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THE WHITE HOUSE  
WASHINGTON

Jimi Connor

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info.

THE WHITE HOUSE  
WASHINGTON

Done

Dick Cheney

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In talking with  
Gov. Bond on Airport

He says do not come  
to St. Louis for debate.

On Today's Editorial Page  
Plight Of The Parks  
Editorial  
Opening Magnet Schools  
Editorial

# ST. LOUIS POST-DISPATCH

FINAL

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Latest Stock Prices  
Pages 11A and 12A

THE PRESIDENT HAS SEEN

VOL. 98 NO. 242

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WEDNESDAY, SEPTEMBER 1, 1976

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# EAST SIDE AIRPORT IS APPROVED

By DAVID R. WALLIN  
Of the Post-Dispatch Staff

Secretary of Transportation William T. Coleman Jr. today gave the go-ahead for the proposed new major airport in the Columbia-Waterloo area of the East Side.

Coleman designated the 18,650-acre tract as an airport site. The announcement came at a press conference at the Bel-Air Hilton Hotel here.

The Secretary, appearing at the conference in person, also said he has approved the State of Illinois's grant for federal funds for land purchases.

He said, however, that he has specified that the new airport shall not go into operation before the year 1992 unless there is agreement by a joint Missouri-Illinois airport operating authority that earlier operation is possible and practicable.

If such a bistate agency is formed, the Secretary said, he foresaw operation of a new airport by 1987 or earlier. He urged both states to undertake discussions for formation of such an agency.

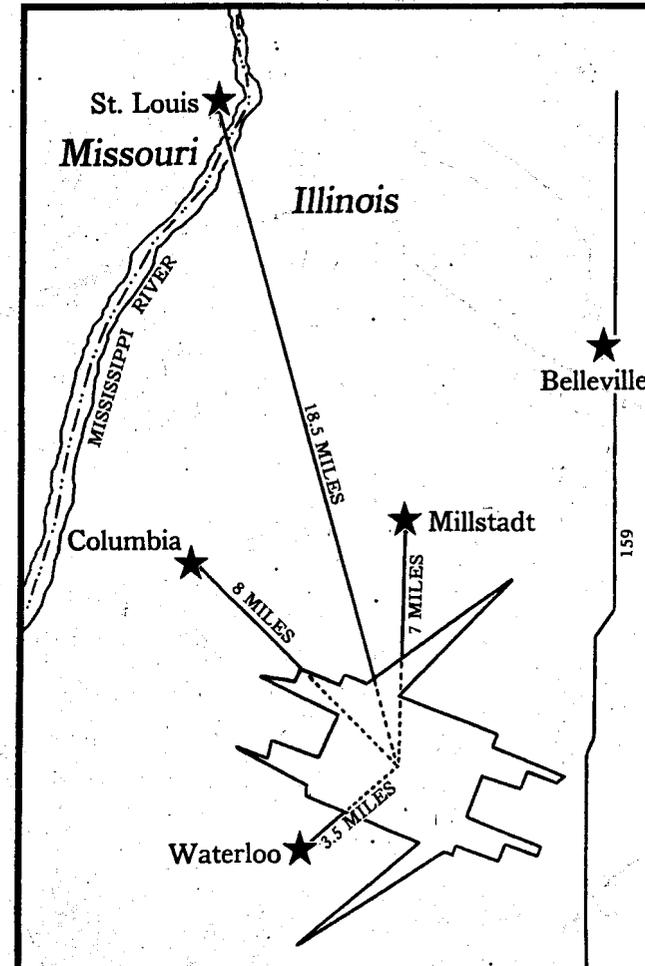
The application for federal funds was submitted several years ago by the agency that Illinois set up to oversee creation of the airport, the St. Louis Metropolitan Area Airport Authority.

Federal funds for airport construction normally amount to about 50 per cent of the total, but may be substantially more.

Illinois has allocated \$4,200,000 in its current budget for land purchases for the airport, part of \$15,000,000 in revenue bonds for the project which have already been approved.

Although today's statement by Coleman may not mark the end of the long dispute over the St. Louis area's future airport facilities, most of those involved in the problem agree that at least it marks the beginning of the final stage.

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Although today's statement by Coleman may not mark the end of the long dispute over the St. Louis area's future airport facilities, most of those involved in the problem agree that at least it marks the beginning of the final stage.

Until now, the proponents of the Columbia-Waterloo project and those who favored major improvement of Lambert Field have spent thousands of dollars for consultants' studies that buttressed their respective positions.

There have been hundreds of public meetings and hearings, many of them necessary to meet federal requirements for environmental and other reports regardless of which project eventually became a reality.

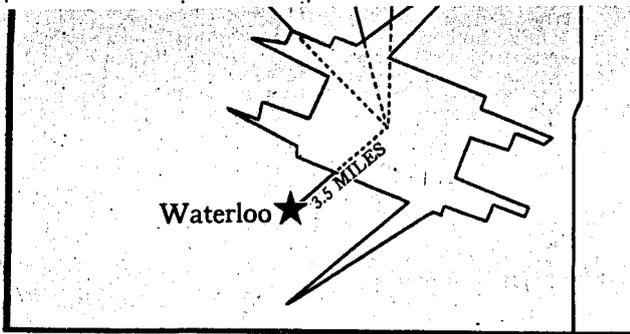
Senators, Representatives and other political figures at the state and local levels have become involved, and construction unions on both sides of the river have entered the controversy.

The one thing that all parties agree on is that the area must have vastly improved air terminal facilities.

There was little immediate reaction from Missouri interests when St. Louis Mayor Alfonso J. Cervantes and Illinois Gov. Richard B. Ogilvie announced jointly more than five years ago that a new major airport would be built in the Columbia-Waterloo area.

But once the Missouri opposition organized, months later, the two sides

See AIRPORT, Page 5



## Comparison Of Airport Plans

|  | Lambert*<br>(present) | Lambert 1995*<br>(Parsons Mast. Plan) | Columbia-Waterloo**<br>(original prop.) | Columbia-Waterloo**<br>(alternate low-<br>Pct. prop. |
|--|-----------------------|---------------------------------------|---|--|
| Runways  | 4                     | 3                                     | 3                                       | 2  |
| Airport area (in acres)                            | 2500                  | 2500                                  | 18,650                                  | 18,650   |
| Annual enplaned passengers                         | 3,500,000             | 11,300,000                            | 50,000,000                              | 14,000,000   |
| Passenger Terminal Area<br>(in sq. ft.)            | 344,000               | 930,000                               | 2,100,000                               | 682,000  |
| Cargo Terminal area<br>(in sq. ft.)                | 120,000               | 120,000                               | 778,000                                 | 168,000  |
| No. of aircraft gates                              | 40                    | 54                                    | 62                                      | 54   |
| General aviation annual<br>operations              | 130,000               | 100,000                               | unrestricted                            | unrestricted   |
| Automobile parking                                 | 5900                  | 18,300                                | 20,000                                  | 6900   |
| Peak hour capacity (in<br>operations per hour)     | 55                    | 90                                    | 200                                     | 107  |
| Total annual operations<br>(takeoffs and landings) | 250,000               | 380,000                               | 800,000                                 | 454,000  |
| Estimated costs                                    | —                     | \$145,000,000<br>(1974 dollars)       | \$354,000,000<br>(1971 dollars)         | \$292,700,000<br>(1976 dollars)                      |
| Distance from downtown<br>(in miles)               | 16                    | 16                                    | 19                                      | 19   |

\*Figures supplied by St. Louis Airport Authority.

\*\*Figures supplied by St. Louis Metropolitan Area Airport Authority

## Airport

### FROM PAGE ONE

quickly polarized. The Missouri Legislature, with a relatively small appropriation, set up the Missouri-St. Louis Metropolitan Airport Authority to try to block the Illinois project.

Meanwhile, Illinois spent about \$2,870,000 on its operations and studies.

The St. Louis Metropolitan Area Airport Authority, formed by Illinois statute, has gone ahead with the detailed advance work necessary to get federal approval for a new airport. Its proponents contend that the Missouri group would need several years to catch up and that Missouri failed even to come up with more than generalized areas as suitable for a new airport.

An executive of the Ralph M. Parsons

Co. of Los Angeles, consultants on the proposed Lambert expansion, conceded that a basic weakness of Lambert is the lack of sufficient acreage to install parallel runways for operations in instrument weather, and the inability to get enough land to build such runways.

The study concluded, however, that the field could serve area needs adequately for many years by staggering the use of parallel runways too close for simultaneous operations, utilizing one for takeoffs and the other for landings.

Over-all improvements needed for Lambert, not including roads leading to and from it, were estimated by Parsons at about \$145,000,000. The cost of the Illinois airport was put at \$300,000,000 to

\$350,000,000 when it was proposed, also without road costs, and this probably has increased to \$500,000,000 by now because of inflation. Missouri interests put the cost at \$1,000,000,000 or more.

## Nominations Backed

WASHINGTON, Sept. 1 (UPI) — The Senate Foreign Relations Committee has unanimously approved the nomination of veteran Department of State troubleshooter Robert J. McCloskey as ambassador to Holland. Approved also yesterday, subject to confirmation by the full Senate, was the nomination of William J. Bradford as ambassador to the Republic of Chad.

On Today's Editorial Page  
For A New Airport  
Editorial And Cartoon  
Vulnerable FBI Director  
Editorial

# ST. LOUIS POST-DISPATCH

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## What Happens To Business If Airport Moves?

By GERALD M. BOYD  
And SALLY THРАН  
Of the Post-Dispatch Staff

Although no dollar signs are being tagged on the economic impact of the go-ahead for the Columbia-Waterloo airport, some businessmen and officials on the Missouri side of the river are already seeing red ink for businesses

around Lambert Field.

But other officials, including some from the East Side, point out that the decision might revitalize downtown St. Louis and East St. Louis.

The decision by Secretary of Transportation William T. Coleman Jr. yesterday approved an 18,650-acre tract about 19 miles southeast of downtown St. Louis

for a St. Louis airport. Lambert Field, which is about 16 miles northwest of downtown St. Louis, would be retained as a general aviation airport to serve light aircraft.

Coleman said in the decision that he had instructed the Federal Aviation Administration to co-operate with Lambert authorities and local governmental officials to identify jobs and businesses

likely to be hurt by the transfer. Assistance would be provided where possible, he said.

Coleman conceded that hotels and motels around Lambert Field could be hurt. He cited a study provided by the Missouri-St. Louis Metropolitan Airport Authority stating that five airport motels could not break even if they experienced a 10 per cent decrease in their average daily occupancy. The motels are Master Hosts, Northwest Airport Inn, Ramada Inn, Royale Inn and the Sheraton Inn.

About 3000 employes now work at airport support facilities such as hotels and restaurants, Coleman's statement

said. An East Side airport could cost about 1000 of those jobs, it predicted.

Although Coleman downplayed the loss of jobs, several hotel operators expressed concern in interviews yesterday.

"I can't see how we could (stay open) and I don't think other hotels could either," said James J. Suttles, assistant manager of the 250-room Ramada Inn at 9636 Natural Bridge Road, Berkeley.

The county motel operators received an sympathetic ear from some city hotel operators. The support came despite the fact that supporters of the East Side site have contended that it would aid in the economic revitalization of downtown St.

Louis and stymie development in St. Louis County.

"I can appreciate the concern some people have about the demise of existing airport hotels," said Noel Powers, manager of the downtown Bel-Air Hilton Hotel. "I can't say that it will have an adverse affect on us personally, but I am not in favor of the city and the state losing revenue."

Powers and Nick Pappas, of the Holiday Inn-Riverfront said they believed that downtown hotels would probably be helped by the completion of the Gateway Convention Center next year.

And not all of the Lambert Field

See AIRPORT, Page 10



**ONE VOTE AGAINST:** This handmade sign on a farm north of Waterloo, Ill., indicates how its owner feels about the airport.

### Other Airport Stories

**LEGAL ACTION** against the decision for an East Side airport is expected from Senator Thomas F. Eagleton. Page 8A

**BUT CONFIDENCE** in the legality was expressed by Secretary of Transportation William T. Coleman Jr. Page 8A

**POLITICAL** motivation charges were voiced by Warren E. Hearnes, Democratic nominee for Senator. Page 8A

**MISSOURIANS** gave a chilly reception to a proposal for two-state authority over the new airport. Page 3B

**THE CONTROVERSY** over a new metropolitan airport dates back to 1946. Page 3B

# Airport

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area's hotel owners and operators, however, were concerned by the decision. David W. Froesel, owner-manager of the Executive International Inn, 4530 North Lindbergh Boulevard, Bridgeton, said the lodging business would not be seriously affected because heavy industry is nearby.

In fact, he said, the distance from the East Side airport to those industries might necessitate more overnight stopovers. The inn now has 171 rooms and a tower with 40 additional rooms is under construction.

St. Louis Mayor John H. Poelker said at a press conference after the decision that he did not think the East Side would have an impact on the development of downtown St. Louis. That development, he said, was going well and would probably continue to go well.

"But the decision did not take into consideration the fiscal impact on the state, the county, and the city," he complained.

Harry T. Morley Jr., executive vice president of the St. Louis Regional Commerce & Growth Association, said the ruling could shift the economic development pendulum from a western direction toward the downtown area and East St. Louis.

"But there is no question that a new airport in the Dallas-Fort Worth area did serve to bring the community together," Morley said. "At any rate, I don't think that the decision will have a dramatic effect in terms of a tide

developing in one direction or another right now."

Alan C. Richter, the executive director of the East-West Gateway Co-ordinating Council, said it would be hard to measure the decision's impact on the downtown St. Louis and East St. Louis areas. He predicted that employment in both communities would be increased by the construction of the new facility.

On the East Side, state Representative Wyvetter H. Younge (Dem.), East St. Louis, predicted that the decision would mean more jobs for the residents in the predominantly black city.

"I hope the city can now move ahead and develop a long-term economic growth plan that really deals with redevelopment," she said. "There are a lot of areas on the East Side experiencing poverty and there is no doubt in my mind that the decision can have an impact on doing something about the conditions."

Mrs. Younge noted that one condition of the approval by Coleman necessitated the hiring of minority group members and women in the development of the new airport.

Arven H. Saunders, director of the St. Louis Metropolitan Area Airport Authority—the East Side group—said the new airport would have a positive impact on the region's economic picture. Saunders said Lambert would not have the capacity to meet the needs of air carriers in future years. Without a new airport, the carriers would begin leaving the area to the detriment of the economy, he said.

9/2/76

# First Debate Sept. 23; Chance It Will Be Here

By JAMES DEAKIN  
A Washington Correspondent  
of the Post-Dispatch

WASHINGTON, Sept. 2 — President Gerald R. Ford and his Democratic opponent, Jimmy Carter, have agreed to hold a series of three debates beginning Sept. 23, with a "strong chance" that the first debate will be held in St. Louis.

Agreement on the nationally televised debates, the first face-to-face encounter between presidential candidates in 16 years, was announced yesterday by the sponsoring organization, the League of Women Voters, after a day-long negotiating meeting between the Ford and Carter camps.

The first debate will be devoted to domestic issues and economic policy. The second debate will deal with foreign policy and national defense, and the third will be open to all issues. Dates for the second and third debates have not been determined.

The vice-presidential candidates, Senator Walter F. Mondale (Dem.), Minnesota, and Senator Bob Dole (Rep.), Kansas, will meet in a single debate. It will be between the second and third presidential debates.

At the White House, President Ford said: "I think the debates will bring out who will handle the subject best. I think the American people will be the winners."

"It seems to me that with the three debates between myself and my opponent and between the two vice-presidential candidates, the American people will see first-hand, hear first-hand the views of the four of us, and this is the way I believe this campaign can best be decided."

In Plains, Ga., Carter said, "I think the major beneficiaries of the debates will be the American people, to have a chance to compare us, and I can't anticipate yet who might win."

However, Carter expressed doubt whether the debates would be decisive in the campaign. "If either one of us fails miserably, it could affect the success or failure of the other, but I don't think that will happen," he said.

Mrs. Rita Hauser, co-chairman of the debate project for the league, announced the agreement. She said the first debate would be 90 minutes long and would be held at a site yet to be determined.

In its original proposal for debates, the league had proposed Sept. 28 in St. Louis for the first debate.

The league had suggested that one debate be held on the East Coast, one in the Middle West and one on the West Coast.

Mrs. Hauser said yesterday that the sites of all four debates were still being discussed, but that "St. Louis was very much under consideration" as a site.

A source close to the league's debate project told the Post-Dispatch that there was "a strong chance" that St. Louis would be chosen. He said that the league wanted a "neutral site not identified with either presidential candidate" and that St. Louis met this criterion.

"I would say St. Louis is a very likely possibility" for the first debate, he said.

"The choice of each site depends on whether there are adequate facilities available. This is being studied by advance teams."

Carter's press secretary, Jody Powell, who represented the Democratic candidate in the debate negotiations, and Michael Duval of the White House staff, one of the negotiators for Mr. Ford, said they had no objections to St. Louis as a debate site.

In St. Louis, spokesmen for the Chase-Park Plaza, the Breckenridge Pavilion and the Bel Air Hilton hotels said space was available to accommodate the debaters and their groups for Sept. 23.

"We were in touch with them (the debate committee) earlier today and they asked us to set aside 400 rooms for that date," said Dan Rosen, vice president and general manager at the Chase. "They indicated that unless there was some complication, St. Louis would be the first stop. They keep calling us, and all indications are that the Chase is the site."

At the Breckenridge, Neal McFarland, who is in charge of sales, said his hotel "would be in good shape" to accept the

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# Debate

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special visitors. He indicated that the Secret Service already had been in touch with Breckenridge officers, but said he did not know the specific subject of the communication.

A Bel Air Hilton spokesman said space "has been tentatively reserved for Sept. 23," but she declined to elaborate. She said the hotel had no space problem on that date. Spokesmen said they were unaware that Secret Service members had been on the premises for security checks. But Rosen said the Secret Service had worked at the Chase during a recent visit by Secretary of State Henry A. Kissinger and was familiar with the layout.

In Washington, Mrs. Ruth Clusen, national president of the League of Women Voters, said that St. Louis was a

possible site for a debate, but said that her group had not made reservations at any hotel in St. Louis.

Mrs. Houser of the league's debate project said that under yesterday's agreement, a panel of three reporters would question Mr. Ford and Carter in each debate, with a representative of the League of Women Voters acting as moderator. There will be an audience at each debate, but persons attending will be asked to refrain from commenting and applauding, she said.

She said the questions of sites and dates would be settled and announced next week. To be worked out also is whether the second and third debates will be 90 minutes long, and questions on several technical details involving production and lighting, Mrs. Hauser said. In reply to a question, she said the basic

agreement to hold the debates would not be affected by technical matters.

Powell told reporters that there probably would be additional talks between the Ford and Carter camps on the remaining details, but that no additional full-scale negotiating sessions would be necessary.

Asked whether threatened court suits might hold up the debates, Mrs. Hauser said: "We are not afraid of that. We believe our legal position is sound."

A spokesman for independent presidential candidate Eugene J. McCarthy said this week that McCarthy was considering going to court to try to block the Ford-Carter debates on the ground that they would discriminate against his candidacy.

The New York Civil Liberties Union also is "definitely considering" legal

action to try to prevent the debates, an attorney for the chapter, Joel Gora, told reporters.

Gora said the Federal Election Commission was "bending the rules for the major parties" and discriminating against independent and third-party presidential candidates.

In effect, Gora said, the commission decision would allow the League of Women Voters to "spend \$150,000 to promote the candidacies of Ford and Carter."

The commission ruled Monday that the league could sponsor the presidential debates without violating the 1974 Federal Campaign Finance Law. The commission said the league's Education Fund could solicit donations from private individuals to defray the cost of the debates.

However, the commission said the education fund could not solicit donations for the debates from corporations or labor unions, as the fund had proposed. The league has estimated that it will cost about \$150,000 to hold the debates.

This will not include any cost for television time, because the television networks plan to cover the debates as news events without charging for the time.

The Sept. 23 date agreed on for the first debate was considerably later than the date proposed by Mr. Ford. The President had urged that the debates begin as early as next Wednesday.

He had suggested also that the first debate deal with national defense, a subject that presumably would give Mr. Ford an opportunity to display the national defense expertise that he acquired in his 25 years in the House of

Representatives.

However, the two sides agreed that national defense and foreign policy would be discussed in the second debate, indicating that Mr. Ford gave ground on his original proposal.

Carter apparently yielded ground also. He had proposed that the subject of the first debate be "the competence of the present Government (and) the leadership qualities of our President." Instead, the first encounter will be devoted to domestic issues and the economy.

Carter said earlier this week that he hoped at least one of the debates would offer a sufficiently flexible format to permit the two candidates to cross-examine each other.

Just how much opportunity for cross-examination there will be apparently is one of the details that remains to be worked out. If the panels of reporters do all the questioning, the debates will amount to joint press conferences with the two candidates rather than true debates.

Undecided also is whether the candi-

dates will make opening and closing statements.

The 1960 debates between Richard M. Nixon and John F. Kennedy were the last time the presidential candidates of the two major parties met in face-to-face encounters. Neither man was President, however, meaning that, this year's debates will be the first time that an incumbent President has debated with his opponent in a direct encounter.

Both sides said the negotiations for the debates were conducted in what Powell called "a gentlemanly manner." Only two meetings were required to negotiate the agreement, as against 12 to negotiate the Kennedy-Nixon debates.

In addition to Powell, Carter was represented in the negotiations by his television adviser, Barry Jagoda; his press and advertising adviser, Gerald Rafshoon, and a staff assistant, Richard Moe.

Mr. Ford was represented by former Deputy Attorney General William D. Ruckelshaus, political adviser Dean Burch, and Duval.

St. Louis Post Dispatch  
9/2/76



**LAND OF DISMAY:** Mr. and Mrs. Walter Keim discussing the East Side airport decision at their farm near Waterloo. (Post-Dispatch Photos by Bill Kesler)

## Farmers Bitter About Decision To Take Their Land For Airport

By JOHN M. MCGUIRE  
Of the Post-Dispatch Staff

Somewhere from the wallow, a Yorkshire hog snorted in discomfort as Walter Keim said he had known it was all over the night Ronald Reagan lost the Republican presidential nomination.

"That evening, I said right away, 'We're sunk,'" Keim recalled yesterday as he looked toward his wife Dorothy. She stood next to him clutching a copy of a federal report saying a new St. Louis airport will be in Illinois.

For Keim and other farmers from rural Waterloo, Columbia and Millstadt, it is a personal thing. The long-dreaded airport will have a terminal and runway

not far from Keim's 120 acres — concrete, glass and steel covering his soybeans, wheat and corn.

The Keims believe raw politics is the reason they may be uprooted from their farm, where they have lived since 1953 and where Keim's grandfather and uncle worked the land before him.

For Keim, the fact that the Illinois GOP delegation to the convention was overwhelmingly for President Gerald R. Ford — and the majority of Missouri's delegates were for Reagan — says all he needs to know about what happened.

But, he said with a faint smile, "If Ford doesn't make it this fall, that could change it, too."

No land speculators have approached the Keims about their property, although rumors of a company called Mississippi Enterprise, Inc., were circulating long before the East Side airport plan became public knowledge.

The firm purchased a pair of 200-acre farms near him some time ago, he says. Keim owns 80 of the 120 acres he farms. He has about 82 hogs.

"If they could prove to me this was needed, I would go along with it," he said of the airport. "I'm not against progress."

Mrs. Keim attended the press conference yesterday at which Secretary of Transportation William T. Coleman Jr. announced the decision. She seemed to take an even dimmer view of politicians than her husband.

"We asked Coleman how they're going to relocate us," she said. "He doesn't really know. All they want is our land."

Her husband added, "Even if they come and appraised it and gave you a big price, Uncle Sam will come in and take half of it. Anywhere you go, you're stuck. Outsiders have jacked up land prices; land's so scarce anyway."

"They all ask you what you want for your ground. It's not for sale."

Not for sale was something being heard throughout the Waterloo-Columbia area yesterday. Mrs. Maurine Kruse, a neighbor of the Keims, said: "I would die before I'd sell my home."

And down Route 3 from the Keims,

## Farmers

■ FROM PAGE ONE

farmer Conrad Kolmer has posted a large, defiant wooden sign on his fence: "No Airport Here."

Meanwhile, Burton Taake, who has leased a farm near the small towns of Floraville and Paderborn for 19 years, seemed stunned. He looked at the ground as he talked; he didn't talk much. "I think Missouri will go to federal court now," he said. "I can't see how they want to make an airport here, with the hills and creeks and woods."

But the terminal, he said, would be "somewhere near that blacktop road over there."

It seemed that the site of the terminal was shifted by each farmer to emphasize how near "the thing" would be to his farm.

About an hour after Coleman's announcement, the only sounds to be heard in Floraville were two barking dogs. Streets, yards and sidewalks were empty. It looked as though Floraville, which may be endangered by the new airport, had already been abandoned.

Paderborn, too, seemed deserted. Like Floraville, it is not far from Ground Zero.

Mrs. Edward Muskopf, who lives in the former rectory and convent of St. Michael's Catholic Church, came to the screen door. She eyed the visitors suspiciously, as had others on the East Side yesterday.

"Oh, the airport," she said. "Don't talk to me about that."

# Eagleton May File Suit To Block Airport On East Side

By SHEILA RULE  
of the Post-Dispatch Staff

WASHINGTON, Sept. 2 — A strong probability exists that Senator Thomas F. Eagleton (Dem.), Missouri, will join legal action against the decision by the Secretary of Transportation to approve a new St. Louis area airport for the East Side, an aid to the Senator says.

"We are unsure of exactly who would be sued; we still are discussing it," the aid said.

"The question that remains to be resolved is what all the other people involved in the dispute are going to do. We will touch bases with all of them during the 30-day cooling off period. But we do expect some joint action and that some suit will be filed."

"Secretary of Transportation William T. Coleman Jr. yesterday approved an Illinois application for federal money to acquire land near Columbia and Waterloo for a new St. Louis area airport. Coleman's decision stipulated that operation of the new airport was not to begin before 1992 unless a Missouri-Illinois authority was formed and that Lambert Field was to continue operating as a major airport until operations were transferred to the East Side.

The Secretary made conditions to his long-awaited decision, such as that persons who lose jobs at Lambert be given priority in jobs at the new airport, that Missouri construction workers be given equal employment opportunities and that Lambert officials and municipalities be assisted in substituting new jobs and opportunities for persons or businesses hurt by the transfer.

Effective date of the decision will be deferred by 30 days to give the Council on Environmental Quality time to review it.

Eagleton, a long-time opponent of the new site, said yesterday that the Secretary had "overstepped his authority" in making his decision "against the overwhelming opposition of the people and governing jurisdictions of that area."

"While I have not yet had time to review the Secretary's decision in detail, my preliminary reaction is that the decision stands on shaky legal grounds," Eagleton said.

"I will continue to review this aspect of the decision, and I hope to be prepared to comment more specifically tomorrow in St. Louis."

Eagleton was to be in St. Louis today to deliver a speech to the Sixth Police District Businessmen's Association.

Eagleton's aid said the strongest legal challenges appeared to be on authority given to Coleman to approve a new site under the Airport and Airways Act and on the department's lack of authority to land-bank. The Airways Act is the law under which construction funds for new airports are made available.

Eagleton has said that sections of the act prohibit Coleman from choosing airport sites unless the affected jurisdictions agree with the plan. For that reason, he has contended, Coleman should have suspended consideration of Illinois' application for a new airport because Missouri officials opposed it. Eagleton has said that Coleman's authority to dictate airport sites is limited. The Senator says the Federal Aviation Administration along with local communities has that responsibility.

On land-banking, an Eagleton aid said earlier this week that it was an issue "that the St. Louis people will file suit on if the Department of Transportation rules against Missouri."

Eagleton's position is that the Department of Transportation's definition of land-banking amounted to no definition. The department concedes that it has no authority to land-bank, Eagleton says, and legislation this year renewing the Airport Development Assistance Program requires the department to under-

take a year-long study of whether it should have land-banking power.

A third legal issue that could be raised is the failure of the Illinois applicants to obtain a so-called A-95 review of their revised proposal for a site, a legislative assistant to the Senator said.

"The A-95 review refers to the Office of Management and Budget circular of that number which says any application for federal funds must be cleared through a regional agency — in this case the East-West Gateway Council — so that all interested parties in the area have an opportunity to comment," the assistant said.

The Mississippi River was the dividing line for congressional reaction to the decision. The decision was applauded by Congressmen on the Illinois side of the river and assailed by those in Missouri.

Senator Stuart Symington (Dem.), Missouri, said he hoped the airport plan would be defeated in the courts or by public opinion. He said the decision was damaging to the economy of Missouri and the nation.

"Secretary Coleman's approval of the Illinois airport proposal is an unwarranted and unnecessary use of federal funds," Symington said, "and but a further illustration of the way bureaucrats in this Administration are wasting the taxpayers' dollars."

Symington said the decision "drips in politics." His son, Representative James W. Symington (Dem.), Ladue, suggested

also that politics was involved in the decision.

He said, "It is hard to understand how an Administration which preaches fiscal responsibility can advocate a multimillion-dollar spending project that has been totally rejected by the locality principally affected — and advocated on the basis of outmoded technology."

"Perhaps it is not so surprising when we consider that the decision was announced two months before a national election in which the electoral votes of the favored state outnumber ours."

Representative Symington said new technology not considered in the decision could make the Illinois airport obsolete before it is constructed. He said also that he was confident that the Missouri congressional delegation would oppose appropriations for the project.

"Moreover, as the Administration pointed out, a new administration taking office in January could reverse this decision," he said. "This is something Missouri voters should consider."

Representative Leonor K. Sullivan (Dem.), St. Louis, said she would support legal action "if it would be proper."

"Of course, the decision to put off to 1992 makes it seem a long time away before Lambert would be inoperative, unless Missouri and Illinois would agree to get together on a plan both could agree to. However, I'm not certain that

Washington can make this kind of decision without the consent of our Missouri authorities."

Another Missouri Representative, William L. Hungate, a Democrat from Troy, said the decision contradicted the Secretary's previously stated optional transportation policy of "not more capacity but modernization and repair and more effective utilization of existing capacity." Hungate said, "I believe our nation can ill-afford this substantial commitment of both money and energy that this course will require."

He said he saw no justification for moving the airport to the East Side in 1992, "unless you want to move it to celebrate the 500th anniversary of the discovery of America."

Representative William L. Clay (Dem.), St. Louis, said that although the Secretary had promised to protect the interests of Missourians, Coleman might be unable to keep that promise.

"Specifically, number one, loss of present jobs," Clay said. "The Secretary stated employees of Lambert Field would have first priority in filling jobs at the proposed Illinois facility. This promise rings hollow."

"The new airport site is about 19 miles from St. Louis. St. Louis residents who are employees of Lambert will find it a major hardship, if not a total impossibility, to commute this distance."

Illinois Congressmen reacted differently. Senator Charles H. Percy (Rep.), Illinois, said he believed Coleman was

on "sound legal ground" in making the decision.

"Those who disapprove could file suit," Percy said. "Many contend the Secretary doesn't have authority to make a decision as long as there is not approval by all communities affected."

"As I read the authority given to the secretary ... there must be agreement in the area in which the airport is proposed to be located," meaning Columbia and Waterloo.

"But it doesn't mean he has to have unanimous consent from everyone. You'd never build an airport anywhere."

Percy said the decision represented "a major investment in the future" for both sides of the river.

"The new airport ... will be a powerful magnet to draw industry and jobs to the entire region, thus serving the major population center of St. Louis and surrounding communities in both Missouri and Illinois."

Representative Melvin Price (Dem.), East St. Louis, said the decision "offers the St. Louis region the unique opportunity to plan and develop its aviation resources carefully and efficiently on a long-term basis." Price was a prime mover in the House for the East Side airport site.

Representative Paul Simon, a Democrat from Carbondale, said the decision was more "clear-cut" and less political than he had expected. Columbia and Waterloo are in his district.

"I had anticipated a more political decision," Simon said, "one that would have proposed long-term land-banking in Illinois and no definite word on Lambert. I am pleased that that unsound approach has been rejected."

Simon said, however, that the question of the tax base in Monroe County, where the site is situated, was not considered. "Some answer must be provided that does not impose a special tax burden on citizens of Monroe County," he said.

Senator Adlai E. Stevenson (Dem.), Illinois, said Coleman's decision was one reached by "all recent secretaries of transportation, all recent administrators of the FAA and all the objective airport studies."

"A new airport for the St. Louis metropolitan area will be built at Columbia-Waterloo or not at all," he said. "Everyone gains by this decision and no one will gain by further delay."

## Calls Airport Decision Politically Motivated

By FRED W. LINDECKE  
and JEFF GELLES  
of the Post-Dispatch Staff

Former Gov. Warren E. Hearnes, the Democratic nominee for the Senate, has charged that Secretary of Transportation William T. Coleman Jr. was politically motivated in his decision favoring a new airport on the East Side.

Hearnes said in a statement that the decision was delayed until after the Republican national convention last month in order to help the campaign of President Gerald R. Ford for his party's nomination. He charged that the decision appeared to be a reward to former Gov. Richard B. Ogilvie of Illinois, for

his support of Ford.

"The decision is suspect because of the delay," Hearnes said, "and because it appears to be a pork-barrel payoff to former Gov. Ogilvie because he could deliver the Illinois delegation to Ford, and my opponent and his cronies were unable to do the same as far as the Missouri delegation was concerned."

Hearnes's opponent, Attorney General John C. Danforth, refused through a spokesman to respond to Hearnes's statement. But a spokesman for Republican Gov. Christopher S. Bond, who is a candidate for re-election, said, "The Governor would call that absurd."

"The decision was a bad administrative decision made by a secretary in the

President's Cabinet, and was not based on politics or political maneuvers by President Ford," said Bruce H. Blomgren, Bond's press secretary. Bond, who returned yesterday from the Southern Governors Conference in Williamsburg, Va., could not be reached for comment on Hearnes's charges.

Blomgren said that the delays that preceded yesterday's decision were caused by the need to examine each new piece of information or evidence developed by each side in the dispute. Bond, who criticized the decision yesterday at press conferences held as soon as he returned to the state, is "very upset by the decision," Blomgren said.

"We're going to have to take the

gloves off and fight it because of what it means to Missouri and not waste our time calling political names at each other," Blomgren said.

Joseph P. Teasdale, Bond's Democratic opponent in the race for the governorship, accused Bond of failing to look out for the interests of his constituents. In a statement issued today, Teasdale charged that Bond "seems to be handing everything over to out-of-state interests."

"Doesn't he (Bond) have any clout with his Republican friends in Washington?" Teasdale's statement asked. "Or doesn't he try too hard to help his fellow citizens?"

Teasdale accused Bond of a "lack of concern and lack of toughness."

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# Presentation By Coleman A Basis For Legal Defense

By DAVID R. WALLIN  
Of the Post-Dispatch Staff

When Secretary of Transportation William T. Coleman Jr. was writing the document approving a new major airport at Columbia-Waterloo on the East Side he apparently was laying the groundwork for a strong defense against expected legal actions aimed at blocking the decision.

Proponents of continued long-term use of Lambert Field had threatened in advance to file suit if the East Side site were approved. After the decision was announced yesterday, several Missouri leaders promptly predicted that the ruling would be attacked in the courts. Among them were Senator Thomas F. Eagleton (Dem.), St. Louis, and Missouri Gov. Christopher S. Bond.

Coleman, a senior member of a Philadelphia law firm and a former director of Pan American World Airways, conceded at a press conference here that suits might be filed and that his ruling could be overturned by the courts or Congress. But he expressed confidence that he was on firm legal ground.

The chief legal points that have been raised by Lambert Field proponents have been a challenge to Coleman's authority to make such a decision; a contention that he had failed to get participation from both sides of the Mississippi River in a joint project; and the argument that it was the clear intent of Congress in enacting the federal airport aid measure that all segments of the area affected must approve a new airport project.

Coleman's 118-page, single-spaced book incorporating his decision is, in many respects, like a well-researched legal brief prepared for a suit at the appellate court level. It covered each of these arguments. In addition, he elaborated on the points in his talk to the press conference.

An 18-page legal opinion detailed his reasons for believing he has the legal authority to make such a decision. It goes into the legislation covering his statutory authority over airport projects.

The document noted that some of his predecessors as Secretary had tried, without success, to get the various

factions in the St. Louis area together to make their own decision on a new airport site.

"These efforts failed," he told the press conference. "If there is anything to the federal theory of governmental authority, it not only permits but requires federal officials to make a decision when there is a stalemate at the local level on an important question.

Coleman was equally firm on the intent of Congress in passing the airport aid legislation.

When the measure was up for passage, Senator Eagleton had asked a series of questions of sponsors as to whether there was anything in the bill that would permit federal officials to force a new airport site on a community without its approval. He was assured that such approval would be required.

"The dispute that was referred to in the Senate discussion was one in which a political authority in one state sought to build a new airport in an adjoining state, where the communities opposed the project," Coleman said.

The dispute he referred to was one in which the Port Authority of New York and New Jersey sought to build a fourth major airport for New York at a site in New Jersey, about 50 miles from New York City.

"Here the situation is just the opposite," Coleman said. "Illinois is seeking to build an airport within its own borders. It approves the project and is seeking federal approval.

"I cannot believe that it ever was the intent of Congress to permit one state to veto a project by another state within its own borders.

"This is an application by Illinois to build an airport in Illinois. If the Missouri theory holds, and it can block the project by its disapproval, let's suppose that at some future date Missouri wants to replace Lambert with a new airport in Missouri.

"Illinois could then block the project by contending that its part of the metropolitan area also was served by the airport. You would never get an airport approved anywhere in the country for a metropolitan area that extends across state lines.

"I'm certain Congress never intended that such a situation would exist."

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# Labor Leader Assails Choice

By EDWARD H. THORNTON  
Of the Post-Dispatch Staff

The decision to place the metropolitan area's major airport on the East Side has drawn predictably diverse comment from labor leaders in Illinois and Missouri.

At stake are at least 1800 construction jobs for five to eight years. The federal plans for the airport stipulate that Missouri workers get a fair share of those jobs.

William Horstman, secretary-treasurer of the Southwestern Illinois Building and Construction Trades Council, said he was elated over the site decision.

But Richard Mantia, executive secretary and treasurer of the St. Louis Building and Construction Trades Council, charged that the decision was "based on politics."

Secretary of Transportation William T. Coleman Jr. announced the decision at a press conference here yesterday. He said he had had no communications with the White House before reaching his decision. But Mantia said President Gerald R. Ford "probably informed the Secretary that it would be favorable to put the airport on the East Side."

"After all," Mantia said, "Illinois carried Ford at the Republican convention and Missouri went for Ronald Reagan. And Illinois has 26 electoral votes, while Missouri has but 12."

The East Side's Horstman expressed a hope that Missouri and Illinois airport authorities would get together soon so that a start can be made on the new airport. Mantia, however, envisioned legal battles before any accord.

Horstman said, "There's been enough wrangling over the location of the new airport. It's time to stop acting like kids."

"Development of the new airport will put thousands of tradesmen to work. It is not only the construction of the facility itself that will accomplish this, but there are the hotels, motels and restaurants that will be built. In addition, hundreds of miles of new highways will have to be built."

Coleman stipulated that the building and construction trades unions on both sides of the Mississippi River agree that workers from Missouri be given reasonably equal opportunities.

Horstman said, "We favor that." But Mantia said

that Coleman's statement provided no job assurance to Missouri workers.

"I don't think the jobs can be fairly dispersed," Mantia said. "We'll get men on the jobs when all the Illinois construction trades union members have been employed. I think that's the feeling over there, also. And it would be the same way on this side of the river."

"Coleman's decision will completely stop construction in the area of Lambert Field, and the development at Earth City will be stopped, too."