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1947 Annual Meeting of the National Association of State Aviation Officials

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STATE AND LOCAL

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1947 ANNUAL MEETING OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

CIVIL aviation problems of major importance highlighted the discussions at the Twelfth Annual Convention of the NASAO held in Fort Worth, Texas, October 26-28, 1947.

In addition to State Aviation Directors, members of State Aviation Commissions, engineering and other technical staffs, and members of several State Attorneys General's offices, there were in attendance representatives of Federal Agencies, Scheduled Airlines, Air Transport Association, Aviation Insurance, Airport Executives, American Road Builders and related associations, the JOURNAL OF AIR LAW AND COMMERCE, and research study groups. The 36 State aviation agencies in attendance contributed their experiences in civil aviation during the 1946-1947 Association year; the absent members, mainly from the New England States, were detained in their home states to direct the fighting of serious forest fires then raging.

Fourteen resolutions were adopted as follows:

1. *Aeronautical Accident Prevention Program*: "That the NASAO favors immediate action to effectively organize and conduct a continuing nation wide aeronautical accident prevention program under the coordinating leadership of the National Safety Council, and that appropriate action to provide adequate funds for this purpose be vigorously supported to the end that such a program may be initiated at an early date."

2. *Navigational Aids and Airmarkers*: "That the NASAO urges and requests the active support of the CAA to the objectives of Senate Bill 462, the 80th Congress, authorizing reimbursement to public agencies for the damage to their publicly owned air navigational aids and airmarkers caused by federal agencies, when it is considered by the 80th Congress." (Senate Bill 462 provides for reimbursement of damaged or obliterated airmarkers in the states.)

3. *Aviation Education*: "That the NASAO vigorously protests the Veterans Administration's ruling of September 10, 1947, affecting aviation training as an integral part and accredited elective offered by colleges and universities under the G.I. Bill, and requests the rescinding of such restricted ruling."

4. *Proposed Amendment to Part 40, C.A.R.*: "That the NASAO records itself opposed to the foregoing amendment (involving firefighting equipment, including personnel, on airports; and lighted wind socks on the ends of runways on all airports used for scheduled air carrier operations)."

5. *Helicopters, State Regulations*: "That in order to permit the helicopter to serve the communities and states to the full extent of its usefulness, each of the states of the United States whose statutes and regulations now have limitations which do not permit helicopters to operate in the manner now permitted by the Civil Air Regulations as recently revised, is hereby urged to take such action as may be necessary to remove such limitations." (C.A.R., Sec. 60.107, Minimum Safe Altitude; Sec. 60.201, visibility.)

6. *Flight Training Program*: "That the NASAO requests the Civil Aeronautics Administrator and the Department of National Defense to consider the adoption of a national civilian flight training program."

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7. *Aircraft Noise*: "That the NASAO hereby informs the aircraft manufacturing industry of the extreme importance of this problem and urges each member of the industry to take immediate action to see that their future product embodies effective means to reduce the external noise of aircraft to the point where it will no longer be considered a nuisance."

8. *Air Force in Being*: "That the U. S. Congress be and it is hereby requested to enact legislation, budgetary and otherwise, supporting an AIR FORCE IN BEING, and providing for a military air research program of the required proportions to safeguard our military aviation manufacturers, and produce aircraft which will continue to out-perform those of other nations."

9. *State Technical Assistance on Airport*: "That all states make state airport aid available to the extent that may be necessary to implement the development of airports by assistance to the local sponsor in planning, development and financing."

10. *Veterans Administration, Aviation Education*: "That the NASAO protests the action of the Veterans Administration in permitting the dictation by its sub-offices of requirements which are in direct conflict with the prerogatives of the state approving agencies as granted to them in Public Law 346 as amended. It is, therefore, urged that the Veterans Administration immediately take the necessary steps to correct this practice and forthwith establish closer coordination with the state approving agencies."

11. *International Aircraft Flights*: "That the appropriate federal agencies are requested to staff all existing airports of entry so that service may be obtained at any time without additional cost and that an immediate study be made in connection with the NASAO of the needs for additional airports of entry in the United States."

12. *Airport Construction*: "That the Civil Aeronautics Administrator be urged to work jointly with the states to streamline and simplify the rules, regulations and standards in order to hold out every inducement possible to the small community to participate in the development of landing areas, and Class I, II and III airports, and further, that if simplification cannot be accomplished without amendments to the Federal Airport Act, that the members of Congress are hereby urged to make such amendments as may be necessary, in order that the declared purpose of the Federal Airport Act with respect to the development of the airports be accomplished."

13. *Enforcement*: "That the NASAO hereby directs its officials to confer with officials of the CAA and CAB for the purpose of drafting and supporting an amendment to the Civil Aeronautics Act of 1938 which, after affording the holder procedural due process, will permit state courts and state aviation agencies to suspend or revoke the federal airmen certificate of any violator of federal laws or regulations designed to prohibit reckless or unsafe flying."

14. *State Aeronautics Agencies*: "That the NASAO urges the Congress of the United States to take immediate and favorable action on the pending measures to provide state participation in the Federal Airport Program, in accordance with the long established, successfully operated pattern of federal-state-local cooperation on highways, and that the NASAO reaffirms its previous statement urging the states to take appropriate action to insure that their aviation agencies will be adequately empowered to participate in the Federal Airport Program."

From the several NASAO committee reports presented to the annual meeting it was apparent that great progress has been made during the past year in effecting a greater interest and participation by the general public, various state and federal agencies, and national aviation associations, in the problems, needs and probable solutions of civil aviation, as they are developing daily. Frank open discussions also brought out the specific areas of federal-state relationships in certain aspects of civilian aviation which had reached a point of considerable strain in the preceding months. All to the good—for the foundation was laid for a closer working together of these two governmental agencies. Where both federal and state legislative enactments impose definite responsibilities upon those persons and agencies charged with carrying out their provisions, it is understandable that opportunities can and do arise which lead to disagreement on matters of detail. It was encouraging to note the changing spirit of willingness to "give and take" on the part of both sides. This same spirit of "let's all get our heads together and do something about the sick patient of civil aviation!" was further augmented by the statements made at the Fort Worth meeting by representatives of non-governmental segments of the aviation industry. The American public should see and receive considerable benefit from a good-faith execution of this new spirit during the next year.

Speakers at the several sessions cautioned again and again against over-regulation of the industry by both federal and state aviation agencies, as being one of the greatest deterrents to the health of civil aviation. Many constructive suggestions were made on modifying existing federal and state regulations, chief among which were on the airworthiness certificate for aircraft and on the national airport program. Both T. P. Wright, Civil Aeronautics Administrator, and representatives of the industry suggested that greater development of new and needed types of aircraft could be encouraged by placing the responsibility upon the aircraft manufacturers to incorporate safety requirements into their product rather than following a mass of regulations narrowing their perspectives.

Modifications of standards for the smaller class airports, i.e., class I, II and III airports, and modification of the forms and procedure for federal funds were extensively discussed. In connection with the engineering standards, it was suggested that the federal agency responsible for the national airport program institute and implement research and engineering investigations as a fundamental objective of its activity and utilize the facilities of one of its own segment which is the C.A.A.-Technical Development Service at Indianapolis, Indiana. This C.A.A. Service is capable of engaging in and accomplishing considerable research for the physical elements entering into the actual construction of airports. It is our understanding that certain phases of its research have been incorporated into recommendations as well as suggestions for further study and research submitted to the Washington Airport Section of the C.A.A.

New officers elected by the NASAO were President, Clarence Cornish, Indiana; Vice President, C. E. A. Brown, Ohio; Vice President, W. C. Lazarus, Florida; Vice President, H. R. Wiley, Montana; Secretary-Treasurer, Ed Knapp, Vermont. Cooperation and coordination by all segments of civil aviation is the key to bringing the "sick patient" to vigorous health and future. The new officers pledge their unstinting and concerted efforts to achieve this goal during the coming Association's year. When the NASAO convenes again in annual meeting at Boston, Massachusetts, next Fall, the record will tell the story.

M. C. D.