred when the car wash was open.

It turned out the amount of noise was the same with or without the car wash operating. Apparently, the teachers' complaints stemmed from an expectation the car wash would cause more noise for them.

That incident is illustrative of the problems confronting those who make decisions about noise, and must decide how much is too much and under what conditions — such as around an airport.

"Annoyance depends very much on the situation, and on individual differences and noise durations," states an Environmental Protection Agency Report on noise levels. "Individuals, or even groups, may be annoyed by noise at low levels — the dripping faucet or humming fluorescent bulb are good examples."

Similarly, the roaring engines of an airplane overhead may aggravate one homeowner living eight miles from an airport while a resident whose backyard is a stone's throw from a runway

may have no complaints.

"People are different," noted Dr. Sanford Fidell, an experimental psychologist who edited the EPA noise report. "Noise sounds the same to everybody, but people's reactions to noise depend on more than the noise itself."

There are, of course, some measurable aspects of noise — such as the levels above which scientists have determined there may be damage to the ear.

Fidell's EPA report sets 70 decibels as the maximum noise level a person could endure daily for 40 years without suffering a hearing loss. Most people constantly experience sounds in excess of 70 decibels — the sound of your voice in your own ear, for instance, usually is between 75 and 80 decibels.

California regulations on airport noise currently also use 70 decibels as a reference point. Airports that give off noise averaging 70 decibels annually in areas where there are homes, hospitals and schools must obtain a variance from the state to continue operating.

Besides the sound itself, EPA says some of the other factors affecting a person's perception of noise are the duration and frequency of the sound, the time of year (are windows open or closed), the time of day and attitude toward the source of noise.

At least some of those elements are evident in reactions to noise at Burbank Airport, airport director Viggo Butler said in a recent interview.

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More calls come in during evening hours even though fewer planes are flown, he said. "And if some plane were to take off here at 3 a.m., we would most certainly get a reaction."

Butler said the airport is in the process of analyzing all complaints during a four-to-five-month period to determine what specific events — if any — trigger calls to the airport's 24-hour complaint line.

So far, he said, indications are most complaints do not pinpoint a noise-making event. The most common formats are evening callers complaining about being interrupted or daytime complaints about the number of morning flights.

Butler said where the callers live seems to have no relation to the complaints.

"There are complaints out of the full range of the flight patterns up to 8-9-10 miles away," he said.

Interestingly, surges of complaints also appear after public attention is given to a change at the facility. When a runway reopened recently after renovation, an increased number of callers complained they were bothered by the "new" runway.

"Sometimes they become more aware of something that has always been there, or maybe it was because they hadn't heard it for a while," Butler said.

The part perception plays in the impact of noise also can be seen in another story from the same state official who related the incident about the Los Angeles school and the car wash.

After the Hollywood Freeway was constructed, he said, nearby residents complained about the noise from speeding cars. In response, the state Department of Transportation landscaped it.

The complaints dropped off. But the landscaping had done nothing to alleviate the noise.

What was out of sight in this case apparently was also out of earshot.

VAN NUYS, CA
VALLEY NEWS
JAN 22 1980

Hughes trial ruling due within 10 days

By BARBARA RIEGELHAUPT

Attorneys in the Hughes Airwest-Burbank Airport noise trial presented their final arguments Monday, and Burbank Superior Court Judge Thomas C. Murphy said he would issue a ruling in the case within 10 days.

Murphy indicated he has reached a general decision, but told the attorneys he believes they are entitled to a full written opinion and not a sketchy oral ruling on the spot.

Murphy has repeatedly predicted the case would reach the U.S. Supreme Court for final review. If so, it could have a national impact on the airline industry by providing a decision on which level of government has the ultimate power and responsibility to regulate airport noise, and what steps may be taken to do so.

The trial centered on the legality of a Burbank ordinance

Pasadena Airport Authority rule. It requires airlines both to obtain permission before adding flights to their schedules and to prove there would be no increase in noise around the airport resulting from such schedule changes.

The airport authority filed suit against Hughes for failing to comply with the rule, which the airline claims is illegal and unreasonable.

Monday's arguments summarized seven days of detailed testimony on a wide variety of related issues, including the following:

• Does the regulation violate federal law, including the Airline Deregulation Act of 1978?

Hughes claims only the federal government has the authority to limit an airline's number of flights, and says the airport rule therefore unlawfully infringes on federal turf.

The airport authority, however, pointed to state and federal regulations requiring that a lid be placed on noise at the airport.

• Could Hughes have complied with the regulation without limiting flights, thereby making some of the federal questions moot?

The airport claims Hughes could have taken steps to decrease noise while at the same time increasing the number of flights. Among them is making greater use of the airport's east-west runway, which would substantially reduce noise over the most densely populated neighborhoods near the airport.

Hughes attorney Rex S. Heinke has argued use of the east-west runway traditionally has been infrequent because mountains directly to the east make takeoffs in that direction difficult.

Other issues brought out in the trial were whether im-

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VAN NUYS, CA
VALLEY NEWS
JAN 24 1980

...recise noise-measuring techniques cause arbitrary implementation of the rule, and whether a system of allocating available space at the airport could be designed to ensure against discrimination. Hughes argued the rule discriminates against new airlines by preventing them from starting service at the facility.

Mike Wyma

Will propfan aid school?

Friends of embattled Glenwood Elementary School in Sun Valley have won a stay of execution. The school district, which was ready to close Glenwood and scatter its 700 students to various campuses, has relented temporarily.

At a meeting Monday the Board of Education voted to delay the closure at least two weeks while a task force studies alternatives to bulldozing the place. On this task force will be some of the Glenwood parents and teachers who have fought to keep a neighborhood school.

Although this group has shown that something can be accomplished by flexing their united muscle, they are fighting a relentless adversary — Burbank Airport. Noise from the airport, which has a runway 300 yards from the school, makes teaching nearly impossible at times.

Last week I mentioned that I attended Glenwood in the late '50s. The noise wasn't nearly as bad in those days of fewer flights and propeller aircraft.

My chief learning problem came from a girl, Terrible Judy, who was tetherball champion of Glenwood. She beat me every time we played, yet I never learned and always came back for more.

But despite Judy, I like going to Glenwood. I rode to school on a bike, not a bus, and felt I was on familiar turf. The current Glenwood kids will not enjoy that feeling if the plan for breaking up the school goes through. Even though their campus meets the ethnic standards for integration, they will be bused to distant campuses.

So my sympathies are with them and their parents, who insist that a new, nearby school be built if Glenwood indeed is closed.

There is an ironic aspect to the Glenwood story. It was progress in the form of jet travel that brought the school its noise problems. Eventually a kind of backward progress may reduce the noise.

In my time at Glenwood we saw a lot of Lockheed Electras taking off and landing at the airport. The plane was new then and represented a breakthrough in aircraft engineering — the propjet. Its jet engines drove propellers, and compared to the standard jets flying today, it was about as noisy as a mosquito.

There is a good chance that the propjet will make a comeback. In fact, work on the idea is being done at Lockheed, just across the boulevard from Glenwood School.

"This plane would make much less noise than the DC-9 and Boeing 737 that use the airport now," says J. Ford Johnston, a Lockheed engineer familiar with preliminary studies. "It also would be more economical to fly."

There is a slight complication, however. Glenwood won a two-week delay in the closing, and the new aircraft won't replace the noisier jets until the late 1980s or early '90s. By then the current Glenwood students will be flying planes, not throwing rocks at them.

Another Lockheed spokesman, Jim Ragsdale, says the new plane will not be a resurrected Electra.

"It will act different and look different," he says. "It will have eight propellers on each engine. The propellers will be bent something like a boomerang. But we're talking about something far in the future. So far here in Burbank we've only done paper and computer studies."

The new engine is being called a propfan. Estimates on its fuel savings range from 15 to 20 percent. A Lockheed division in Georgia plans to mount one on a 12-passenger Jetstar aircraft for testing this year.

The propfan, as an added advantage, will fly nearly as fast as standard jets. It sounds promising, but these things have a way of backfiring.

If the propfan is a success, it will bring down the cost of air travel. That in turn will encourage more people to fly, which will step up pressure for more flights out of Burbank Airport.

The Glenwood allies probably will continue to press for the safest and most equitable solution — take the money made from selling the campus, which after all is a community asset, and use it to build another school in the community.

Even Terrible Judy would see the sense in that.

VAN NUYS, CA
VALLEY NEWS
JAN 30 1980

Supervisors pave way for more flights at Whiteman

By RICHARD SIMON

County supervisors Tuesday paved the way for more flights at Whiteman Airport in Pacoima, while moments later expressing concern about the noise at Van Nuys and Burbank airports.

Supervisors voted to put in parking for 750 small planes, more than double the current number, at county-owned Whiteman, then voted to hire a consultant to check on noise at city-owned Van Nuys Airport and to validate reports on noise at Burbank submitted by the airport.

"There certainly would be some more flights, but proportionately, there wouldn't be that many," Jack L. Tiple of the county engineer's office said of the planned improvements at Whiteman Airport.

The county plans to grade a hill on the northeast side of the airport to allow for parking for 467 more planes. Currently, 283 planes park there.

The county also plans to build terraces higher up on the hill to allow people to watch the planes. A new runway also would be built on top of the existing one. No operations of big commercial jets is envisioned.

The improvements at Whiteman Airport were part of an aviation plan for the county adopted by supervisors which calls for building airports on Terminal Island in Los Angeles Harbor and on Santa Catalina Island.

County Administrator Harry L. Hufford also was given permission to develop a financial plan for the county purchase of Agua-Dulce Airport, which is halfway between Saugus and Palmdale.

But Tiple said the county may not need to step in to save the airport if a consortium of pilots succeed in buying it.

Hufford recommended the airport improvements because "general aviation activity is exhausting accommodations for aircraft...failure to provide for growth will lead to future aircraft accidents."

In a related matter, April 10 was set by supervisors as the closing date for bids for oil drilling rights at Whiteman Airport.

A former Long Beach city petroleum administrator hired by the county has said Pacoima has the potential for the one of the largest oil fields in California, a claim which has been disputed by Chevron USA, Inc., a firm which has been doing exploratory drilling in the area.

VAN NUYS, CA
VALLEY NEWS
FEB 8 1980

Court ruling on airport noise could have far-flung impact

By BARBARA RIEGELHAUPT

In a decision that could have a far-reaching impact on the airline industry, a Superior Court judge Thursday upheld Burbank Airport's noise control regulation.

Burbank Superior Court Judge Thomas C. Murphy rejected arguments by Hughes Airwest that only the federal government could impose such a regulation and concluded local officials were delegated the power to implement a reasonable noise limit by the Federal Aviation Administration.

The Burbank-Glendale-Pasadena Airport Authority filed suit against Hughes last summer for failing to comply with its noise rule, which required airlines to obtain permission before adding flights to their schedules and to demonstrate there would be no increase in noise around the air-

port as a result of the change. Hughes increased flights twice last year.

The airline said it would appeal the ruling, and attorneys for both sides and the judge have predicted the case will reach the U.S. Supreme Court before a final decision is made.

While conceding the rule may place a slight burden on interstate commerce, Murphy said that burden is outweighed by the fact the airport might have to shut down if it could not regulate noise and therefore faced endless damage suits.

"It behooves air carriers... to look at history to see what can happen if we don't get some reasonable restraints, reasonable control," said Murphy, who supplemented a 25-page written ruling with an oral opinion. "They'll shut (the airport) down."

Although ruling against Hughes on all legal grounds, Murphy allowed the airline to continue operating its current schedule until 120 days after the final appeals decision in the case — which is years away. If it loses on appeal, Hughes must either decrease its schedule to meet the regulation or prove the higher number of flights does not violate the rule.

The judge, who is a pilot, described this case as "just the tip of the iceberg" and said he expects the decision to have a "domino effect" at other airports across the country.

The noise ruling is one of the first in the aftermath of the Airline Deregulation Act and is expected to clarify further the issue of who has the power and responsibility to control airport noise — the federal government or local airport proprietors.

VAN NUYS, CA
VALLEY NEWS
FEB 10 1980

Airport ruling expected to breed copies

By BARBARA RIEGELHAUPT

Last week's decision upholding Burbank Airport's noise control regulation probably will encourage a number of local airports across the country to pass similar measures. But those familiar with the case say copycat rules may not withstand legal scrutiny.

The reason for their doubts is the one clearly unique aspect of

the Burbank case — the local airport authority came into being with the specific requirement from the federal government that it limit noise around the airport.

The Federal Aviation Administration provided \$35 million to help the airport authority buy the facility from Lockheed Corp. with the condition that the area affected by the heaviest levels of airport noise not be increased.

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In his decision Thursday, Burbank Superior Court Judge Thomas C. Murphy relied heavily on that agreement. He concluded the grant represented a delegation of power from the federal government to the local airport officials.

But Murphy also discussed the rule's impact on interstate commerce and whether it violated other federal airline regulations, and he determined the rule was both legal and reasonable.

"I think the decision will have a wide-ranging effect because the judge basically ruled this kind of rule does not burden interstate commerce and is not unreasonably discriminatory," said Lee Blackman, the airport's attorney. "But (the decision) is not completely clear on whether you need an FAA grant before you can do this."

In other words, airports are likely to follow the Burbank example based on the general part of the judge's ruling. But they could run into trouble if another jurist determines Burbank is a special case because of its special agreement with the FAA.

"I would be very surprised if local airport authorities analyze the decision that closely," observed Rex S. Heinke, attorney for defendant Hughes-Airwest. "They are just going to see it as a general validation of their power to do this."

Heinke, who said he expects the ruling to be reversed on appeal, contends a series of similar noise control measures would result in an overall lid on available flights in many areas. And, he said, "that means some passengers are some time not going to be able to fly."

But the airport authority had contended throughout the trial the noise regulation — although carefully controlling flights — did not necessarily limit them.

The rule — passed in response to Hughes' announced intention to increase flights — simply states airlines must obtain permission before adding new

flights to their schedules and they must demonstrate the changes will not add to the noise around the airport.

Hughes argued any attempt to restrict the scheduling of air carriers is an absolute burden on interstate commerce, and the airline decided to ignore the regulation as being unlawful and unreasonable. That prompted the authority to file suit.

During the 2-week trial last month, witnesses for the authority attempted to show how Hughes could have complied with the rule without limiting flights — by changing the direction of takeoffs, changing flight times or using power cutbacks on takeoff.

If other options were available, argued the authority, then there was no violation of the Airline Deregulation Act or other federal laws.

And Judge Murphy agreed with the airport.

"The court would find that this rule, which permits the carrier to select its own time, its own schedule and is restricted only in having the flights... at such times as they will not increase the noise rule, in effect gives the air carrier the control to spend its own scheduling time," he wrote in a 25-page decision. "Certainly, while it is restrictive, it is not absolute nor a burden to the degree that it attempts to put an all-out curfew on flights."

For that reason — and others — he determined the rule was neither an illegal nor unreasonable solution to the problem of limiting airport noise in Burbank.

And while his opinion indicates this particular law would also be a reasonable solution elsewhere, the question that remains is whether it would be legal at an airport that lacked an FAA mandate like Burbank's.

VAN NUYS, CA
VALLEY NEWS
FEB 10 1980

A small step for quiet

The Burbank-Glendale-Pasadena Airport Authority won a small victory last week when a Superior Court judge upheld its noise control rule for Burbank Airport. So small a victory, alas, that it will have no effect on the airport's noise for a long, long time.

Hughes Airwest, the carrier that inspired the rule in question (a limit on new flights) when it expanded its flight schedule last March, has promised to appeal the decision handed down on Thursday by Burbank Superior Court Judge Thomas C. Murphy. Murphy has predicted that the appeals will go all the way to the U.S. Supreme Court.

Still, the decision was a welcome one. It gave support to the principle that local airport boards have some responsibility to look after local environments. Airports like Burbank may still be under the ultimate control of the federal government, but now at least one court has ruled that this federal control does not prevent local officials from making certain rules of their own.

The decision also confirms why Burbank Airport is a special case among airports and why it has a particular right to pass its own noise rules and enforce them.

When the tri-city authority bought the airport from Lockheed Corp. in 1978, it received money from the Federal Aviation Administra-

tion under the unusual condition that it not raise the overall noise level of the airport. This amounts to a federal rule, the airport authority argues, which justifies the flight-limit ordinance against Hughes.

Murphy agreed with this reasoning, but it is not certain if a higher court will feel the same. Regulating interstate commerce is the federal government's job, and Burbank's noise regulation does (as Murphy admitted) affect interstate commerce. Even though airport officials have an FAA mandate, it might be argued that the limit on flights carries that mandate too far.

Things would be easier for airport officials if the federal government simply adopted the local noise rule as its own. The chances of this happening do not seem very good right now, because the federal government has generally been getting out of, not into, the business of regulating flights. But the FAA does remain very much in the business of regulating safety (which necessarily involves the number of flights) and noise.

We think the Burbank case is one of those in which the government will have to do more, not less, direct regulating than it seems willing to do now. The FAA ought to intervene on behalf of the airport authority, and we hope it does so well before the case is decided by the Supreme Court.

VISTA, CA
PRESS
JAN 28 1980

Airport controversy heats up

By JOAN DENSLOR
Staff Writer PAGE 1

Storm clouds are brewing over a proposed noise study at Palomar Airport where a heated controversy boils over the approved expansion plans for a secondary runway.

Credibility of the study will take a nosedive, expansion foes say, because the investigation of the airport will be undertaken by an airport staff member, Linda Foerst.

"The agency under investigation cannot investigate itself," Janet Frahm, leader of

two anti-expansion groups, said. Frahm and the Citizens Against Palomar Airport Expansion and the California Citizens for Local Control, recently persuaded the Board of Supervisors hold up the approved expansion plans until county staff answers charges of "misinformation" made by the groups.

Supervisors are scheduled to consider the matter again at their Feb. 5 meeting.

Opponents say the second runway will increase the number of planes and therefore the noise.

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Those favoring the second runway say it is necessary to help the congestion while planes wait to land.

Supervisors approved the second runway last March 20 over the objections of the citizens' groups.

Now the groups are saying that "misinformation" given by county staff to the supervisors helped to get the expansion approved.

"What they're trying to do is rig it again," Frahm said. "They have done it before," she said in reference to noise studies made last winter at Palomar by the county.

Credibility is questioned in the mind of Peter Frank, chairman of the Noise Control Hearing Board (NCHB).

"An in-house study is subject to question," he said. "But if we (NCHB) recommend an outside study it would be shot down by the Board of Supervisors."

Credibility vs cost is the key issue. A study by an independent consultant has

been estimated at \$100,000 by Jim Simmons, member of the Palomar Airport Advisory Committee.

Airport Manager Phil Safford presented Simmons' viewpoint at a recent meeting Simmons couldn't attend.

"Basically I had to give his (Simmons) views as best as I understood them," Safford said.

"It was a very one-sided presentation when Simmons didn't show up," said a person who was at the meeting and did not wish to be identified.

In a memo on the NCHB's meeting, Frank outlined six suggestions he said would give more credibility to the proposed noise study:

-That the county also do monitoring and data collecting.

-That the results be evaluated by an outside consultant.

-That the study include detailed reporting on single events of noise occurrence.

-That data be included showing dif-

ference between noise levels of a single runway vs. a dual runway.

-That county staff work closely with the NCHB experts and submit progress reports as requested.

-That the county go ahead with the paper work on the second runway, but if the study shows it to be detrimental and "a serious and unacceptable noise problem," that the expansion not be "undertaken."

The memo in the form of a resolution will be presented to the Board of Supervisors at the Feb. 5 meeting when the entire matter of the second runway will be re-examined.

Not only has the credibility of the noise study been questioned, but the advisability of having Foerst do the investigation has been brought up by Frahm.

Foerst was an administrative trainee under Ray Sacco, assistant noise control officer for the county, before she was hired by Palomar Airport as an environmental specialist.

WALNUT CREEK, CA
CONTRA COSTA TIMES
FEB 13 1980

Solon's Copter on Noise List

Leshner News Bureau
CONCORD — Buchanan Field's two-month nine-day-old noise complaint record was shattered recently, partially because of Assemblyman Dan Boatwright.

Airport manager Donald Flynn said Boatwright D-Concord, was responsible for two out of the three complaints received last month when he rode in a helicopter Jan. 25 on a inspection tour of the damaged Delta levees.

On the other hand, no complaints were received when a larger helicopter carrying Congressman George Miller, D-Martinez, left Buchanan on a similar mission three days later.

"Strangely enough the smaller one was much noisier," Flynn remarked.

The other complaint was received on the previous day, which Flynn attributed to foggy conditions. Until then, Buchanan had not had a complaint since Nov. 15, which Flynn called "milestone."

Flynn is encouraged by the overall 1979 complaint record which totalled 81. Last year was the first full year that the county noise control program was in effect, having been approved by the Board of Supervisors May 30, 1978.

Of the countywide total 53 complaints came from persons living near the field, located between Concord and Pleasant Hill. With 324,000 takeoffs and landings recorded in 1977, this means there was one complaint per 6,100 operations, Flynn noted in year-end report.

The report points out that 20 complaints came from Concord residents, 21 from Pleasant Hill, seven from Pacheco, five from Martinez, and 28 from more distant areas.

Of these, 45 dealt with noise, 60 with low flying aircraft, nine with reckless flying, nine with "too many aircraft overhead," and one with acrobatics, although a number of called registered dual complaints.

While a comparison of results for the third quarters of 1978 and 1979 show little difference, the report declares that the fourth quarter of 1979 show "significant improvement" over the same 1978 period. It notes that complaints in Concord dropped from five to two; Pleasant Hill from nine to one; and in Pacheco from six to zero. Furthermore, the total number of fourth quarter complaints plunged from 26 to 10, and of these 10, six came from distant areas.

The report concludes, however, that the greatest source of community annoyance still continues to be the itinerant arrivals and departures of noisy aircraft.

WILMINGTON, CA
CARSON STAR
FEB 6 1980

L.A. councilman fights offshore airport plan

By Richard Dore
Staff writer

Councilman John S. Gibson Jr. is expected to ask the Los Angeles City Council today to oppose any plan to build an offshore airport near the Los Angeles and Long Beach harbors.

Gibson said he wants to halt the flow of Orange County airline passengers to current or future Los Angeles area airports. More than 8 million air travelers from Orange County used Los Angeles International Airport in 1979.

An aide to the veteran councilman said Gibson wants the City Council to "form an opinion that Orange County should expand its present airport or find another one in that county."

"We might even consider a priority system for entry into LAX. Los Angeles County residents would be considered first or given priority parking, or we can charge a fee to those who live outside the county," said aide Joan Flores.

Placing restrictions on who may use the airport would be impossible, said Clifton Moore, general manager of the Department of Airports.

But Moore contends the growing demand for air travel in Orange County — estimated by one official at 21 million annual passengers by 1995 — necessitates development of additional airports. And he said the Los Angeles Department of Airports is the likely candidate for that task.

"The idea is to keep them down there," Moore said.

Gibson, however, said Orange County residents shouldn't be funneled to another airport in this county, but should have to use their own facility.

The proposed \$2.5 billion offshore airport, which would be situated about six miles from the entrance to the harbors off San Pedro, has been considered one of the easiest ways to ease the overcrowding.

In a preliminary report recently, the aviation committee of the Southern California Association of Governments leaned toward the man-made island airport.

But in a committee meeting Wednesday, considerable discussion centered on the

possibility of a new Orange County airport in Bell Canyon, about seven miles east of San Juan Capistrano.

The aviation committee is expected to make a recommendation Feb. 27, and the executive council of SCAG should consider the recommendation at its April meeting.

Opposition to the offshore airport plan is growing, and Gibson said too many factors make the project unsafe.

He cited such items as fog, interference with shipping, a known earthquake fault in the area and the additional air and noise pollution in San Pedro and Long Beach, where residents already are confronted with pollution from the harbor operations.

"If we didn't have any passengers from Orange County, we wouldn't have to be considering building another airport. They want all of the convenience, but they don't want to put up with the problems caused by an airport," Gibson's aide said.

"With all the noise and pollution and crime we have to put up with, we think somebody else should get their fair share."

The Los Angeles council has set an arbitrary limit of 40 million passengers annually at LAX, said Council President John Ferraro, but no policy has been developed on what to do when that figure is reached. That might occur in the next few years.

Ferraro said the concept of building an airport in the harbor surely would prompt objections, especially from environmental groups.

He said Gibson's resolution would take a considerable amount of study before the council could develop a stand.

Orange County's major facility — John Wayne Airport in Costa Mesa — has been restricted by county officials to handle only 2.5 million passengers annually.

Orange County officials have fought new airport development in their area, and have pushed for the Los Angeles Department of Airports to increase its capabilities.

Talk of expanding LAX beyond the 40 million passenger level has been opposed by Los Angeles Councilwoman Pat Russell, the El Segundo City Council, and Westchester residents and organizations.

RENO, NV
GAZETTE
JAN 24 1980

Air board trustees to hear noise-reducing ideas

By RODNEY FOO

Recommendations to reduce noise at Cannon International Airport will be presented to the Airport Authority of Washoe County trustees by airport staffers tonight.

The ideas for the recommendations were first made by the Airport Noise Control and Land Use Compatibility Study authored by Wadell Engineering Corp. The authority commissioned the corporation \$134,000 to develop a study on how to reduce noise.

The recommendations will be discussed and possibly adoption by the trustees, said Airport Operations Director Ken Joule.

Included in the suggestions are imposing a possible night curfew, limiting jet engine test areas and creating new departure flight patterns to reduce noise above communities, he said.

Joule said a proposal to suspend all night flights between 10 p.m. and 7 a.m. has been suggested by the study. Currently, the airport has asked air car-

riers to voluntarily reduce the number of their night flights, he said.

The study called a night curfew one of the "most significant" methods to reduce noise.

"Fully establishing a curfew at RNO (the airport) will unquestionably be a long process," the study said. "However, it is a process that should begin immediately inasmuch as action must be taken to discourage any growth in nighttime operations in order to ease future rescheduling of nighttime flights into the daytime periods."

Another proposal is to place jet engine tests in strategic locations where the sound of engines revving can be deflected from the community by airport buildings, he said.

The study also suggests departures be steered away from communities and directed beyond Rattlesnake Mountain. With the new patterns, the study said sophisticated tracking equipment should be added to the control tower.

The equipment, which allows air traffic controllers to judge the speed and altitude of planes carrying transponders, will be installed in March, Joule said.

To augment the possibility of new departure patterns at night, the study recommends lights be added to Vista and Louse peaks.

As of Wednesday, Joule said cost estimates on the possible improvements had not been tabulated. The study suggests the authority seek federal funds to finance noise reduction improvements.

The noise study was handed to the authority in July. However, airport officials wanted to analyze the study's conclusions and recommendations before they were presented to the trustees for adoption.

Other airport agenda items include a decision on whether the airport will choose to recognize the International Union of Operating Engineers as the union for non-supervisory workers.

The authority meeting begins at 7 p.m. at 1205 Mill St., in the county administration building's auditorium.

RENO, NV
GAZETTE
JAN 25 1980

Curfew no, noise limit yes

By RODNEY FOO

Washoe Airport Authority trustees turned down a possibly illegal curfew proposed for night flights at Cannon International Airport Thursday, but they did approve seven other recommendations intended to reduce noise.

The proposed suspension of flights between 10 p.m. and 7 a.m. was rejected after the Federal Aviation Administration ruled the

proposal would be an unlawful restriction of interstate commerce.

Earlier Thursday, local FAA Chief Charles Stafford said that eliminating night flights would have a "significant impact on air carrier operations."

Juggling of airline schedules from other U.S. destinations to accommodate a possible Reno curfew was another factor leading to the FAA ruling, Stafford said.

An FAA curfew is the only way to assure the suspension of night flights, notably charter flights, according to airport consultants.

No one spoke in favor of the curfew Thursday night, although Sparks and South Reno residents have complained bitterly about aircraft noise in the past.

The trustees also voted down a recommendation that all flights use Runway 34 exclusively at night.

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The proposal was denied by trustees because they believe it would direct too much noise over South Hills and Huffaker Hills residents.

The recommendations were produced by the authority's Airport Noise Control and Land Use Compatibility Study. The study was conducted by Wadell Engineering Corporation at a cost of \$134,000.

Noise-reducing recommendations adopted by the trustees were:

- That Runway 16, the north runway, be designated as the preferred runway for arrivals.

Although this continues the usual northern arrivals and southern departures, it will prevent some heavily loaded jets from taking off to the north.

Airport Operations Director Ken Joule said some airlines prefer to take off to the north, thus delaying landing procedures for other aircraft.

- That new departure flight patterns over less populated areas be approved once computer tests by the Air Transport Association are completed.

- That Air Transport Association and the National Business Aircraft Noise Abatement Procedures be implemented.

The procedures include new climb altitudes and flap and engine power settings to lessen noise, Joule said. The procedures will be analyzed by the airport due to Reno's high altitude and warm summer weather, according to a memo.

- An instrument landing system on Runway 34.

The system, used to land planes in low visibility conditions, would give precise altitude guidance to pilots, Joule said. This would enable planes to stay in the new proposed noise reduction flight tracks over the south airport area.

FAA officials said the equipment could be installed in 1961.

- An extension of Runways 16/34 by 1,000 feet to the north. Current airport expansion plans call for extending south 1,000 to the south only.

Additional runway length would allow planes to climb faster, reducing noise to neighborhoods below.

- That the airport acquire new noise monitoring equipment. Purchasing the equipment would cost up to \$200,000, Joule said. Annual salary costs to supervise the equipment are expected to range between \$40,000 to \$60,000, he said.

The airport management would have to come to an agreement with air carriers to help finance the system, according to a memo suggestion.

- That jet engine runup areas, used for testing, be located on Alpha taxiway where airport buildings can shield the loud revving noise from residents.

RENO, NV
GAZETTE
FEB 1 1980

Airplane noise-control compromise bill approved

WASHINGTON (AP) — The House easily overcame opposition from environmentalists and some local citizen groups to approve a compromise bill Thursday that would relax noise-control regulations for two-engine jets.

The vote was 285-122.

Opponents attacked provisions of the bill that would extend the time airlines may continue to fly two-engine jets that lack noise controls.

But Reno Federal Aviation Administration facility chief Charles Stafford said Thursday the delay would result in a "meaningful reduction" in airport noise.

Instead of insulating engine housings to meet the federal deadline, Stafford said, the delay will allow airlines to purchase new, quieter engines and install them.

Insulation would provide a noise reduction that "is barely discernible," he said.

"In the long run, it will be quieter for the community and a more noticeable reduction in noise," he said of the House's vote for delay.

The compromise, in which Sen. Howard Cannon, D-Nev., played a role, was lauded by Cannon International Airport director Bob Mandeville.

"We're totally in agreement with Sen. Cannon and the compromise bill reached," Mandeville.

The measure also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It also appropriates \$15 million for planning new noise reduction projects.

Since the money has yet to be appropriated, Mandeville said it is unknown if any funds would be earmarked for Cannon International's noise abatement program or for improvements at Stead Airport.

The airport currently has a request in to the Federal Aviation Administration for a \$2.5 million for its land acquisition program.

The bill is a product of a Senate-House conference committee compromise.

The Senate last year approved a version that was more lenient towards the airlines. The bill, favoring a later deadline, was sponsored by Cannon.

Cannon said an earlier deadline insulating requirement would have forced the airlines to fly older planes longer and to delay purchasing the newer and truly quieter planes, such as the DC-980 and Boeing 757.

RENO, NV
NEVADA STATE JOURNAL
JAN 24 1980

Authority to hear noise reduction proposals

by RODNEY FOO

Recommendations to reduce noise at Cannon International Airport will be presented to the Airport Authority of Washoe County trustees by airport staffers tonight.

The ideas for the recommendations were first made by the Airport Noise Control and Land Use Compatibility Study authored by Wadell Engineering Corp. The authority commissioned the corporation \$134,000 to develop a study on how to reduce noise.

The recommendations will be discussed and possibly adoption by the trustees, said Airport Operations Director Ken Joule.

Included in the suggestions are imposing a possible night curfew, limiting jet engine test areas and creating new departure flight patterns to reduce noise above communities, he said.

Joule said a proposal to suspend all night flights between 10 p.m. and 7 a.m. has been suggested by the study. Currently, the airport has asked air car-

riers to voluntarily reduce the number of their night flights, he said.

The study called a night curfew one of the "most significant" methods to reduce noise.

"Fully establishing a curfew at RNO (the airport) will unquestionably be a long process," the study said. "However, it is a process that should begin immediately inasmuch as action must be taken to discourage any growth in nighttime operations in order to ease future rescheduling of nighttime flights into the daytime periods."

Another proposal is to place jet engine tests in strategic locations where the sound of engines revving can be deflected from the community by airport buildings, he said.

The study also suggests departures be steered away from communities and directed beyond Rattlesnake Mountain. With the new patterns, the study said sophisticated tracking equipment should be added to the control tower.

The equipment, which allows air traffic controllers to judge the speed and altitude of planes carry-

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ing transponder will be installed in March, Joule said.

To augment the possibility of new departure patterns at night, the study recommends lights be added to Vista and Louse peaks.

As of Wednesday, Joule said cost estimates on the possible improvements had not been tabulated. The study suggests the authority seek federal funds to finance noise reduction improvements.

The noise study was handed to the authority in July. However, airport officials wanted to analyze the study's conclusions and recommendations before they were presented to the trustees for adoption.

Other airport agenda items include a decision on whether the airport will choose to recognize the International Union of Operating Engineers as the union for non-supervisory workers.

The authority meeting begins at 7 p.m. at 1205 Mill St., in the county administration building's auditorium.

RENO, NV
NEVADA STATE JOURNAL
JAN 25 1980

Airport curfew rejected

A proposed curfew of night flights at Cannon International Airport was voted down Thursday night by the Airport Authority of Washoe County, but seven recommendations to reduce noise at the airport were approved.

The proposed suspension of flights between 10 p.m. and 7 a.m. was rejected by trustees after the Federal Aviation Administration ruled the proposal a restriction of interstate commerce.

Included in the seven recommendations to reduce noise were the installa-

tion of new noise monitoring equipment, to have most departures take off from the southern runway and extending the northern runway by 1,000 feet to allow aircraft to climb higher faster.

In other authority business, trustees and Stationary Engineers' Local Unit 39 agreed to hold employee elections to see if a majority of workers want the local to represent them in bargaining.

The elections are scheduled to be held no later than Feb. 15

RENO, NV
NEVADA STATE JOURNAL
JAN 26 1980

Curfew rejection disappoints Sparks citizens

By RODNEY FOO

Disappointment was expressed Friday from neighboring Cannon International Airport communities over rejection of a night flight curfew.

"Of course, the electorate in the city of Sparks is very disappointed with this," said Mayor Ron Player.

Sparks and South Reno residents have

bitterly complained to the Airport Authority of Washoe County about aircraft noise in the past. Player once presented the authority with a 4,779 letters of complaints.

"We would have liked to seen the curfew," he said.

Thursday, the authority turned down a proposal to suspend flights between 10 p.m. and 7 a.m. The Federal Aviation Administration said a curfew would restrict interstate commerce.

Another factor in the FAA decision would be a need to juggle airline schedules from other U.S. destinations to accommodate a possible Reno curfew, an FAA official said.

But, the authority did adopt seven recommendations to reduce noise. One of the recommendations called for lengthening

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Runway 16/34 by a 1,000 feet to the north. The airport already has plans to lengthening the southern end by 1,000 feet.

Airport officials said it would enable jets to climb faster and reduce noise over residential areas.

But Player said, "I disagree wholeheartedly with extending (the runway) 1,000 feet to the south and north and saying planes will get higher and cause less noise."

The additional runway area will only enable planes to carry heavier loads during certain weather conditions, he said. Player also said heavier planes could mean lower climb altitudes and more noise.

But Airport Operations Director Ken Joule said Friday the longer runway would assure heavy planes steeper ascent angles and reduce noise.

RENO, NV
NEVADA STATE JOURNAL
FEB 1 1980

House votes to ease jet noise regulations

By RODNEY FOO
and The Associated Press

WASHINGTON — The House easily overcame opposition from environmentalists and some local citizen groups to approve a compromise bill Thursday that would relax noise-control regulations for two-engine jet airplanes.

The vote was 285-122.

Opponents attacked provisions of the bill that would extend the time airlines may continue to fly two-engine jets that lack noise controls.

But Reno Federal Aviation Administration facility Chief Charles Stafford said Thursday the delay would result in a "meaningful reduction" in airport noise.

Instead of insulating engine housings to meet the federal deadline, Stafford said, the delay will allow airlines to purchase new, quieter engines and install them.

Insulation would provide a noise reduction that "is barely discernible," he said.

"In the long run, it will be quieter for the community and a more noticeable reduction in noise," he said of the House's vote for delay.

The compromise, in which Sen. Howard Cannon, D-Nev., played a role, was lauded by Cannon International Airport Director Bob Mandeville.

"We're totally in agreement

with Sen. Cannon and the compromise bill reached," Mandeville.

The measure also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes. It also appropriates \$15 million for planning new noise-reduction projects.

Since the money has yet to be appropriated, Mandeville said it is unknown if any funds would be earmarked for Cannon International's noise abatement program or for improvements at Stead Airport.

The airport currently has a request in to the Federal Aviation Administration for a \$2.5 million for its land acquisition program.

The bill is a product of a Senate-House conference committee compromise.

The Senate last year approved a version that was more lenient towards the airlines. The bill, favoring a later deadline, was sponsored by Cannon.

Cannon said an earlier deadline insulating requirement would have forced the airlines to fly older planes longer and to delay purchasing the newer and truly quieter planes, such as the DC-900 and Boeing 757.

The compromise measure is expected to pass in the Senate.

RENO, NV
NEVADA STATE JOURNAL
FEB 6 1980

Jet noise bill sent to Carter

WASHINGTON (AP) — A compromise bill relaxing noise control regulations for two-engine jet airliners passed the Senate Tuesday and was sent to President Carter.

The Senate also approved and sent to the House a bill extending federal aid to airports for five additional years but limiting the aid to airports below a certain size.

The airport noise bill was worked out by House-Senate negotiators after the two houses passed differing versions. The compromise was approved by the House last week.

It amends an existing law that would have required jetliners to be replaced or refitted with quieter engines by 1983.

In response to the legislation, Sparks Mayor Ron Player said Tuesday night "the only way the Reno-Sparks area will find relief from aircraft noise is to relocate the airport."

Reno's Cannon International Airport will benefit from the bill, according to airport Director Robert Mandeville. "It will help abate the noise to some extent. It's a step in the right direction," he said.

In a press release, Sen. Howard Cannon, D-Nev., said the bill will mean "meaningful relief" to the Reno area. "Instead of the bandaid of retrofit, the public will get the tangible improvement that comes from quieter new technology aircraft," he said.

Under the amendment, two-engine jets with 100 or fewer seats will be exempt until 1983. Those with more than 100 seats will be exempt until at least 1985.

The larger jets would be allowed to fly an additional year if replacements were ordered by 1983 and delivered by 1986.

The aid-to-airports bill would eliminate from the federal aid

program airports at which more than 700,000 passengers board airplanes each year. As of 1978, there were 72 such airports.

In approving the bill, the Senate Commerce Committee recommended that Congress reduce the federal airline ticket tax from 8 percent to 2 percent. The tax reduction, however, must pass through the Finance Committee, which has not acted.

Sponsors said passengers would still pay airport costs through user fees charged to the airlines and added to the price of tickets.

But they said it could be done more cheaply this way because the middleman cost of going through the federal bureaucracy would be eliminated.

The tax revenues go into an aviation trust fund from which funds for airport improvements are drawn.

REGION X
ALASKA, IDAHO, OREGON, WASHINGTON

LEWISTON, ID
TRIBUNE
JAN 30 1980

Noise at Potlatch to cease

Potlatch Corp. apologized Tuesday for being a noisy neighbor and a spokesman said the intermittent blasts should stop soon — at least by Thursday afternoon.

The unusually loud noises come from high pressure steam being used to clean piping of the steam delivery system for the new tissue mill expansion project.

North Lewiston residents across the Clearwater River from the Lewiston mill complained Tuesday about the noise:

"We're sorry we didn't notify them before," John Barclay, the company's communications manager at Lewiston, told the Tribune. "We hadn't realized the work would be that noisy or that the noise would carry that far."

He said he had been assured by supervisors of the work that steam cleaning will be done only during daylight hours and that it should be completed by Thursday afternoon.

"The blowouts are coming at irregular intervals so we can't provide a schedule for them," Barclay said. "There's no way to put on a silencer without reducing pressure. Even if a silencer were put on, the pressure could blow it off and cause considerable damage."

Various sections of the steam system are being cleaned to remove any residues before the system is coupled and sealed.

ASHLAND, OR
TIDINGS
FEB 8 1980

Court orders church to be quieter; but pastor may ignore judge's ruling

PORTLAND (UPI) — The Rev. Archie Hopkins says he might ignore a court order to tone down the noise at his Solid Rock of God in Christ church if it interferes with his services.

"If it's going to interfere with my services, no I won't," said Hopkins, pastor of the church for 13 years.

"I hate to come to this, but I have to make my stand on my convictions. The judge upholds the law of the land. I uphold the laws of God."

Multnomah County Circuit Judge Phillip Roth Wednesday ordered the church to lock its amplification system at a maximum 50-decibel level. Roth acted after deputy city noise control

officer David Sweet said the sound of amplified speaking, singing and music by organ, saxophone, electric guitars, tambourine and drums rose as high as 65 decibels at the church.

Neighborhood residents have tried for four years to get the church to turn down the volume. Roth specified maximum noise levels in May 1978 and ordered the church to install sound-proofing insulation.

Sweet, who took a new reading after a church neighbor recently complained about exceptionally loud services, said the noise monitored from the corner of the property was three times the volume permitted under Roth's order.

Defense attorney Charles Hinkle said the church has made a good-faith effort to comply with the court's order and that its form of worship has been affected as a result. He said the church has cut down the number of revivals it hosts because of the noise problem.

Hinkle said that while the noise levels exceeds that set by the court at times, "I don't think that should be in the court's power to prohibit." He said the neighbors can "live peacefully 90 percent of the time."

"I'm not going to pull the amplification because that would affect the beauty of your services," said Roth, "but we may have to come to that point."

BROOKINGS, OR
BROOKINGS-HARBOR PILOT
JAN 11 1980

Sound From Rock Crusher To Be Monitored

Decibel readings are scheduled to be taken today (Jan. 31) to measure sound from a rock crusher in response to complaints by Russ Thomas, a resident of Chetco River South

Bank Road. The crusher, operated by Tidewater Construction Co., is about five miles from Thomas' home. Bruce Hammon of the Department of Environmental

Quality (DEQ) is scheduled to take the readings.

County Commissioner Mike Fitzgerald recommended to his fellow commissioners Monday, Jan. 28, that the county take no position on Thomas' complaints. He had been contacted by Thomas.

Thomas says the rock crusher runs 24 hours a day and that, "According to DEQ, there is a law" against that.

Thomas also said gravel trucks are ruining the road. Fitzgerald said problems with the road were caused because the county road department accepted a layer of asphalt which is too thin for the loads it carries.

EUGENE, OR
REGISTER-GUARD
FEB 11 1980

Protect the river, but . . .

Hard on the heels of Groundhog Day comes another sure harbinger of spring: The jet boat issue is back.

Several attempts to ban Roger Lefler's jet tour-boat operation from the Willamette River have failed since he began a year and a half ago. But the Eugene City Council is legitimately worried about more than Lefler's operation — it's also concerned about the likes of water-skiers, high-powered pleasure boats and squalling "jet skis" racing up and down the river within the city limits.

Under council orders to keep trying for controls, the city legal staff has now recommended that Eugene and other local public agencies ask the State Marine Board to put the river within the metropolitan area under noise controls. The grounds would be that most of the riverbank here is park land that should be kept as noise-free as possible.

Noise obviously isn't the only — or even the most important — thing the city's worried about on the river.

But this circuitous approach may be the only way to get any real controls, because the state and federal governments have pre-empted most river jurisdiction. And up till now, neither has been willing or able to put meaningful regulations on the river in Eugene.

Part of the problem is that the city hasn't been entirely clear on what regulations it wants.

Lefler's operation triggered the local agitation. Some want to rid the river of Roger — viewing his excursions as an obnoxious intrusion on the tranquility of the river and environs.

We view them otherwise: The brief, deep rumble from his passing boat a half-dozen times a day is neither unpleasant nor long-lasting. In his two summers here, Lefler has run a safe, courteous operation that has given a lot of people an enjoyable recreational experience.

But several commercial operators running many trips a day would, at some point, pass the bounds of compatibility. And the constant presence of fast, noisy boats pulling water-skiers, or the use of "jet skis" — those snowmobiles of the waterways — could quickly destroy enjoyment of the river and riverbank. There are already a multitude of alternate sites nearby for the likes of them.

It would be wrong to use the city's latest legal angle as a subterfuge to scuttle Lefler's operation. But the council is in the right channel in doggedly trying to keep the Willamette River from becoming the aquatic equivalent of the Willamette Sireel "gut."

GRANTS PASS, OR
COURIER
JAN 31 1980

Mining at County's First Town Revived

By JOHN K. WILEY
Of the Courier Staff

A gold mining operation near Waldo was approved Wednesday by the Josephine County Board of Commissioners after discounting nearby residents' claims that it was too noisy.

The commissioners upheld an earlier 4-1 recommendation by the Josephine County Zoning Commission granting a special provision allowing James Bentley to mine up to 200 acres of Bureau of Land Management land near Waldo.

The commissioners said they based their decisions on the historic mining uses of the property and because mining is allowed in forest resource zones.

Testimony from 13 Waldo and Takilma area residents that the mining operation produces too much noise in the normally tranquil Woods Creek and Fry Gulch drainages failed to sway the board.

Merlin Huff of the Medford office of the Department of Environmental Quality offered readings of noise levels at the home of Arne Mason, whose residence is adjacent to the Bentley mining site, indicating noise pollution standards are not being violated.

Mason, who appealed the zoning commission's action, said he and his wife moved to the area last summer. At that time, they were told by BLM officials that no mining operations were contemplated for the mine site, he said.

Because of the din created by the mine equipment, property values are diminished, said Mason.

He was joined by a dozen others, such as Mark Rhemer, 1249 Waldo Road, who objected to noise caused by the operation. "It's no nice little place in the woods to live any more," said Rhemer.

Others said they feared the mining operations would pollute domestic water supplies.

But evidence provided by Huff indicated noise from the mine site does not exceed standards set by the DEQ for daytime operations. However, noise levels above 50 decibels (a unit for measuring the relative loudness of sounds) would exceed those set for night operations, he said.

Huff introduced a DEQ pamphlet on noise which indicated the 50 decibel readings near the mine are lower than the 70 decibel background noise of major cities and 60 decibel levels in a normal conversation.

Speaking in rebuttal, Rhemer pointed to normal 30 to 35 decibel background noise levels in the area when the mine is not operating. "We're not talking about downtown Portland," he said.

Bentley stated the mining operation will operate 20 hours a day when in full production and is making attempts to muffle its equipment.

Huff pledged the DEQ would continue to monitor the noise levels produced by the mining venture and will require compliance with state and federal noise levels.

The mine's geologist, George Sentay, testified that the mine would not pollute neighboring water supplies because water used in the crushing and screening portion would be recirculated and held in settling ponds.

The board was reminded of the economic benefits the mine produces in the Illinois Valley by Bentley, who said he and his partners have spent \$750,000 to place the mine in operation. Bentley pointed to the 10 persons employed at the mine site and to several businesses which trade with the mine.

Cave Junction banker Joe McIlvey told the commissioners their decision would be watched closely by other mining consortiums that are interested in similar developments in the Illinois Valley. He said a denial of the mine's special use permit would have "a downstream effect" on the valley's economy.

GRANTS PASS, OR
COURIER
FEB 2 1980

Noise Rule Eased

WASHINGTON (AP) — The House has approved a compromise bill that would relax noise-control regulations for two-engine jet airplanes.

The measure, approved 285-122 on Thursday, also provides an additional \$57 million for airport development, including \$13 million for smaller general aviation airports that serve private planes.

It appropriates \$15 million for planning new noise-reduction projects.

Airport Neighbors Seek Peace

"Leave us alone!"

Ruth Paine's plea to the Josephine County Commissioners and Airport Board Tuesday night was echoed by a majority of residents who testified at an environmental impact hearing on a \$44,000 airport study.

The recent CH2M-Hill study recommends \$5.5 million worth of improvements and expansion at the airport facility near Merlin during the next 20 years. Mrs. Paine's problems were similar to more than a dozen others who voiced objections to the study's recommendations: noise, pollution, safety and fear of a loss of property values stemming from runway expansion to accommodate business jet traffic.

Statements of those who testified were applauded by the 60 people in attendance.

About the only testimony that met with silence was that

given by Jack McMahon, manager of the Grants Pass and Josephine County Chamber of Commerce, who read a statement from the chamber board of directors recommending acceptance of the plan.

McMahon said the county's future economic health may hinge on the airport and urged the board of commissioners not to take a "head in the sand" attitude toward growth.

Speaking for himself, McMahon, a native Oregonian, asked how many of those in attendance would be here today if past generations had taken the same no-growth attitudes.

After turning back a proposed urban growth boundary for the area last year, Merlin-area residents saw the airport master plan as "a back door attempt to get an urban growth boundary and force sewers on us."

Dave Brashears, county policy and program planning

officer, reminded participants a Federal Aviation Administration official stated Jan. 5 that the FAA won't consider expansion of the airport for at least 10 years. He said the FAA requires public hearings on the environmental impact of airports and makes decisions on funding based on evidence presented.

Murray Barlow, who was considered earlier for an airport board appointment, read portions of a letter he wrote to the commissioners critiquing the master plan. He concluded the airport's present length is not safe for continued operations by business jets.

Several speakers, including Lillian Putbres, 2077 Carlton Way, objected to expenditures of large sums of county money for the benefit of a few. The 20-year plan calls for about \$1.5 million from county resources for a three-stage development.

Opposing DEQ decibel rules

Auto dealers say noise standards will cut sales

by LAURIE WATSON
of The Outlook staff

Oregon's 375 franchise automobile dealers may face economic disaster if auto noise emission standards set by the Department of Environmental Quality (DEQ) aren't revised to what manufacturers say they can achieve.

That's the opinion of Bob Murray, Gresham Chevrolet dealer, who represented the Oregon Auto Dealers

Association at a hearing called by the DEQ in Portland last week. DEQ organized the hearing after major auto-makers said they could not meet the 75-decibel limit for auto noise emissions that will become enforceable in 1982.

The manufacturers say they'll withhold noncomplying vehicles from the Oregon market if DEQ standards are too high to meet. That would spell financial doom for Oregon dealers, said

Murray, predicting a loss of more than \$27 million in gross profits.

"This would put us at a tremendous competitive (disadvantage) with dealers operating along our borders in Idaho, Washington and California," Murray said.

Murray recommended that the DEQ retain the current 80-decibel limit on passenger cars and light trucks. "We can live with it, our manufacturers can live with it and also the public can live with it," he said.

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BUT THE DEQ believes it has been more than reasonable with auto manufacturers. Auto noise emission standards adopted in 1974 called for progressive reduction of auto noise leading to a 75-decibel limit in 1979. That deadline has been postponed twice, said John Hector, manager of the noise control program.

"We have a noise control program here that's trying to accomplish certain goals, and motor vehicles are a major source (of noise)," he said. "The standards are based on what we think the manufacturers can achieve."

Hector said there's an audible difference between 75 and 80 decibels. But he said most other states have kept their limit at 80 decibels, except for Florida, which also will require a 75-decibel maximum.

In arguing for retaining the 80-decibel limit, Murray described the DEQ's full-throttle test as unrealistic. "It's completely impractical to run an engine as high as it will run when no one runs them on the highway at that speed," he said.

But an alternative part-throttle test is fairly complicated and not widely accepted, Hector said. "The full-throttle test is a good test as far as determining which is the noisier car," he said. "It doesn't necessarily represent the noise it makes under normal

operation on the street."

The bottom line, Hector said, is that cars are still too noisy. "Our calculations show that even new motor vehicles cause enough environmental noise to be concerned about." Growing numbers of smaller engines operate harder and are therefore noisier, he said.

Murray said he objects to the stringent standards because their enforcement will hurt the dealers, not the manufacturer. "The dealers will have to go to the government and-or the Legislature because we will not be able to economically live with the few vehicles left that we would be able to sell," he said Friday.

DEQ LOOKED at noise emissions on a worst case basis, Hector said. "That's assuming that a person looking for a vehicle would look for it elsewhere.

"But perhaps he'd buy a different vehicle," he continued. "Couldn't wider availability of quieter cars encourage more people to buy them?"

The EPA is required by the Noise Control Act of 1972 to identify major sources of noise and eventually to regulate those noises, said Dave Yamaguchi, of the Noise Control Office. Yamaguchi said the EPA doesn't yet have noise emission regulations for

passenger cars or light trucks.

At Tuesday's hearing, an EPA official advised the DEQ to do whatever seems most healthful for Oregon.

Hector said there are at least five options, including revocation of the 75-decibel standard. That would keep the standard at 80 decibels. When the standards were adopted in 1974, Hector said, most passenger cars emitted about 83 decibels.

Murray says heavier muffler systems will cause back pressure on auto engines, requiring expensive changes in environmental equipment.

Hector said he'd heard testimony on higher costs and other problems that 75-decibel compliance may cause, including some loss of fuel economy. "They've gone through all the possible reasons why we should not hold firmly to this standard.

"Certainly the cost is going to be passed on to the customer," he concluded. "I guess the question is, is it worth it?"

A final decision on allowable levels of auto noise will come from the Environmental Quality Commission.

GRESHAM, OR
OUTLOOK
JAN 29 1980

Road widening prompts noise worries

by TOM FLUHARTY
of The Outlook staff

Potential noise problems caused by widening Burnside Road are likely to be the focus of most of the discussion at next week's meeting on the project.

Multnomah County's engineering services division is sponsoring a 7 p.m. meeting Feb. 6 at the Gresham Municipal and Educational Services Center to hear citizen comments on the proposed widening of the road to four lanes from Southeast Stark Street to Main Avenue.

Noise is the one thing that most citizens seem concerned about, said Ed Peters, program staff assistant. The area between Fairview Creek and Fariss Road is well developed with many houses backing onto Burnside. "They don't like the noise now," he said.

The county has hired a noise consultant to do computer predictions of what the noise level will be and how

effective various measures will be at combating the traffic sounds.

"The thing we think might work best would be a combination berm and wall," Peters said. "We have quite a bit of right-of-way on Burnside which makes it possible to do some sort of berm, which looks nicer. There's not enough right-of-way to do a full berm."

He said the earth berms are cheaper than the noise-blocking straight walls.

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The walls are more expensive than the widening project.

Peters said the project isn't controversial. Everyone agrees that Burnside has to be widened to help ease the congestion.

Part of the project from Southeast 190th to 199th avenues will be affected by the light-rail transit line. The county may either build the road leaving space for the rail line or not do anything until the light-rail project is more advanced.

"What we want to avoid is building something we would have to tear out a year or two later," Peters said. "The light-rail issue is close enough to being resolved that our first choice would be to go ahead and build for it."

The county is now preparing a negative declaration statement to meet the federal requirements for funding. The statement is less complicated than an environmental impact statement; it basically says why an environmental impact statement is not needed.

Construction — estimated to cost between \$2.5 million and \$3.5 million — is expected to start in the summer of 1981.

"If we can get through the environmental stage this spring, we would start designing it through summer and fall and hopefully put it out to bid for next summer," Peters said.

PORTLAND, OR
OREGONIAN
JAN 30 1980

Noisy airport causes expert to sound off

By **BOB OLMOS**
of The Oregonian staff

Ken Cook is a man who gets excited about noise. He has to; he is the Port of Portland's noise abatement officer for Portland International Airport. And, as he will admit, selling a noise abatement program to all concerned is about as easy as selling elevator shoes to the Trail Blazers.

All in all, Cook, who has been on the job since last May, hasn't done too badly. He's already helped push through several changes that have helped cut down airport noise.

"People get angry at me," he said. "They cuss me and say that they want the airplane noise stopped and stopped right now."

Getting cussed at hasn't kept Cook from making the rounds of community anti-noise meetings to find out what's ailing the ears of residents within airport proximities.

With the cooperation of the Federal Aviation Administration and the airlines, the Port has helped push through a couple of significant noise reducers. One change allows airplanes to fly into the airport in a box-like pattern, rather than the spoke-wheel-type system previously used. Another change keeps the planes at higher altitudes and at longer distances away from populated areas before the crafts begin their descent into the airport.

The public may think that change was easy to come by, but it wasn't.

"People seem to think one agency can do it all — either the Port or the FAA or the airlines. But unless you get a group effort, you can't go very far," said Cook.

And it's that type of community togetherness, he said, that is going to accomplish some of the other things planned to cut down noise at the airport.

A series of public meetings will be held beginning this spring, and the public will have a chance to discuss the airport's noise abatement program, which grows out of the master development plan.

"We're going to need public cooperation if we are to put together and plan a noise abatement program that will be satisfying to all," he said.

Cook said he feels the airport is in a good position to control a lot of its noise problem because it's in comparatively early stages of development.

He said other airports he has visited across the country will never be able to solve their noise problems.

"They began their noise abatement programs too late, after development of the airport was too advanced," he said.

A future step in making the airport quieter may be setting a limit on the number of general aviation craft using the airport, Cook said. Commercial air carriers will increase useage of the south runway, if general aviation flights using the north runway increase. The pattern would create a greater noise impact on communities to the south of the airport, Cook said.

Recently, Cook and other airport personnel took to the air to study newly proposed general aviation routes. As a result of that flight, alternate ground references for pilots will be proposed. Cook explained that some of the ground references pilots have been asked to use by airport tower controllers cause the pilots to fly over populated areas. Adoption of new ground references — to let the towers know the craft's location — would take the planes away from some of those populated areas, Cook said.

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Cook also said that a 24-hour telephone number (listed in the new Portland directory) has been plugged in to enable citizens to call an airport office when they have a noise complaint.

"In the past, when residents wanted to complain, they would try to call the airport, or the city, or their congressman. And one agency passed them on to another. Now, there is one place where they can go to complain," he said.

Cook, 31, who was born in Yakima, Wash., has a good background for the job he holds. He served with the U.S. Air Force and has flown "everything from single engine 172s to multi-engine jets." While in the service, he was chief of air traffic control at McClellan Air Force Base near Sacramento, Calif. With that background, he said, he can look at noise abatement problems from various perspectives.

PORTLAND, OR
OREGONIAN
JAN 27 1980

Board mulls ordinance to cut residential noise

VANCOUVER, Wash. — Rock groups that practice in garages will have to tone down their jam sessions, and dirt bike riders may have to get

mufflers if they want to ride in residential areas after late February.

That's when county commissioners hope a new noise control ordinance they are considering will go into effect.

Though public hearings on the ordinance will be held "as soon as there's a slot on the agenda," according to commission Chairman John McKibbin, the ordinance's chances for passage looked good last week during a work session.

The proposed law has won verbal approval from the state Department of Ecology, and written approval — with suggestions for minor revisions — has been promised, said Rich Hines, regional planning spokesman.

Sheriff deputies "will be happy to enforce" the new regulations, Sheriff Frank Kanekoa said.

All three commissioners expressed enthusiasm to get the proposed law implemented.

"Just having it on the books will cut down on the number of people who don't try to control their noise because they know no one can stop them," said Commissioner Bruce Frickelton.

The ordinance sets acceptable noise levels for residential areas during different times of the day. It does not regulate commercial or industrial noises.

A \$50 fine follows a first violation, with graduated fines ranging to \$250 for subsequent infringements.

Anyone refusing to lower the noise level when told to do so by a law enforcement official is subject to a \$250 fine plus 90 days in jail.

PORTLAND, OR
OREGONIAN
FEB 7 1980

Church may defy order to lower noise at services

By DAVID WHITNEY
of The Oregonian staff

A device was ordered installed in a Northeast Portland church Wednesday to keep amplified services within court-ordered noise levels, but the church's minister said it's possible he won't comply.

"If it's going to interfere with my services, no I won't," said the Rev. Archie Hopkins, for 13 years the pastor of the Greater Solid Rock Church of God in Christ, at Northeast 17th Avenue at Dekum Street.

"I hate to come to this, but I have to make my stand on my convictions," Hopkins said. "The judge upholds the law of the land. I uphold the laws of God."

The church has been involved in a dispute with neighborhood residents for almost four years over the level of noise produced during services. Services frequently involve use of amplified voices and organ music, a full set of drums, a saxophone, tambourine and, sometimes, an electric guitar.

Responding to neighborhood complaints, the city went to court to force the church to turn down the volume. Multnomah County Circuit Judge Phillip J. Roth specified maximum levels in May 1978 and ordered the church to install sound proofing insulation.

Deputy Noise Control Officer David Sweet was so satisfied the noise problem was under control last fall that he recommended on Dec. 27 that the case be closed.

But Sweet said in a letter to Roth that on Jan. 2 he was called by a church neighbor who again complained about exceptionally loud services. Sweet took measurements and in a Jan. 4 memo to Roth said he was rescinding his Dec. 27 recommendation because "it was clearly premature."

Sweet said the noise monitored from the corner of property at 1725 N.E. Dekum St. was as much as three times the volume permitted under the court's May 1978 order. Assistant City Attorney Lynn Schuman, asked the court to find the church in contempt, order it to cease using amplified equipment and, if another violation is discovered, impose a fine.

But Portland lawyer Charles Hinkle, a minister and former president of the American Civil Liberties Union of Oregon, whom Roth appointed last year to defend the church, said he may challenge the court's original order on constitutional grounds.

Noting that the ordinance under which the city is proceeding refers to the "disturbance" loud noise causes, Hinkle said "There are lots of things that disturb me and I daresay there are lots of things that disturb the court."

"But the things that disturb you and me aren't sufficient to deny the constitutional rights of someone else," Hinkle said.

Hinkle said the church has made a good-faith effort to comply with the court's order and that its form of worship has been affected as a consequence. Hopkins said, for example, that the church has reduced the number of revivals it hosts because of the noise problem.

Hopkins said the January tests were conducted when an end-of-the-year crusade put on by three churches was being held at the Solid Rock Church.

Hinkle said there will be some occasions when the church exceeds noise levels set by the court, but said "I don't think that should be in the court's power to prohibit."

"There is no interruption of (neighbors') right to live peacefully 99 percent of the time," Hinkle said. "That is not a substantial enough violation to invoke further equitable powers of the court."

Hinkle referred to court holdings that a drive-in theater could not be enjoined from showing adult movies even though neighbors were "disturbed" that their children were able to see the films.

"'Disturbing' may be an ambiguous term, but the court just can't sit idly by," Roth said. "I'm not going to pull the amplification because that would affect the beauty of your services, but we may have to come to that point."

Roth's order allows 30 days to explore ways of putting controls on the amplifier so that the volume cannot be made louder than permitted.

PORTLAND, OR
OREGON JOURNAL
JAN 17 1980

New boat noise standards under DEQ consideration

741
Proposed noise limits for new motorboats, similar to limits now enforced on motor vehicles, will be offered to the Environmental Quality Commission at its regular meeting Friday at Portland City Hall.

Recommended by Director Bill Young of the Department of Environmental Quality, the limit would be 82 decibels in a "drive-by" test at 50 feet.

Young said the State Marine Board has asked for a noise rule because it is having

trouble reducing complaints through enforcement of its present operating noise standards.

"Excessive motorboat noise continues to be a problem," Young said in his recommendation that the limits be adopted. The standard would not apply to outboard motors with underwater exhaust outlets.

An 82-decibel exhaust noise is comparable to the maximum new-vehicle noise allowed by cars, trucks and motorcycles, according to John M. Hector, head of noise-pollution control for the DEQ.

PORTLAND, OR
OREGON JOURNAL
JAN 19 1980

Boating projects gain funding

By ERIC GORANSON
Journal Staff Writer

941
Four metropolitan boater-enhancement programs, including the first ever undertaken by the Port of Portland, were given a big boost this week by the Oregon Marine Board.

The state agency authorized expendi-

ture of \$70,000 by the Port to construct a 300-foot-long transient tie-up dock on Government Island.

West Linn was awarded \$66,970 as part of a \$170,000 project to build a new boat ramp, a 200-foot dock, a restroom and provide paved parking for boaters at Willamette Park.

Oregon City was awarded \$6,250 to

extend the ramp at Clackamette Park to the low water mark. Some \$18,800 in Oregon Fish & Wildlife funds will provide for paved parking as well.

The OMB awarded \$10,240 to Portland to install boater education displays at Cathedral Park, Willamette Park near Johns Landing and the 42nd Avenue ramp on Marine Drive.

The board also voted to ask the Legislative Emergency Board for \$27,000 for a river patrol boat for use in the Willamette. Additional funds from the Port, Portland and Multnomah County will pay for manning the craft, which will attempt to reduce conflicts between pleasure and commercial craft.

Elsewhere, a \$45,000 grant was given Coos County to help pay for a new ramp 10 miles up the Coos River from Coos Bay. Gold Beach received \$23,610 to help pay for a rest room and Brookings got \$2,800 for a boater sewage pump-out facility.

The board decided to hold hearings on a plan to ban or reduce water skiers in the Savage Rapids area of the Rogue River, a statewide motorboat noise regulation proposal and a plan to set statewide uniform water skiing regulations.

Marion officials won't shut down Bethel plant

SALEM (UPI) — Marion County Commissioners said this week they have no proof that the Bethel electricity generating plant in East Salem violates county ordinances and therefore they cannot take steps to shut down the plant.

The commissioners voted to send a letter to the 40 petitioners who last month urged that the Portland General Electric facility be shut down. The letter will inform the petitioners that the county can take no action.

Frank McKinney, county legal counsel, told the commissioners, "If the petitioners believe they have the evidence to prove a violation then they should take whatever proceedings they deem necessary to prove it."

One of the petitioners, LeRoy Kuper, said he and his colleagues plan to do just that.

The Bethel plant is not in operation but, when it begins again, lawyers representing the petitioners will bring action to get the county to enforce its zoning code, Kuper said.

He said the county ordinance does not allow vibrations — other than vibrations caused by highway vehicles or trains — if it endangers public health or is a public nuisance.

Some residents in the vicinity of the plant have been trying for six years to shut it down. They have complained about low-frequency vibrations and claimed the plant caused health problems and sleeplessness.

Kuper and six other residents have filed lawsuits against Portland General Electric seeking \$2.5 million in damages because of the alleged noise. No action has been taken on the suits.

citizen's guide

Need for noise controls gaining recognition

One person's noise can be another's pleasant, or at least not distracting, sound, and in a rapidly urbanizing environment, the social and physical consequences of defining and controlling noise pollution are just being recognized.

Portland's noise ordinance dates only from 1976; Multnomah County has no laws dealing with the problem except for barking dogs, and the state's authority has been delegated to the Department of Environmental Quality. The latter deals with the most flagrant violations which threaten so-called noise sensitive property such as hospitals, residences and libraries as well as industrial and recreational facilities.

Portland's limited noise control staff consists of Paul Herman and Dave Sweet.

**elaine
cogan**

Neither is a trained auditory engineer or technician — Sweet has a college degree in urban planning and Herman is a psychologist especially appreciative of the effects of untoward or excessive noise on such matters as the irritability of individuals, insomnia and other signs of stress.

In the past month, their duties have been absorbed into the Bureau of Buildings along with the operations of the Bureau of Neighborhood Environment. At this time there are no plans for changes to the department's functions except to move downtown from its current SE Powell Blvd. location.

Complaints about excessive noise vary, from concern about loud radios or stereos to earsplitting jackhammers, racing cars or boats. Each is investigated and most measured by relatively simple monitoring equipment. The section of the city noise

agency defining jurisdiction over vehicles used for recreational purposes has been termed unconstitutionally vague and broad by Oregon's Court of Appeals and will be written to define more closely the type of noisy vehicles which need to be regulated, said Herman.

In investigating a complaint, staff usually measures the decibel level of the noise, talks to neighbors and reasons with the perpetrator. Most individuals want to be cooperative in alleviating the problem, explained Herman, and out of 2,500 complaints since 1976, only four citations for noncompliance have been issued. The prosecution of cases is in the hands of the city attorney and under the jurisdiction of the district court which may levy a fine of up to \$500 for each separate offense. Applications for exemptions or variances from the code are considered by a special committee appointed by the mayor.

"Our success rate (without the court) is about 90 percent," said Herman, indicating the degree to which mediation and conciliation has helped resolve disputes. Staff also counsels individuals on ways to

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screen or muffle residential noises to add to the comfort of their neighbors. Though they work only regular business hours, they do have a recording device on the phone, 248-4465, to take messages at other times, and try to investigate noise complaints within 24 or 48 hours. Of course, if a noisy Saturday night party is disturbing

your sleep, it might be best to call the police.

Is the city less noisy because we have laws on the books and people to enforce them? While sound can be measured, noise is perceived, and with increased traffic, construction and other signs of urbanization, most people probably would

say that Portland is indeed a noisier place. But would it be more noisy still if, for example, construction people and others who regularly generate excessive noise had not been made aware and taken steps to mitigate problems?

The questions still require answers while the problems increase.

PORTLAND, OR
OREGON JOURNAL
FEB 1 1980

Church accused of noisy worship

By NELSON PICKETT
Journal Staff Writer

The Solid Rock Church of God in Christ Inc., in Northeast Portland will be back in court Wednesday to answer charges that worshippers continue to praise the Almighty well above court-ordered noise standards.

Residents near the church since 1974 repeatedly have asked City Hall that they be blessed with quiet instead of amplified sounds of worship services.

An order to show cause why the church should not be held in contempt of court will be held at 9:30 a.m. Wednesday before Multnomah County Circuit Judge Phillip Roth.

Wednesday's hearing will be the fourth time Roth has

considered the noise issue.

The city attorney's office first filed suit against the church, at 1705 NE Dekum St., in 1976.

In September 1978, Roth gave the church and the Rev. Archie Hopkins 60 days to make improvements to doors and windows to muffle sounds.

At that time, Hopkins explained that the church already had installed 1-inch soundproofing insulation to the roof and had double-glazed windows and reduced the number of revival services held at the building.

He told the judge that it was their manner of worship for the congregation of a maximum of 150 persons to all sing praises and clap hands, with an occasional accompanying trap drum beat. The only amplified sounds were from a soloist, organ and guitar, he said.

Hopkins was not available for comment Friday.

During the last court hearing on the matter, city engineers reported noise levels at the church up to 110 decibels, about twice the allowable daytime limit under noise-pollution laws.

The city attorney's office said it will allege the church violated noise standards during services conducted Jan. 2 and 3.

Dave Sweet, deputy city noise control officer, said he hopes the matter will be resolved at Wednesday's hearing.

"We all would like a solution to this," he said.

PORTLAND, OR
OREGON JOURNAL
FEB 7 1980

Church told to limit noise

941 By JANN MITCHELL
Journal Staff Writer

Although he refused to hold the church in contempt, Multnomah County Circuit Judge Phillip Roth Wednesday ordered the Solid Rock Church of God in Christ to lock its amplification system at a maximum 50-decibel level.

The Rev. Archie Hopkins, pastor of the church at 1705 NE Dekum St., appeared with his attorney, Charles Hinkle, to show cause why he should not be held in contempt for violating Roth's May 1978 order to hold the noise level during thrice-weekly services to 50 decibels.

According to testimony by David Sweet, deputy city noise control officer, the sound of amplified speaking, singing and music by organ, saxophone, tambourine and drums rose as high as 61 and 65 decibels when he measured the noise level Jan. 2 and 3 and Feb. 3.

With each 10-point increase in decibels, the noise level is doubled, he explained.

Sweet conceded that the church was in compliance with Roth's order on several occasions when he checked last year. He was represented in the Wednesday hearing by Deputy City Attorney Lynn Schuman, who promised the city's cooperation in locking the amplification sys-

tem.

Hopkins said that a three-church revival was held in early January, resulting in the extra noise. Week-long revivals normally held three or four times yearly have been pared to once a year for two or three days because of city pressure to curb the noise, he added.

Hopkins, whose 150 parishioners include both blacks and whites, charged that the three neighbors who consistently complain are white and tried to block opening of the church. He said that neighbors who live closer than they do have not complained.

"In ordering the lock within 30 days, Roth said, "I don't think this will affect the beauty of your services and it will make it more acceptable to the neighborhood . . . three times the normal level is disturbing, and the court just can't stand idly by."

Roth said he recognized that the church is not wealthy and acted in good faith within its limited budget when it soundproofed the roof, windows and doors on his orders in September 1978.

Hinkle argued that it would be "drastic and inappropriate" for Roth to hold the church in contempt, adding that it had already drastically interfered with the way it conducted its affairs.

PORTLAND, OR
WILLAMETTE WEEK
FEB 12 1980

Happy sounds irk neighbors



They're making a joyful noise to the Lord, but their neighbors don't want to hear it. Thus, the pastor and congregation of the Greater Solid Rock Church of God in Christ headed last week for a possible First Amendment confrontation with city authorities. A city noise-control officer has told the church to turn down the volume on its amplifier, through which boom the joyful choruses of the faithful, with the occasional help of an organ, drums, a saxophone, tambourine and electric guitar.

Lawyer Charles Hinkle, a minister and a former president of the American Civil Liberties Union of Oregon, has come to the aid of the Solid Rock Church. Referring to the city's noise-abatement laws, which forbid "disturbances," Hinkle said, ". . . the things that disturb you and me aren't sufficient to deny the constitutional rights of someone else."

REDMOND, OR
SPOKESMAN
JAN 16 1980

Airport stays ahead of state noise pollution rules

By DAVE PINKERTON
Staff Writer

Redmond airport commissioners plan to stay one sonic boom ahead of the state Department of Environmental Quality.

Commission chairman Keith Erickson Monday night said the City of Redmond already has done much of the work the state is telling airport governing bodies to do.

"On Nov. 16 they told all the airports to provide a map of our noise pollution envelope to 55 decibels for 1995," Erickson said. "We had one already."

"Then they'll tell us in the coming years we need a noise abatement program. And we will have one of those."

Erickson said city and coun-

ty officials are writing a hold-harmless agreement that would protect the governments from lawsuits over airport noise.

The agreements, included in future building permits, would hold the city and county harmless for noise considered excessive by area residents.

How would a homeowner know about the hold-harmless clause in the building permit?

"After a couple of suits, the builders would tell the title companies to make sure the agreement is recorded on the deed," Erickson said.

For 1995, the city airport's noise pollution area, with a maximum of 55 decibels (volume of normal conversation), would extend to the Deschutes River.

"If the DEQ tells us to start a noise abatement program, we could tell Hughes Airwest to cut their jets' engines at the river and see if they could make a quiet landing," he said, facetiously.

"Enforcing standards like these today would shut down airports like Portland."

The standards exclude the airspace above commercial and industrial lands. Some airport officials are concerned that to fend off lawsuits, municipalities and port districts will have to buy all the property under flight paths, he said.

"Our envelope goes to the Deschutes River," he said. "I don't think that's realistic. Quieter airplanes are coming along. Once that's forced upon the companies, they'll do it."

The city also might put together tougher building requirements for noise insulation, he said.

"Redmond has a good record of doing things in advance," he said. "The 65-decibel area barely extends across Highway 97, all over industrial and commercial land. We've gotten off to a head start."

Erickson also told the other commissioners that he and Police Chief C. L. "Speed" Durgan are investigating installing parking meters at the new airport terminal.

A meter system modeled after one in Wisconsin would net the city about \$40,000 annually, Erickson said. The city would in-

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vest \$110 per parking space initially. The new terminal will have 120 spaces.

In other business, the commission:

- Recommended the city council award the bid for four fire suits for the airport to Wilco Fire Equipment of Portland, the low bidder at \$4,202.

- Favored the idea of

negotiating with the U.S. Forest Service to lease its buildings at the airport for a longer term in return for taking over responsibility for maintenance. Erickson said he also will pursue talks initiated by air center manager Mike Lysne to have the Forest Service maintain a nearby taxiway yet keep it open to the public.

ROSEBURG, OR
NEWS-REVIEW
FEB 7 1980

Church under orders to tone down noise

PORTLAND (UPI) — The Rev. Archie Hopkins says he might ignore a court order to tone down the noise at his Solid Rock of God in Christ church if it interferes with his services.

"If it's going to interfere with my services, no I won't," said Hopkins, pastor of the church for 13 years.

"I hate to come to this, but I have to make my stand on my convictions. The judge upholds the law of the land. I uphold the laws of God."

Multnomah County Circuit Judge Phillip Roth Wednesday ordered the church to lock its application system at a maximum 50-decibel level. Roth acted after deputy city noise control officer David Sweet said the sound of amplified speaking, singing and

music by organ, saxophone, electric guitars, tambourine and drums rose as high as 65 decibels at the church.

Neighborhood residents have tried for four years to get the church to turn down the volume. Roth specified maximum noise levels in May 1978 and ordered the church to install sound proofing insulation.

Sweet, who took a new reading after a church neighbor recently complained about exceptionally loud services, said the noise monitored from the corner of the property was three times the volume permitted under Roth's order.

Defense attorney Charles Hinkle said the church has made a good-faith effort to comply with the court's order and that its form of worship has been affected as a result.

Denial of workers' comp is reversed

The Oregon Supreme Court today reversed an earlier Court of Appeals decision and ordered that a workers' compensation case involving a man who suffered a hearing loss be re-examined.

Harry H. Inkley was employed by Forest Fiber Products Co., Forest Grove, from 1966 to 1977 as a welder-mechanic.

Until April 1976, the firm had purchased the required workers' compensation coverage for its employees through the State Accident Insurance Fund. After that, Forest Fiber became a "direct responsibility" employer and assumed the burden of providing compensation for its workers.

Inkley filed his claim in September 1976 for a job-related hearing loss. Forest Fiber denied the claim, saying his hearing had in fact improved since April 1976 when it began handling its own workers' compensation coverage. The State Accident Insurance Fund

also denied responsibility.

Neither party disputed that Inkley suffered from a compensable disability, however.

The Workers' Compensation Board decided that neither the employer nor SAIF was liable, and the Court of Appeals agreed.

The Supreme Court noted that Inkley's job in the hardboard plant involved prolonged exposure to noisy machinery. Inkley said he could not say exactly when his hearing problem began. He testified in 1978 that it is "a thing that sneaks up on you."

In an opinion by Chief Justice Arno Denecke, the court said the case should be reviewed in light of the "last injurious exposure rule," which means that the injured workman is to file his claim with the employer (or the insurance carrier) where he worked during the time of his last exposure to the injury or disease.

And, the court said, the

Workers' Compensation Board must assign the claim to SAIF for payment if the board concludes that Inkley did not suffer exposure after April 1976, when Forest Fiber assumed the burden of providing compensation for its workers.

In another case, the Supreme Court affirmed a Court of Appeals decision that upheld the burglary conviction of a Multnomah

County man.

The case involved police officers identifying themselves at a house where Donald Eugene Bishop was living but failing to give the purpose of the visit, which was to arrest Bishop.

Following the arrest, Bishop confessed to the crime, but he later moved to have the confession ruled inadmissible because police had not announced

the purpose of their visit.

The Supreme Court, in an opinion by Justice Ralph Holman, concluded that Bishop's motion was properly denied by the trial court.

However, the court warned police that the action "does not mean that the statute (on announcing the purpose of the visit) need not be obeyed, but means only that the evidence is not suppressed."

SALEM, OR
CAPITAL JOURNAL
JAN 23 1980

No shut down for Bethel

By ⁹⁴MARTIN ROSENBERG
Capital Journal Reporter

The Marion County Commissioners today said they had no proof the Bethel plant in East Salem violates county ordinances and therefore they cannot take steps to shut it down.

The commissioners voted to send a letter to inform forty petitioners who last month urged closing the Portland General Electric Co. power that the county can take no action.

"If the petitioners believe they have the evidence to prove a violation (of county ordinance) then they should take whatever proceedings they deem necessary to prove it," Frank McKinney, county legal counsel, told the commissioners.

One of the petitioners today said the petitioners intend to do just that.

Once the Bethel plant starts operating again — it is not currently in operation — lawyers representing petitioners will take action against the county to get the

county to enforce its zoning code, according to LeRoy Kuper, one of the petitioners.

Kuper said county ordinance does not allow vibrations — other than that caused by highway vehicles or trains — if it endangers public health or is a public nuisance.

McKinney said that the state Department of Environmental Quality, which licenses Bethel, has tested for the alleged vibrations at Bethel and has found the plant was operating within decibel ranges allowed by county code.

"The range of sound caused by Bethel has caused no known adverse physiological effects," McKinney informed the commissioners.

McKinney said that conclusion is based on information from the U.S. Environmental Protection Agency and a study of sound and vibration problems in 1975 by the U.S. Air Force.

The commissioners decided Dec. 18 to seek information about Bethel from DEQ.

Some residents living in the vicinity of the plant have been trying for six years to shut it down. They have complained about low-frequency vibrations emitted at Bethel, claiming the plant caused health problems and sleeplessness.

The state Environmental Quality Commission — which oversees DEQ — last month suspended environmental restrictions on PGE's operation of Bethel and gave the utility a new permit to operate the plant up to 2,000 hours a year instead of the previous average of 350 hours a year.

Kuper and six other Bethel-area residents have filed lawsuits against PGE seeking \$2.5 million in damages because of the alleged noise nuisance.

Kuper said today that he believes Bethel vibrations are responsible for cracks in his concrete basement wall.

SALEM, OR
OREGON STATESMAN
JAN 24 1980

Commission rule backs Bethel plant

East Salem residents who say vibrations from Portland General Electric Co.'s Bethel turbine plant harm their health have no legal grounds to permanently close the facility, the Marion County commissioners decided Wednesday.

FORTY residents of the area had sought to close the plant under a county noise ordinance which prohibits vibrations — other than those caused by passing vehicles — which endanger public health or create a

nuisance.

The residents said the plant, which PGE uses intermittently to supplement its major power facilities, emits vibrations which cause physical and emotional upsets, harm animals and crack walls in homes.

COUNTY COUNSEL Frank McKinney told commissioners Wednesday that Department of Environmental Quality tests have shown that the plant operates within county noise standards.

PGE is authorized by DEQ to operate the plant up to 2,000 hours per year.

SEVEN BETHEL neighbors have filed lawsuits against PGE seeking \$2.5 million in damages allegedly connected with the plant's vibrations.

ABERDEEN, WA
WORLD
JAN 22 1980

Hoquiam to ask ITT Rayonier to muffle pulp mill noises

By BRYN BEORSE
World Staff Writer

Hoquiam residents who have been awakened by loud noises in the middle of the night have complained to their city councilmen, and now the city will contact the source: the ITT Rayonier pulp mill.

"The blasts of steam have been scaring people to death on Ray and Pacific avenues," said Councilman Ralph Olson, himself an ITT employee. "Maybe someone could talk to them and get them to muffle it."

Councilman Frank Springer said he can't remember the noises being as bad in the past.

COUNCILMAN LOU CALDWELL explained that because of a failure, the big steam lines that normally vent through a huge, high smokestack now blow their safety valves down in the mill.

And when they do, Councilman Roy Lundgren noted, "it lifts you right out of bed."

He suggested that somehow the noise could be directed toward the bay.

"I'll get back to you," said Public Works Director Charles Battersby to the council utilities committee. He said he would contact ITT about the commotion.

Councilman John Waller had another point.

"Would you rather they blast the steam off through the safety valve or something blow up?" he asked.

IN OTHER business before the council:

— Progressive Animal Welfare Society president Michael Hildebrandt proposed to the council that the group get a \$10,000 allocation from the city budget to perform certain animal care services for the city.

He added that while the society has received a donation to build a fine animal shelter, its action depends on support from Grays Harbor cities and the county.

Mayor Jimmy D. Englund replied that the city might be interested in a PAWS running the whole animal control program, in exchange for fines, forfeitures and license fees normally collected in the city.

He added that there would have to be some assurance of time spent by an animal control officer in Hoquiam.

Councilwoman Phyllis Shrauger said she would hate to see animal control functions turned over to an agency other than the city without some control over budget requests to the city.

Councilman Lundgren suggested that the city could retain an animal control officer under the plan to assure a certain amount of pickups in the city.

Possible legal problems of a private organization collecting fines were suggested by Mrs. Shrauger and Councilwoman Gertrude Peak and the matter was "taken under advisement" and referred to the city attorney.

— No comments were made at a public hearing on a substantial development permit for an expansion of an ITT sawmill and log sorting yard on Moon Island Road, and the council approved the permit.

ITT plans to add a dry kiln with

cooling shed, a lumber storage building, a shop, stacker building, lumber sorter, sales office and an enlarged diesel storage tank.

— A letter was received from Aberdeen City Councilman Jack Durney referring to Councilman Lou Caldwell's remarks at last week's council meeting concerning the relative snow removal efficiency in Aberdeen and Hoquiam.

To Caldwell's statement that Hoquiam was a "paradise" by comparison, Durney had one word.

"Horsemanure," he wrote in his letter.

"That's what they spread on their streets?" quipped Caldwell.

But Councilman Ralph Olson was against making the joke a brickbat with further council comment.

"We're trying to build cooperation," he said.

Mayor Englund, however, said it was harmless and "If you can't smile, forget it."

So Councilman Waller jumped right in, noting that in attempting to figure out the meaning for the letter, he had speculated that if manure gets "deep" then it gets hot, which melts the snow. As a suggestion, however, he said it wouldn't work, since Hoquiam has an ordinance prohibiting the depositing of manure on city streets.

An unidentified voice commented that the whole thing might be "good fertilizer for a growing relationship."

— TWO APPOINTMENTS to the Park Commission were confirmed, Bob Berg, 466 Cedar St. and Al Dick, 405 Chenault Ave.

EVERETT, WA
HERALD
FEB 5 1980

Apartments OKd Island County commissioners uphold plan to build in area bombarded by jet noise

By CAROL BYNG
Staff Correspondent

COUPLEVILLE — Despite objections by the Navy and a citizens' group, Island County commissioners upheld the Planning Commission's approval of proposed construction of three residential units in an area that is bombarded by noise from jet aircraft.

Edmund D. Bridges, owner of the one-acre parcel, on Highway 20, north of Ault Field Road, plans to raze an existing minimart, two garages and two houses, to build a 2,400 square-foot market.

Three apartment units are scheduled to be built on top of the market to help provide security. The market has been plagued with frequent burglaries.

Navy officials said the area has a critical noise rating of three; that is, more than 115 decibels. Shouting can seldom be heard in such an environment, a Navy spokesman said.

Cmdr. Robert Booth, Whidbey Naval Air Station public works officer, said a tax-funded \$74,000 study was given to the county to help establish a "compatible-use criteria, including extensive information about noise zones."

"I think the county is leaving itself wide open to future lawsuits from irate citizens," he said. He has seen such actions occur in other locations, he said.

But Commissioner Delmon Anderson said he has not received a complaint about jet noise for over three years.

"People are convinced the jets are here to stay. Most people understand the necessity for jet operations," he said.

Harriet Hayes of Island Action Coalition protested, "It's criminal to allow people to live in a Zone 3 area." She urged consistency in the use of the comprehensive plan, which excludes residences from Zone 3.

Another citizen asked the board not to repeat the mistake of permitting residences to be built in the area just because homes were previously on the site.

Anderson said the comprehensive plan guidelines "are just that" and are directed towards high-density residential development. "In this case, we are making a trade-off, and up-grading the area as well," he added.

The Planning Commission's recommendation was subject to construction modifications designed to reduce the noise level inside the apartments by 30 decibels.

However, Navy officials objected that would still expose anyone outside, children playing, for example, to extremely high doses of noise.

Property-owner Bridges was out of town and unavailable for comment.

EVERETT, WA
HERALD
JAN 29 1980

All's quiet on the police front

Everett's noise ordinance has no clout

By DEBORAH PETERSON
Staff Writer

It was in November that a 66-year-old Everett resident first called the police to complain about a rock 'n' roll band that was practicing in his neighborhood.

He called the police to complain again in December. And, even today, he says, the problem persists.

He claims he is a victim of the city's "inadequate noise ordinance," and wonders just how long it will take him to get the peace and quiet he feels he deserves.

Police Chief Jim Perin has no answers. And neither does Bill Strong, the city's safety manager, who is supposed to be responsible for enforcing the noise ordinance.

Strong sent a letter to the band people who were causing the ruckus asking their "cooperation in controlling he noise emanating from (their) property."

"That's no help," grumbled the neighbor, who

asked not to be identified.

Strong and Perin realize that.

But, as Perin puts it, the city's noise ordinance, adopted in August of 1978, has no clout.

"It's unenforceable," he said. "There are no penalties."

That's not quite true. A citizen can be fined \$200 for violating the noise ordinance, which basically says that no one should be subjected to more noise than is normal in commercial, residential or industrial areas.

But first, several warnings must be issued to whoever is causing the disturbance. And the noise level must be recorded by the city on a noise-monitoring device.

Having to get out and measure the noise makes enforcement difficult, Strong said.

Only four of Everett's 95 police officers are trained to use the two noise-monitoring devices that the city owns. And the only other city employees who know

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how to use the equipment are Strong and his assistant.

"The ordinance is not as effective as the public, in general, might think," Perin said. "The public thinks that if a stereo is too loud, we'll run out there with that (noise-monitoring) machine. We won't. We go ask the people to turn down their stereo. If they don't, we might send someone out with the machine — and we might not. It depends on whether we have someone on duty who knows how to run it or not."

Why not train police officers to use the device?

"I've got to prioritize things," Perin said. "Speeding cars are more important. Vandalism is more important. That kind of thing."

So, Perin said, taking care of noise complaints becomes a problem. "The last time I actually could send someone out with a meter was three months ago," he said.

And he said the Police Department gets "more than a dozen" complaints about noise a month.

But it gets even more complicated than that, Perin said.

"People call up and complain about noise on the street. Okay. Now, which car are we going to pick on?" he asked.

"Noise from a stereo or a tavern or a specific motorbike — that's ideal for using the (noise-reading) machine. But if you call up at, say, 8 a.m. and say, 'the kids are driving me crazy going up and down Colby,' which kid are we supposed to pick on? There's so dang many of them."

So even though there's a noise ordinance, Perin says his hands are tied.

"I know what we ought to do," said the angry senior citizen who is tired of listening to rock 'n' roll jam sessions. "I think we should go after the Everett City council. They're the ones who voted for the ordinance."

Council President Bob Overstreet insists that having this noise ordinance is better than not having one.

"At least with the ordinance we have a process to go through to deal with noise problems," he said.

The ordinance "probably needs some additional work," he conceded. He has heard from citizens that the ordinance is "not particularly effective."

By contrast, Seattle also has a noise ordinance. "But noises don't have to be measured," said Ross Radley, assistant city attorney for Seattle. "Certain noises are public disturbances — like animals, music, cars, that kind of thing. The police officer can make a determination. And the ordinance provides that civil or criminal charges can be brought against the person disturbing the peace."

Under the Seattle ordinance, the civil penalty is \$500. Continuing to violate the ordinance "can result in criminal charges being brought against the person," Radley said. "The person would go to Municipal Court and there's the possibility of having to spend time in jail."

Radley said criminal charges have never been filed against anyone under the ordinance, but the option is there.



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"Measuring noise will never work," he said, referring to Everett's noise ordinance. And that brings the problem full circle.

"Maybe we need to amend the ordinance so that neighbor complaints, rather than decibel (noise monitor) readings, become the basis for finding someone in violation of the noise ordinance," said Strong in Everett.

"All I know," said Police Chief Perin, "is that it's a bum ordinance, kiddo."

MT. VERNON, WA
SKAGIT VALLEY HERALD
JAN 26 1980

Apartment okay despite objections

By HELEN CHATFIELD
Staff Writer

COUPEVILLE — Despite strong Navy objections, Island County Commissioners voted unanimously to allow Ed Bridges to include three apartment units atop the proposed Midget Market located on Highway 20 near Ault Field Road. The present market and two houses will be removed.

Pointing out the high noise level of the area, which lies in the path of a runway at the Whidbey Naval Air Station, Lt. Cdr. Don Garrett said special building materials would not handle the noise level of Zone III, which is in excess of 115 decibels. "Your approval is great for the owners, but future occupants will suffer,

unless the Navy leaves and right now it doesn't look like it will," Cdr. Garrett said.

Public Works Officer Cdr. Robert Booth agreed, pointing out that Navy bases all over the U.S. have been forced to close because of noise complaints from surrounding housing developments. "The \$74,000 Navy Noise Study, paid for by tax money, urges compatible use of land near bases, and family residential is incompatible use near the runway of NAS," Cdr. Booth said.

Commissioner Delmon Anderson said the market location was under a Grandfather Clause and he was satisfied with the Planning Commission recommendation for acceptance, but was

challenged by Harriet Hayes of Island Action Coalition. "You should listen to the Navy. . . they are good neighbors in the county. . . development should not be allowed there," she said.

She was supported by Judy Collins of Oak Harbor who urged Commissioners not to perpetuate a bad practise.

Commissioner Lou Romeo was more concerned with the facts there was no playground included with the apartment, which will be above the 2,400 square foot store. "That means the apartments will be small, not more than 700 square foot units," Romeo said.

A surprised Cdr. Booth approached the microphone. "A playground?", he asked. "We are talking about intense aerial operations and no protection to the noise level outside." He added that the Navy didn't object to the market, only to the apartments above it.

Planning Director Syd Glover noted that Ed Bridges was not present and suggested several options the Commissioners could take, including remanding the application back to the Planning Commission.

Commissioner Romeo made the motion to accept the application, based on the Planning Commission recommendations, prompting Hayes to comment, "In the past, I have seen you three Commissioners overrule Planning Commission recommendations, and remind you it is criminal to allow people to live in noise Zone III."

OAK HARBOR, WA
WHIDDEY NEWS TIMES
JAN 23 1980

County approves Midget Market rezone

Despite opposition from the Navy, the Island County commissioners Monday approved a rezone asked by Ed Bridges for a new Midget Market on North Whidbey.

The Navy officers who spoke to the commissioners had no objection to the new store or gas pumps, but urged the county not to allow the residential apartments planned for the upstairs of the proposed new building.

Cdr. Robert Booth and LCdr. Con Garrett told the commissioners the Navy opposes the apartments because the

rezone is in a Noise Zone Three, an area severely impacted by Navy jet noise.

Garrett said construction techniques for decibel reduction are all right in Noise Zone Two areas, but not Three, as far as the Navy is concerned.

Bridges' plans call for tearing down the existing Midget Market and other buildings, residences, and building a new 2,400-square-foot Midget Market with three 800-square-foot apartments upstairs.

Bridges asked for a one-acre rezone from rural to commercial for the site

which is on SR 20 just north of Ault Field Road, and west of Torpedo Road.

While Bridges was not present at the meeting, Planning Director Syd Glover said Bridges felt the rezone would be appropriate because the new building would merely replace the same uses in existence at the location with one new building.

He said Bridges told the planning commission earlier that approval would correct a non-conforming use situation at the site.

Bridges was out of town and unavailable for comment on the matter.

Glover also said the Midget Market had "suffered from intruders" in the past and Bridges said having store employee living upstairs would discourage that situation.

The planning commission recommended approval development in the area.

Garrett said the "future residents of the apartments will suffer" and Booth said the residences would not be a "compatible use" with the Ault Field noise so great in the area.

OLYMPIA, WA
OLYMPIAN
FEB 3 1980

Noise At Olympia Airport

Editor, The Olympian:

Several times in recent weeks, I have heard the remark, "Well, no one has complained about the noise from the airport." Invariably this remark is used by a proponent of future expansion and industrialization of the facility south of Turnwater, and invariably when pinned down, the orator admits he-she doesn't live within a mile or two of the airport.

I do live about a mile north of the airport and the noise level increases and becomes more disruptive each year. The Sierra November plane comes over our home at approximately 8:20 every Sunday evening and sometimes in between, rattling dishes and causing conversation to cease until it has passed. On weekends, the noise of planes is never absent during daylight hours, especially in fair weather.

No, I haven't previously complained about noise. One airplane going over once a week and what small craft are above on a daily basis, is not the same as the proposal to lengthen the runway and put in another runway to accommodate larger and louder planes. Further, the proposal to make an industrial hub for airplane repairs cannot mean that there will

be no increase in noise volume.

During the recent snow, when the airport runway was shut down, it was heavenly to not have to compete with the pollution from above. We could actually hear birds and wind! It is at times like this, that you realize how heavy the air traffic has become already and how you are forced to endure a noise level alien to normal living.

Why don't I move if it bothers me so much? Gentlemen, you are asking that half of Turnwater relocate so that the pleasure-seekers of the air can ply their craft. It just doesn't make sense.

Frances L. Johnson,
410 East T St.,
Turnwater.

SR 515 project

Thoroughness of EIS under fire

By GREG ANDERSON
City Editor

Most of the 40 persons attending a public hearing Wednesday on the construction of a new highway in South Renton expressed more concern over what is not in an environmental impact statement on the project than what is in the document.

The meeting, at Talbot Hill Elementary School, was called by the state Department of Transportation to obtain public comment on a draft EIS for SR 515, a proposed north-south highway south of Renton. The \$7 million, four-lane highway would connect Carr Road on the south and Puget Drive on the north, between the Benson Road and Highway 167.

The project has been discussed for 20 years. Recent opposition to the highway primarily has come from residents of Victoria Park and Victoria Hills subdivisions, who fear increased noise levels from the highway.

To alleviate those concerns, the state proposes in its draft EIS to build a 15-foot high earthen berm between Victoria Park and the highway. A number of those in attendance at the public hearing yesterday seemed to like the idea of a berm, but questioned how much it would reduce noise from the road.

Don Smith, a Victoria Park resident, said the SR 515 proposal would result in severe congestion at the intersection of Grady Way and SR 515 (now Talbot Road). And, because the state proposes to end Talbot Road in a cul-de-sac, he and other residents said access to homes now along Talbot Road could be impeded.

Dennis Stremick, also a Victoria Park resident who has followed SR 515 plans closely for years, asked whether the DOT is "committed" to such measures as creation of a noise

barrier, traffic signals and other amenities. Jerry Zirkle, district administrator for the DOT, said those commitments would be formalized in the final EIS.

Stremick also charged that the state's highway plan is not compatible with improved Metro bus service, and asked that mass transit be addressed further in the final EIS.

Outdated data

Pat Thorpe, former Renton City Council and King County Council member who lives in Victoria Park, agreed with Stremick and others that the draft EIS is vague and includes outdated information.

She said much of the statistical information concerning vehicle trips, accidents and travel destina-

tions either are outdated or nonexistent in the draft EIS. Some nods of agreement were evident in the audience when she argued that more east-west access routes in the Valley area are needed rather than an additional north-south access.

Doneen Jasman, another area resident, said construction of SR 515 will mean lower property values. She said one home in Victoria Park has lost two buyers when they learned about the plans for SR 515.

A number of residents argued for a traffic light at the intersection of SR 515 and South 19th Street.

Coal mines?

R. W. Thorpe, a land-use expert and husband of Pat Thorpe, asked why a soils report for the highway doesn't mention coal mines underneath the road right-of-way, a fact that is mentioned in a soils report for the nearby Victoria Hills development.

Not everyone, however, was critical of the draft EIS during the two-hour hearing.

Charles Delaurenti, former Renton mayor who lives in South Renton, said, "I am all in support of this project. I hate to see these delays. It just costs us more. We all know South King County is the fastest growing area in the state." He added later, "Let's get on with the project."

A representative of the Renton Chamber of Commerce also announced the chamber's full support of the project.

Written comments on the draft EIS for SR 515 may be mailed to the Seattle district office of the transportation department until Feb. 11. A copy of the draft EIS is available at Renton Public Library. The next step in the process will be publication of the final EIS, after which another public hearing probably will be conducted.

SEATTLE, WA
POST-INTELLIGENCER
JAN 25 1980

Lake Dredging Firm Gets a Noise 'Ticket'

By Bruce Ramsey

The contractor dredging Lake Washington at Sand Point got a "ticket" yesterday for making too much noise at night.

"We got several complaints from citizens," said Dr. Curt Horner of the Seattle-King County Department of Public Health's Noise Abatement Program. Horner said the noise was measured higher than the maximum 50 decibels allowed between 10 p.m. and 7 a.m. on weekdays (8 a.m. on weekends).

The contractor, Associated Engineers & Contractors Inc., is dredging the lake for the National Oceanic and Atmospheric Administration (NOAA) base, which will include moorage for ocean-going ships.

Horner said the citation carries a maximum fine of \$100 per day, beginning today. He said the contractor can appeal the

citation to the city hearing examiner in the next nine days.

Phil Stewart, owner of Associated Engineers, said he had recently hired a night shift to work his two large dredges around the clock. He said he had intended to work around the clock for the next month, until the work is finished.

Stewart admitted his operations were violating the noise ordinance, but argued it wasn't by much.

"We're barely exceeding the city ordinance in the nearest residential areas," he said. He said his diesels needed three custom-made mufflers, one of which has been installed. The others should be delivered and installed in a week, he said.

Stewart was annoyed at the fuss over his dredges. "We measured it, and the traffic on Sand Point Way creates about twice the noise of our operations. Even the rain makes more noise," he said.

SEATTLE, WA
TIMES
JAN 25 1980

Firm ordered to halt night dredging

by SUSAN GILMORE
Times staff reporter

Contractors dredging Lake Washington for the National Oceanic and Atmospheric Administration have been ordered to stop their night operations because their machines are too noisy.

The order, effective today unless an appeal is filed, was issued by the Seattle-King County Health Department's noise enforcement office.

It requires Associated Engineer & Contractors, Inc., the firm hired to dredge the Sand Point site, to either reduce noise to the acceptable limit of 45 decibels or turn off the machines.

The readings at Sand Point showed noise levels between 51 and 59 decibels.

The city investigation was prompted by neighbors' complaints that they were unable to sleep. "It's unbelievable a thing like this can happen," said Dorothy Harsch, a Sand Point-area resident and official of Save Lake Washington, an environmental

group fighting to stop the project. "It sounds like they're breaking up concrete with a pile driver."

The contracting firm has been working since last fall, but 24-hour operation began January 14.

Phil Stewart, with Associated Engineer, said the third (night) shift was added because the project was behind schedule.

The contract was to have expired today, although Stewart said it will be at least a month before the dredging is completed.

The controversial NOAA project calls for the dredging of the lake to berth ocean-going ships at Sand Point. Stewart said the work has been slowed by the difficulty in removing the hard fill from the lake.

The abatement order was the strongest action taken by the Health Department on construction work at Sand Point. If the firm fails to comply, it faces a maximum penalty of \$100 a day while it is in violation.

CONTINUED

The order demands Associated Engineer stop construction activity between 10 p.m. and 7 a.m. weekdays and 10 p.m. and 9 a.m. weekends, unless the noise levels can be brought within the 45-decibel limit.

Health officials say NOAA promised, in its environmental-impact statement, to comply with all local regulations — including the noise ordinance.

NOAA, in turn, admits that the project is in violation, but says that the responsibility falls on Associated Engineer.

Jim Hilario, a NOAA spokesman, said the firm asked to work a night shift last fall when it appeared it couldn't meet its deadline, but it was told that likely would be in violation of the noise ordinance.

"They asked again for a third shift," Hilario said. "Contractually we could not say no, but we said they must conform to all local regulations . . . and they acted on their own and started a third shift January 14."

Hilario said NOAA has little to do with the contract, as it is being handled by the General Services Administration. Any fine resulting from the violation, he said, would be the responsibility of Associated Engineer.

The firm has 10 days to file an appeal of the noise order and Stewart said a decision on whether to appeal will be made today.

Meanwhile, he said the company "is making every effort to comply" by adding special mufflers to the three machines involved in the night operation.

City noise officials, though, were doubtful the firm could bring the operation into compliance.

"We just barely exceeded the limit," Stewart said. "It's not a nuisance — the traffic noise on Sand Point Way is worse . . ."

"We could work any rainy night and not exceed the limit," Stewart said, "because then you can't even hear the noise."

SEATTLE, WA
TIMES
FEB 1 1980

Airport-transfer bill gets two-hour House hearing

by LYLE BURT *2.2.80*
Times Olympia bureau

OLYMPIA — The House Local Government Committee yesterday took a quick look a bill to take Seattle-Tacoma Airport away from the Port of Seattle and turn it over to King County.

The committee's two-hour hearing ran out of time before any action could be taken.

The bill, HB 1426, would transfer the airport, with its equipment, employes and financial obligations, to the county.

Chief sponsor is Representative Georgette Valle, King County Democrat who lives in the area affected by aircraft noise and air pollution.

"For years, South King County citizens have complained of the noise and land use of the airport," Mrs. Valle told the committee. "I support the Port of Seattle but I do not support an airport not responsible to the area."

Commissioners, she contended, do not attend area meetings and aren't responsive to the complaints of South End residents.

"One port official said the planes will be quieter by the year 2000 — but many of us will be dead by then," she declared.

The only opponent of the bill to testify was Donald G. Shay, Port of Seattle aviation director. Shay said transfer of the airport would bring "a court challenge by the holders of outstanding port bonds."

He said the challenge could include demands that the bond issues be paid off immediately, instead of over the period of years for which they were issued.

The bill was one of seven port-related measures before the committee. It gave "do pass" recommendations to three.

One would split the Port of Seattle into two port districts — one to handle waterfront matters, the other to run Sea-Tac.

A second bill would let the port acquire or build and operate its own railroad within port boundaries, and the third would provide for expanding the Tacoma Port Commission from three to five commissioners.

SEATTLE, WA
TIMES
FEB 15 1980

City wins noise fight against dredging

by Susan Gilmore
Times staff reporter

In the first court test of the city's three-year-old noise ordinance, a Superior Court judge has ordered that night dredging of Lake Washington either be adequately muffled or halted.

Judge Frank Howard yesterday said he would grant the city a temporary restraining order, despite arguments from attorneys for Associated Engineer and Contractors that if the firm could continue to operate around the clock the job would be finished in three weeks. Judge Howard is expected to sign the order Tuesday.

Associated Engineer was hired by the government under a \$2.6 million contract to dredge Lake Washington at Sand Point for the National Oceanic and Atmospheric Administration. The firm began 24-hour operation January 11 when it realized it couldn't meet a January 25 deadline.

Phil Stewart, with Associated Engineer, blamed the delay on difficulty in removing the hard fill from the lake. He said the company has designed and installed special mufflers on the equipment, but that still has failed to reduce the noise of the night operation to an acceptable 45 decibels.

Officials from the Seattle-King County Health Department, which enforces the noise ordinance, said night readings at the Sand Point site are averaging about 50 decibels. Noise levels are tested at the Fairway Estates on Sand Point Way, about 800 yards from the dredging site, said health officials.

The restraining order would force Associated Engineer to reduce the noise level to 45 decibels from 10 p.m. to 7 a.m. weekdays and from 10 p.m. to 9 a.m. on weekends.

One employee at the NOAA site, who declined to be identified, said the order likely will force the night operation to shut down. "We muffled things down as much as we can," he said. "This is as close as we're going to get . . . so I believe we'll have to shut down."

That would push completion of the dredging into July. The State Fisheries Department has ordered that work be halted from March 15 to July to protect young salmon in the lake.

The city sought the restraining order after Associated Engineer appealed an order by the Health

Department that it either quiet or cease its night work. The department had no authority to stop the project, but can issue a \$100 maximum fine for each day the firm is in violation.

He said no decision had been made whether to appeal the restraining order.

Richard Stanislaw, attorney for Associated Engineer, argued that the city failed to prove the noise was a nuisance, there was no proof the contractor violated the ordinance, that it was unclear whether the Sand Point site could be considered a residential neighborhood under the ordinance, and that even when the machines were turned off the decibel reading in the area was still 36.

SPOKANE, WA
CHRONICLE
FEB 7 1980

Amplified Religion

Minister Won't Muffle Noise

PORTLAND, Ore. (AP) — The minister of a Portland church said Wednesday that he will not comply with a court order to lower the noise level of his services.

The Rev. Archie Hopkins said that, if muffling the sounds of worship interferes with his services, he will defy the order issued in Multnomah County Circuit Court.

"I have to make my stand on my convictions," Hopkins said. "The judge upholds the law of the land. I uphold the laws of God."

Judge Phillip J. Roth ordered

earlier Wednesday that an electronic device be installed to limit the volume of the church's amplification system.

Hopkins has been pastor of the Greater Solid Rock Church of God in Christ in northeast Portland for 13 years. The church has been involved in a dispute with neighborhood residents for four years over the noise level during services.

The decibels are whined out by amplified voices and organ music, a full set of drums, a saxophone, tambourine and electric guitar.

A court order issued in May of 1978 specified maximum sound

levels, required insulation and temporarily calmed the strife between members of the church and residents of the neighborhood.

A neighbor complained again this January, however.

Lawyer Harry Hinkle, a minister in Portland and president of the American Civil Liberties Union of Oregon, was appointed to defend the church. He said he may challenge the original court order on constitutional grounds.

Hinkle said the disturbance is insufficient grounds for what he considers to be a denial of constitutional rights.

Audiologist sounds call on noise

'I took some testing equipment to a disco dance. The sound registered more than 100 decibels. When I left the dance, my head was bursting.'

By BOB BECK
Columbian Staff Writer

Young people are creating future hearing problems for themselves with their attachment to disco dances, rock concerts and loud stereo sets.

That's the opinion of Catherine Hollevoet, audiologist for Educational Service District 112, with headquarters in Hazel Dell.

Mrs. Hollevoet's job is to travel from school to school throughout Southwest Washington in a special van, called a Mobile Audiometric Test Center. With sophisticated equipment contained in the van, she tests the hearing of thousands of youngsters each year.

"Kids just don't realize how dangerous listening to this loud music can be," Mrs. Hollevoet said. "It's like a little tooth decay; if allowed to continue it gets progressively worse."

The worst culprit, the audiologist said, is the stereo set with earphones. Youngsters, generally of junior high and high school age, clamp these headphones to their ears and turn the music up full blast. This can damage delicate membranes in their ears and cause hearing to deteriorate, she said.

"I took some testing equipment to a disco dance," Mrs. Hollevoet said. "The sound registered more than 100 decibels. When I left the dance, my head was bursting."

What happens, Mrs. Hollevoet explained, is that

exposure to loud noise, such as blaring music, can damage the tiny hair cells in the inner ear. This eventually leads to impaired hearing that might not show up until later in life.

Mrs. Hollevoet said state law requires that children in kindergarten through third grade receive hearing tests at school annually. After that, tests are required every other year.

Children who fail the first test, usually given by a school nurse, are referred to ESD hearing specialists. The children are given second tests based on their ability to hear pure tones. Other equipment tests the reaction of ear drums to certain sounds, recording the results on a graph.

"We usually can determine what kind of hearing impairment is involved and to what degree," Mrs. Hollevoet said. "These results go to the teachers, parents and the children's doctors."

In most cases, she said, the hearing impairment stems from a temporary condition that can be treated.

The audiologist also can check the hearing aids of children who require them. "You'd be amazed how many children don't get regular hearing aid tests," she said.

She added parents and teachers sometimes look upon a child as backward or inattentive when in reality the boy or girl just can't hear what is being said.

VANCOUVER, WA
COLUMBIAN
FEB 7 1980

Vote postponed

Noise law weighed

741
By MICHAEL GOWRYLOW
Columbian Staff Writer

Dave Newland says Commissioner Connie Kearney can come down and listen to his neighbor's midnight drums if she doesn't believe that noise is a big problem in Clark County.

Newland, 9008 N.E. 101st St., was a firm supporter Wednesday of Commissioner John McKibbin's proposal to adopt a noise ordinance.

But Mrs. Kearney had some reservations about the proposed ordinance and the issue was continued to 9 a.m. next Wednesday.

That will give Commissioner Bruce Frickelton, who was gone Wednesday, a chance to break a tie vote on the issue.

Newland offered his home as a demonstration. He said a neighbor has persistently played loud live music until 5 a.m. weekends and has refused to quiet down his parties. His kids cannot sleep and the sheriff tells him he cannot do anything, Newland said.

"This thing has been going on for three years and its getting to the point where there's going to be a shooting war unless something is done," Newland said. "I can go to the end of the block and hear his music, or whatever you call it."

Newland said he believes he has basic rights as a citizen and those rights are being violated.

McKibbin agreed, saying he has received numerous

complaints about loud music, barking dogs, roaring car engines, and screaming motorcycles.

"Noise is an invasion of privacy, in many real respects," McKibbin said. "The quality of life is diminished."

Mrs. Kearney agreed that noise can be very irritating, but she questioned the extent of the problem in the county and whether government should be getting involved in abating it.

She said people have a responsibility to ask offending neighbors to quiet down.

"I just get very concerned when government gets in and feels it needs to solve the concerns of citizens," Mrs. Kearney said.

Newland said he has tried — several times — to get his neighbor to drop his decibels, but to no avail.

Mrs. Kearney said she also was concerned that the proposed ordinance leaves it to law enforcement officers to judge when noise becomes nuisance.

"How loud is loud and where are we drawing the lines here?" Mrs. Kearney asked. "We're telling people to shut up, and if you don't shut up, we're going to fine you. When has a dog barked too long, and how do we judge that?"

Mrs. Kearney said she was not necessarily against a noise ordinance, especially after hearing Newland's complaints, but she wanted to adopt one with understandable noise limits.

VANCOUVER, WA
COLUMBIAN
FEB 8 1980

Noise ordinance needed

741
Two members of the Board of Clark County Commissioners were unable to agree Wednesday on what sort of noise nuisance ordinance the county should have — if it needs one at all.

The ordinance was requested last year by Sheriff Frank Kanekoa, whose officers feel they need such a tool to intercede in neighborhood disputes over loud music, cars, dogs, roosters and other raucous county features.

Commissioner John McKibbin endorsed the concept and proposed an ordinance. When it was before the board Wednesday, Commissioner Connie Kearney voiced misgivings. In the absence of Commissioner Bruce Frickelton, who could have broken the deadlock one way or the other, the matter was held for further consideration next Wednesday.

Mrs. Kearney agreed that noise can be irritating, but she questioned whether government should be getting involved in abating it. She suggested that neighbors should work such matters out among themselves, without putting the sheriff's deputies in the middle.

The problem is that neighbors very often cannot work problems out. Minor nuisances — a rowdy rooster or a teen-ager's drums — all too often escalate to major neighborhood wars before deputies can do much. Surely it would be better for deputies to step in to help solve small problems rather than waiting to count the casualties.

Mrs. Kearney also is worried about making deputies responsible for deciding how much noise is too much noise. Perhaps the best standard

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would be that too much noise is enough noise to make neighbors complain.

Vancouver has an old ordinance that seems to work fairly well. In Vancouver, it's against the law to make noise that obstructs the "reasonable and comfortable use of adjoining property." The maximum penalty is 30 days in jail and a \$300 fine. The maximum rarely has been applied. Most people quiet down upon being notified officially that their neighbors are complaining. Very few actually end up being hauled before the judge.

For the sake of tender ears and neighborhood peace in the rapidly urbanizing areas of the county, we hope Mrs. Kearney resolves her misgivings by next Wednesday or that Frickeleton agrees with McKibbin about the need for the noise rule.

VANCOUVER, WA
COLUMBIAN
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Noise made over good health

By BOB BECK
Columbian Staff Writer

It's 7 o'clock on a warm Sunday morning and you're wrapped in peaceful slumber.

Suddenly, through your bedroom window comes the roar of your neighbor's lawnmower. Startled, you sit bolt upright and curse civilization in general and your neighbor in particular.

Loud and abrasive noise is a fact of urban living. It is not only an annoyance, it can cause mental and physical suffering and in some cases can lead to death.

"A growing body of evidence strongly suggests a link between exposure to noise and the development and aggravation of a number of heart disease problems," says the U.S. Environmental Protection Agency.

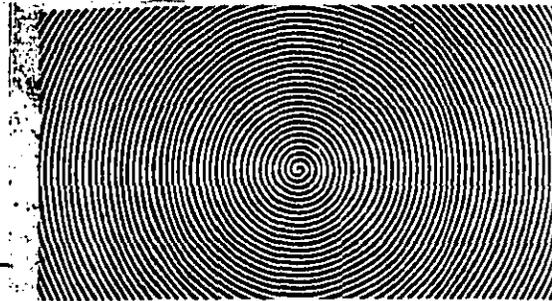
Once quiet and peaceful Clark County is now becoming plagued with noise problems, the penalty for high-density living. Something is being done to correct it.

Rich Hines is program manager of environmental services for the Regional Planning Council of Clark County. He has helped develop the county's first noise ordinance, now in the hands of the county commissioners.

The county has never had its own noise abatement ordinance, Hines said, and law enforcement officers have lacked a formal tool to act on complaints of excessive noise.

"The sheriff's officers have been forced to try to quiet down noisy situations without any real authority," Hines explained. Under terms of this ordinance, they will be equipped with noise-level meters and can decide on the spot if the offending noise exceeds specified limits.

However, Hines said, the noise probably most annoying to the greatest number of Clark County residents, the roar of



airplanes descending to or descending from Portland International Airport, is beyond county laws. This noise comes under jurisdiction of the Federal Aviation Administration, he said.

The proposed ordinance, now being reviewed by the state Department of Ecology, is intended to control the level of noise to allow residents to enjoy their property and gain the benefits of restful sleep, unbothered by barking dogs and thundering amplifiers.

The ordinance contains a lot of technical jargon about sound, but essentially it puts a ceiling on noise in residential areas at from 55 to 70 decibels, depending on the source and nature of the noise.

Examples of typical daily sound levels are a quiet library, 40 decibels; a business office, 50 decibels; normal conversation at about one foot, 70 decibels; a high speed car at 50 feet, 80

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decibels; a symphony orchestra, 90 decibels.

Moving up the scale, a sound above 130 decibels becomes painful, such as the experience of standing close to a jet plane producing 140 decibels.

The neighbor's lawnmower puts out about 100 decibels of sound, while his chainsaw or snowmobile can crank out 110 decibels. At the upper end of the scale, an auto horn is rated at 120 decibels and a 12-gauge shotgun blast at 140.

Continuous exposure to any sound above 80 decibels can cause loss of hearing, specialists say.

Hines said Clark County began working on the noise ordinance about two years ago. It is similar to regulations adopted in other counties where the noises associated with urbanisation have created problems.

"We can expect many more noise complaints because of the increase of urban areas in Clark County," Hines said. As the population density increases, more people are certain to become annoyed by the loud stereo playing in the next apartment.

According to the Environmental Protection Agency, noise loud enough to cause hearing loss is everywhere today. "It is no wonder that 20 million or more Americans are exposed daily to noise that is permanently damaging to their hearing," EPA officials have stated.

The federal agency blames excessive noise for such ills as heart and circulatory problems, stress, prenatal problems and low birth weights, disruptions of the educational process, interference with conversation and work efficiency, and loss of sleep.

"It is clear that noise is a significant hazard to public health," says the EPA. "Truly, noise is more than just an annoyance."