Airlines ots Agree Contract

for 22% Boost Months; Top Reach $80,600

and LEWIS M. PHELPS
WALL STREET JOURNAL

...s agreed to a key wage boost the annual base ... pilots more than $11,- will raise its average slightly above that in a ...y pact reached earlier ...r Lines.

...reases are included in ...th labor agreement ...etween United and the ...ciation. The proposed ...ts flying for United, a ... the nation's biggest air

...h United and the pilots to give details of the ...s ratification by the ...utive Council. But its ...ns were learned from ...ots and union and air-...

United's pilots are to ... 6% retroactive to last ...ext June 1, 4% on Jan ... 4% on June 1, 1976 ...gain of nearly 22% over ...sed agreement, which ...c. 13, 1976. Including a ...d 5.5% pay boost given ...ve last May 1, a month ...ct expired, their aver-...ve jumped more than ...rom scales in effect be-...

...lots—those that captain ...craft—will move to an ...e pay of about $80,600 ... increase from $66,300 ...effect since last May's ... from $62,900. Captains ...raft types would move ... from $56,500 for Mc-...rp.'s DC10s, to $63,600 ...Donnell Douglas DC8s, ... for Boeing 727s and to ...for Boeing 737s.

...ay scales for captains ...increase will be a few ...w those that will be ... by Delta's senior pi-...the typical 747 captain ...rning $81,200 a year at ...e the top United scale. ...r the Delta agreement, ...in pay raises over 30 ...them "in the over $100,-... for the first time. They ... a ...ing company-paid ... benefits to the base

... proposed pay scales ... officers generally ... which tradition-... difference between ... two members of ... airlines. For ex-... estimated that

Strict Vinyl Chloride Limits, Due Jan. 1, May Be Delayed by Federal Court Ruling

By a WALL STREET JOURNAL Staff Reporter

NEW YORK — Imposition of Labor Department standards to severely limit exposure of workers to vinyl chloride, a gas linked with more than two dozen cases of a rare liver cancer, might be delayed by a ... appeals panel's decision.

...manent standards developed by the Labor Department's Occupational Safety and Health Administration, which would require companies to hold vinyl chloride levels in the air workers breathe to one part vinyl chloride per million parts of air, averaged over an eight-hour period, are scheduled to go into effect Jan. 1. But a special three-judge panel of the Second Circuit Court of Appeals here granted a stay until it could decide the merits of an appeal by the Society of the Plastics Industry and eight companies that oppose the new standards.

The judges, retired U.S. Supreme Court Justice Tom O. Clark and Judges Frederick van Pelt Bryan and Kevin T. Duffy of the U.S. District Court of the Southern District of New York, have heard all the arguments presented by the companies and by the Justice Department, representing the Labor Department, and could conceivably rule on the merits of the appeal by Jan. 1. In the event they don't, however, standards in effect since last April that permit 50 parts per million vinyl chloride would remain in force, the panel ruled.

The 50-parts-per-million limit was issued by the labor agency unit as a temporary emergency standard last March, within weeks of the first reports that workers exposed for several years to high concentrations of vinyl chloride gas had died of liver angiosarcoma, a rare but invariably fatal cancer. The emergency standard went into effect last April.

Prior to the 50-parts-per-million limit, levels of vinyl chloride in factory air were generally considerably higher, often reaching several thousand parts per million.

The temporary emergency level became the first stage of permanent standards invoked by the Labor Department last October, after more than 26 cases of angiosarcoma had been reported world-wide. But industry challenged the second stage, a one-part-per-million limit, due to begin Jan. 1, as unnecessarily strict and impossible to meet.

In addition to the Society of the Plastics Industry, the concerns participating in the appeal of the permanent standards are the Hooker Chemical Corp., a subsidiary of Occidental Petroleum Corp.; Union Carbide Corp.; Air Products & Chemicals Inc.; B. F. Goodrich Co.; Uniroyal Inc.; Dow Chemical Co.; Firestone Tire & Rubber Co. and Tenneco Inc.

Vinyl chloride is a widely used industrial gas used mainly to make polyvinyl chloride, or PVC, a plastic with many applications. Use of the gas as a propellant in aerosol products has been banned.

About 6,000 workers are employed in plants that make vinyl chloride gas and-or polyvinyl chloride, but the permanent standards would also affect workers who fabricate PVC into a wide variety of finished products. The number of workers in the PVC ... industry has been variously estimated at 350,000 to 700,000.

American Air to Sell Two Freighter 747s; Price Is $40 Million

By a WALL STREET JOURNAL Staff Reporter

NEW YORK—American Airlines agreed to sell two converted freighter versions of the Boeing 747 "jumbo jet" to Trans Mediterranean Airways for about $40 million, industry sources said.

Trans Mediterranean is a privately owned, major all-cargo carrier based in Beirut, Lebanon. The planes will be the first 747s in its fleet.

Although final documents covering the transaction haven't yet been signed, negotiations are considered completed by both parties and signing is expected shortly without complications. A spokesman for American declined any official comment on the matter, however.

For American, the sale increases to six the number of 747s it has sold this year since concluding in the light of disappointing traffic growth that it overbought the big plane. It had purchased 16 of them for about $25 million apiece. It grounded 10 of its 16 last January during the fuel crisis but later returned most of them to regular service while continuing to try to pare the fleet's size. In addition to previously selling four planes—three back to Boeing Co. and one to the National Aeronautics and Space Administration—American also had converted two to cargo-only configurations.

But the latest transaction also represents a marked waning for the time being of American's once-strong interest in the 747's freight-carrying potential. The first 747 freighter it will deliver to Trans Mediterranean will be the second converted 747 that American originally had planned to use on its own domestic routes starting next month. Instead, the plane, due for return to American from Boeing after completion of its modifications within a few weeks, will be further refitted, including an upgrading to more-powerful, longer-range versions of its engines. It will be delivered early in 1975 to Trans Mediterranean.

The second delivery is slated for the spring of 1976.

The sale arrangements with Trans Mediterranean give American the option to continue at least one 747 freighter in service at all times if it wishes, since it could convert another of its passenger planes to a freighter to meet the scheduled second delivery date. It also could deliver the freighter it is operating if the cargo slump continues or other circumstances dictate such a move.

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