



Fig. 1. “Graph of audiometer tracings throughout tone range of physiological age groups. Solid line represents group under 4,000 air-hours; dash line, 4,000 to 8,000 hours; broken line, 8,000 to 12,000 hours; and dotted line, over 12,000 hours. Arrow at left, just above zero, indicates normal value level.”

JANUARY 1997

Injuries aboard aircraft carriers (Naval Aerospace and Operational Medical Institute, Pensacola, FL; Johns Hopkins University School of Public Health, Baltimore, MD): “During a 6-mo deployment, 335 injuries occurred in the shipboard locations studied [flight deck, hangar bay, gym]. More than one-third (36%) of these injuries resulted in lost duty time, accounting for 768 man-days of lost duty during the deployment. Recreational injuries represented 19% of all injuries, but 25% of all lost duty injuries, a statistically significant contribution to lost duty time when compared to job-related injuries ($p = 0.04$). The sports of basketball, volleyball, and football were more likely than other recreational activities to cause injuries resulting in lost duty time ($p = 0.01$). Musculoskeletal injuries, particularly injuries involving the lower extremity, neck, and back, were also associated with increased risk of lost duty time ($p < 0.001$).”³

JANUARY 1972

Attitudes toward aircraft noise (Douglas Aircraft Company, McDonnell Douglas Corporation, Long Beach, CA): “In general, the major effect of aircraft noise was upon activities involving active or passive communication (e.g., talking on the telephone and viewing television). Other findings included (1) a majority of respondents are not bothered or are only slightly disturbed by aircraft noise, (2) few respondents have made a formal complaint about aircraft noise, and there is limited awareness of noise abatement activity, (3) the majority of residents were aware of the existence of noise before moving in and (4) few respondents felt their property value had decreased, and even fewer were willing to make any personal expenditure to eliminate aircraft noise.”¹

Air traffic controller job satisfaction (Civil Aeromedical Institute, FAA, Oklahoma City, OK): “The categories of job challenge, job tasks, careers characteristics, and salary contained the most positive responses about ATC work, while the categories of management, work schedule, career characteristics, and job tasks had the most negative responses. Attitude patterns from trainees were similar. ATCS responses for likes at facilities were most frequently about job tasks, facilities, peers, and job challenge; dislikes focused on facilities, management, job tasks, and work schedules. No relationships between attitudes and age, experience, or job performance ratings were found. There was a high degree of similarity between these findings and results obtained in motivational studies of other professions.”⁴

JANUARY 1947

Pilot hearing loss (American Airlines System, Jackson Heights, NY): “Routine audiographs of 449 airline pilots show a gradual deterioration of hearing with progressing years, particularly in the high tone range. The pilots were checked on two ages, chronological age and physiological age... Physiological age in air-hours was divided into four groups... The average hearing loss in decibels in each group is shown, together with the composite audiograph [Fig. 1].

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By reason of the extent of these losses, a general impression is created that would indicate causal relation between professional aviation and auditory decline.”²

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