

1952

Nasao Activities

Recommended Citation

Nasao Activities, 19 J. AIR L. & COM. 107 (1952)

<https://scholar.smu.edu/jalc/vol19/iss1/7>

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STATE AND LOCAL

NASAO ACTIVITIES

HIGHLIGHTS OF MEETING OF THE BOARD OF DIRECTORS

TWENTY state officials, as well as 25 government agency and industry association representatives, attended the winter meeting of the Board in Washington in February. Progress was reported on the drafting of a Uniform Aircraft Financial Responsibility Act and on the completion of a Uniform Act on the Recordation of Aircraft Conveyances. Interest in the former has been heightened by the series of crashes at Elizabeth, New Jersey. Other highlights dealt with the following general categories:

Civil Defense—It was urged that the ADAC “plan for the security control of air traffic during military emergencies (SCAT)” should be declassified and released promptly for distribution in order that state and local plans may be designed to conform with it. Defense officials hope the plan may be released within sixty days. It was reported to the Board that regulations governing civil defense insignia are being prepared for all vehicles engaged in civil defense.

Airports — Airways — The NASAO Board agreed that State officials should maintain close contact with CAA regions concerning the decommissioning of L/MF 4-course radio ranges. Many states reported that some CAA airport engineers and air carrier safety agents appear not to be complying fully with CAA’s single runway policy directive. A need was expressed for CAA approval of higher cross-wind landing components and an emphasis on the use of cross-wind landing gear in order to eliminate the cost of extra runways. It was also mentioned that a “must” is the development of traffic patterns to reduce flying over congested areas.

Status of Federal Airport Program—The Directors were advised that the Bureau of the Budget of the Federal Government had placed a \$14,000,000 limit on the fiscal 1953 Federal Aid to Airports Program. The Board believes that the directive issued by the Secretary of Commerce that no new airports will be begun in 1953 will not apply to projects that meet national defense requirements. It was reported that the CAA’s estimate of \$25,000,000 for fiscal 1952, in order to meet urgent demands for air carrier airports, may have difficulties in getting approval by the Department of Commerce and the Bureau of the Budget. A resolution was adopted to support the proposed amendment and supplement to the Federal Airport Act which provides for biennial rather than annual appropriations for airport development.

Airport Operation and Maintenance—Board members discussed the necessity for increasing non-aviation income, and the majority of those present were critical of CAA’s plans to “lay off” airport consultants and CAA traffic controllers as detrimental to aviation safety.

Anti-noise Program—It was agreed that states should take action (legislation where necessary) to develop airport and airways “close in” traffic patterns so as to reduce or prevent unnecessary flying over congested areas.

Air Age Education—The Board heard reports that considerable progress is being made in organizing National Aviation Education Council state chapters. Several National Aviation Trades Association and Aeronautical

Training Society representatives at the meeting reported little progress in obtaining Congressional and military approval of training programs other than the ROTC Bill (HR 1168). Since the meeting of the Board, a new draft civil aviation training bill was the subject of a meeting of CAA and industry officials, and two drafts have been introduced into Congress (S. 2892 and 2803 by Senator Edwin Johnson and H.R. 7074 by Representative Hinshaw). The bills are almost identical. It was reported that the Air Force is expected to continue its present nine contract flight schools but it is bringing to a conclusion a majority of the technical training and civilian school programs because the facilities are now greater than the number the students require.

Military Occupancy of Civil Airports—The Board adopted a resolution recommending “that before military services occupy civil airports Congress require the military services concerned and the Munitions Board to certify that total costs of reconstruction and the removal of civil activities, construction of a new civil airport (where required), etc., will not cost more than a new military base at a different site in the same locality.”

The Board also voted to urge the CAA and CAB to delete the prefix “private” from pilot’s certificates and the prefix “private” and “personal” from airport classifications. Subsequently, this was passed on to the President’s Airport Commission.