

Airport construction slowed by ecology laws, says E. P. A. official

Environmental pressures translated into national law have slowed the construction of new airports and the expansion of others, Dr. Stanley M. Greenfield, an assistant administrator of the Environmental Protection Agency, said here yesterday.

Greenfield, in charge of research and development for the federal agency, addressed a session of the American Institute of Aeronautics and Astronautics at the Olympic Hotel.

The Department of Transportation has estimated that passenger air miles will double by 1980 and nearly triple by 1990 and that the tons of freight moved by air will increase four-fold by 1980, Greenfield said.

"There is a vital need for new airports to relieve ex-

isting ones at or near critical capacity, for example in the northeast corridor (Boston-Washington, D. C.).

"Yet only two major hub airports are being built — Kansas City and Dallas-Fort Worth . . . to put it more bluntly, the American air-transportation system is in a crunch," Greenfield said.

He said the environmental impact of the aircraft industry, in the opinion of the public, centers on airports and not airplanes.

An airport has a primary environmental impact — from noise pollution and air and water pollution, including waste oils, coming directly from the airport. The secondary impact involves the pollution generated by industrial traffic and residential areas attracted to

the vicinity of an airport.

The secondary effect of an airport can "produce large local impacts," Greenfield said. The use of buffer zones requires land around the airport and it can be used in a number of ways, which cause pollution and traffic.

"The implications for very large airports are great," he said. "Satellite industries attracted to San Francisco International Airport, for instance, account for 90,000 jobs and 130 zoned industrial parks are locating within 30 miles of the new Dallas-Fort Worth airport.

"It is obvious that planning for only the primary impact of an airport will involve us in a vicious pollution cycle, expensive and possibly insoluble as activi-

ty grows unplanned around the airport with no place to go," he said.

Greenfield said the nation needs a "comprehensive national program for aircraft-airport noise abatement. . . ." Aircraft-airport noise can be controlled in three ways by limiting the noise of the aircraft, controlling noise along the flight path and by controlling it at the airport, he said.

"Technological capability for complete control of all aircraft noise at the source is not yet available," Greenfield said.

" . . . We feel that some noise abatement can be achieved in the foreseeable future. Much research is necessary, however, both in technology for quieter aircraft and in health effects of noise . . . "

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