

Dismay and Anger Voiced; Suits to Bar Plane Hinted

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By ROY R. SILVER NYTimes

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MINEOLA, L.I., Feb. 4 — Federal county and state officials and representatives of groups opposed to the Concorde reacted with dismay, anger and threats of lawsuits today to the decision by Secretary of Transportation William C. Coleman Jr. to permit limited landings of the supersonic jet at two airports.

The decision to permit the British-French SST to land at Kennedy International Airport in Queens and at the Dulles International Airport in Wash-

ington on a 16-month trial basis was received with disbelief by those who had campaigned bitterly about the noise factors and possible health hazards.

Governor Carey said: "My position has not changed—I am concerned about the Concorde flight because of environmental problems, including noise, safety considerations, particularly in the take-off, and the economics in operating flights."

The Governor said that Secretary Coleman's decision would not be effective for 30 days and would also require review by the Council on Environmental Quality as well as permission from the Port Authority of New York and New Jersey to allow such flights into Kennedy.

Dr. William J. Ronan, chairman of the Port Authority, said the decision would be discussed with New York City officials and the Governors of New York and New Jersey.

In Trenton, New Jersey's Gov. Brendan Byrne said he would not use his veto power over the Port Authority to prevent landings of the Concorde at Kennedy. Governors Byrne and Carey can block authority actions by refusing to approve minutes of its meetings. But he added that he would "insist upon a very careful and detailed analysis" of Concorde's performance if Newark Airport was ever selected as a landing

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site. Governor Carey said he had directed Ogden Reid, the New York State Conservation Commissioner, and Raymond T. Schuler, the Transportation Commissioner, "to meet with members of the Port Authority to discuss the ramifications of possible Concorde flights into the most populated area in the nation."

Ralph G. Caso, the Nassau County Executive who is chairman of the National Organization to Insure a Sound-Controlled Environment, said he was "outraged" at the decision.

"I see it as a sell-out for the select few and the man must have been mad to reach the conclusion he did relative to the noise impact alone on a half-million people that will be impacted by allowing the Concorde into J.F.K."

'Veto the Decision'

Mr. Caso said that telegrams had been sent to the Governors of New York and New Jersey and to the Port Authority of New York and New Jersey "to veto this decision."

Dr. Ronan said: "Our position remains that the Port Authority, as the operator of Kennedy International Airport, will take into consideration all the environmental, economic and social factors involved, as well as the ability of the Concorde to meet our

existing terms and conditions for the operation of jet aircraft at Kennedy."

A spokesman for Dr. Ronan said the authority would be concerned basically with the noise levels.

Donald R. Manes, the Borough President of Queens, also expressed outrage that Secretary Coleman "has overruled the overpowering weight of scientific proof of the environmental, health and safety dangers entailed in permitting the Concorde to use J.F.K."

'Completely Outrageous'

Two groups that say they represent more than one million people in Nassau and Queens Counties and Brooklyn called the Secretary's decision "completely outrageous and absolutely unacceptable."

John V. N. Klein, the Suffolk County Executive, called the decision "probably the most negative decision from Washington in the last ten years."

Mayor Beame said at City Hall, "Any aircraft landing at New York City airports should meet the safety and environmental standings established by the Federal Government and Port Authority."

Representative James H. Scheuer, Democrat-Liberal from the Bronx, called Secretary Coleman's decision "an abuse of the public trust" and said he was filing a suit in Federal Court "against this outrageous decision."

State Senator John J. Santucci of Queens, in whose district Kennedy Airport is situated, termed the decision "a sell-out of American health and

environmental interest to foreign economic backroom deals."

The only support for the decision today appears to come from the New York Board of Trade, which represents 500 New York-based corporations, many of them multinational.

Gilbert A. Robinson, chairman of the board, sent a telegram to Mr. Coleman expressing appreciation of the business community to the decision. The trial period was described as "the only way to obtain a realistic evaluation of the controversial Concorde, both economically and environmentally."

The Long Island Association of Commerce and Industry, which represents about 1,000 business concerns on Long Island, said it was "very disappointed" with the decision and hoped that the Port Authority would not permit the flights.

Mrs. Abzug Critical

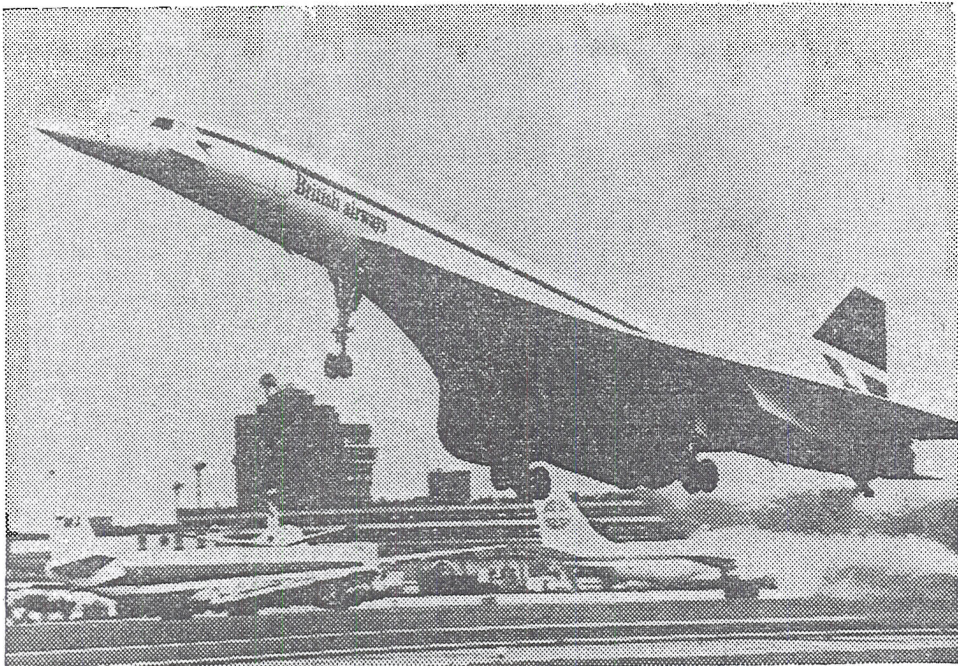
Joseph R. Lewis of Inwood, L.I., president of the Metro Suburban Aircraft Noise Association and co-chairman of the Emergency Coalition to Stop the SST, said:

"Secretary Coleman has bowed to the pressures of the White House and the State Department, who took the protection of the British and French politicians ahead of the health and welfare of the American public."

"We now have a triumvirate of 'public servants' who have made the United States a colony of Britain and France."

The antinoise group said they would ask the governors and the Port Authority "to keep the dirty and noisy Concorde out of Kennedy Airport."

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Associated Press

The British Concorde making first commercial flight, Jan. 21, from London to Bahrain