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# Concorde Called Threat to

## Washington

An air traffic control official entered the Concorde controversy yesterday with a warning that the Anglo-French supersonic transport "can only raise threats to the safety of American airways."

John Leyden, president of the U.S. Professional Air Traffic Controllers Organization, made the charge in a report saying the Concorde should be banned from the United States for three reasons:

- Air France flights from Paris to Washington would be dangerously near the 3650-mile distance that French aviation spokesmen have described as the SST's maximum operational flight range.

- Concorde fuel capacity is "unacceptably low" because, according to the French Ministry for Civil Aviation, the SST would arrive at Washington on flights from Paris with reserve fuel for only 35 minutes of flight, well below Federal Aviation Administration requirements of enough fuel to fly on to an alternate field and hold for 45 minutes.

- A senior official of Air France has confirmed the plane would operate in U.S. air space at times when traffic already is the heaviest, requiring special handling and — in cases where fuel is particularly low on incoming flights — disrupting domestic schedules.

"Under ordinary circumstances we would have no hesitancy in

recommending admission to the United States of a technically superior supersonic plane," Leyden said in a statement asking his executive board to urge that Transportation Secretary William Coleman ban the Concorde.

"The Concorde, however, on the basis of the testimony of its

own managers and strongest supporters, can only raise threats to the safety of the American airways."

Air France and British Airways are seeking permission for six round-trip flights daily linking Paris and London with Washington and New York. Coleman has

## Safety of Airways

promised to rule on the controversial request by February 4.

Leyden issued his statement in Washington. If adopted at the controllers organization's board meeting in Las Vegas this week, it will represent stiff opposition to the Concorde from a union representing 15,000 flight control-

lers.

Most of the previous opposition to the new SST has come from environmental groups concerned about the plane's noise, its pollution and the possibility it might deplete the upper atmospheric ozone layer.

United Press