



AIRPORT HIGHLIGHTS

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FAA'S PROPOSED RETROFIT RULE DUE THIS WEEK

At hearings Friday by the Senate Public Works Subcommittee on Environmental Pollution, FAA revealed that a NPRM on retrofit/fleet noise reduction will be published this week in the Federal Register requiring all airline jet aircraft to meet FAR 36 levels by mid-1978. Costs for the program, if adopted, would approximate \$600-800 million for the 1880 jets in the U.S. airline fleet not presently meeting FAR 36 standards.

EPA, testifying at the one-day hearing on implementation of the Noise Control Act of 1972, indicated its "Noise Levels Document" will probably be released by April 2. This report, required by the Congress, will suggest what levels of noise are thought by EPA to be harmful to the public health and welfare. Both EPA and FAA witnesses expressed concern lest the public perceive these levels as standards for local regulatory purposes. The levels in the document, according to the testimony, were chosen without regard to economic impact or technological feasibility in their implementation.

As to its recommendation for FAA to certificate airports for noise purposes, EPA maintains that the Supreme Court's Burbank decision does not preclude airport proprietor action to control aircraft operations or to purchase land for noise abatement purposes.

CAB/BOE MOVES FOR HEARING ON SECURITY SURCHARGE

On March 15, the CAB Bureau of Economics filed a motion for direct certification of the record to the full Board in Docket 25315, Airport Security Charges Proposed by Various Scheduled Air Carriers. The ground relied on for the motion was that "the record developed at the hearing...convincingly shows that there has been a sharp reduction in the unit cost level upon which the present security surcharge is based...It is evident that the present surcharge is yielding revenue substantially in excess of that reasonably required to provide the public with the security service." The motion will be ruled on by the Administrative Law Judge in the near future.

Calculations by AOCI indicate that for the time period of May 12-December 31, 1973, carriers' systemwide profits from collection of the Law Enforcement Officer Surcharge was approximately \$12.9 million. According to Carrier Exhibits filed in the case, the industry average cost for law enforcement officers was 13.7¢ per enplanement, while the costs per enplanement for the airline screening and inspection function was 21.5¢.