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REGIONAL AVIATION CONFERENCES

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The Chamber of Commerce of the United States has long been active in its support of commercial aeronautics and with the aid of its special Committee on Aeronautics has endeavored to determine measures which would best contribute to the fullest development of the industry and bring them to the attention of business organizations, the proper public officials and the general public.

Among the declarations of the Chamber's membership are a long series of measures relating to aviation, among which are the Air Commerce Act, the Contract Air Mail Act, the simplification of air mail rates, the provision of airports, landing fields and airways with the necessary aids to air navigation, the improvement of insurance facilities to give adequate and reasonable coverage of aeronautical risks, the coordination of state and local legislation and regulation with federal regulation, and the improvement of international facilities affecting air transportation.

With these ideas in view the National Chamber, with the active cooperation of the Aeronautical Chamber of Commerce of America and the assistance of the Aeronautics Branch of the Department of Commerce, has sponsored during the past few months a series of seven regional conferences for the purpose of considering the problems of commercial aeronautics along with analagous problems of street and highway traffic. These were held at Philadelphia, Boston, Chicago, Minneapolis, Atlanta, Dallas and Portland, Ore.

There were in attendance at these conferences representatives of local chambers of commerce from nearly every state in the Union, together with representatives of the aeronautics industry, public officials and others interested in the subjects under consideration.

In general, the recommendations which came out of all of these regional conferences are practically the same on the main questions involved, but on some points a variety of views were expressed. The following resolutions summarize the views of all seven conferences held during the fall of 1930:

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1. In the interest of facilitating air transport development and protecting the public in its enjoyment of this new mode of transportation, it is urged that:

- a. The states require Federal licenses for all aircraft and airmen operating within their borders.¹
- b. The states require all aircraft operations within their borders to conform to the Federal Air Traffic Rules and that state and local authorities be charged with the enforcement of this requirement.²
- c. The states enact legislation enabling municipalities, counties, or other political subdivisions, separately or jointly to acquire airport sites by purchase, grant, lease or other means, and to develop, operate and police airports; such legislation to include (1) authority to acquire sites within and/or without the corporate limits, (2) extension of the police powers beyond the corporate limits to regulate the airports, and (3) authority for acquisition by condemnation and/or excess condemnation proceedings where necessary.³
- d. All airports adopt the Uniform Airport Field Rules recommended by the Department of Commerce for use throughout the United States.⁴

2. Recognizing properly established and equipped airways and airports as the essential basis of safe, successful air transport, it is urged that:

1. The Middle Atlantic States Regional Conference resolution read: "State and local aviation legislation regulation conform with Federal legislation." The Western States Conference recommended in addition to Sec. 1-a that: "The Department of Commerce be more lenient in the standard of physical requirements necessary for obtaining private pilot licenses and waive the necessity of students obtaining permits while receiving dual instruction."

2. See Footnote No. 1. The Western States Conference recommended that: "the States require a federal certificate of authority for all intrastate passenger lines."

3. The resolutions of the New England and the Middle Atlantic States Regional Conferences were much more general in character. The Conference at Philadelphia recommended that, "State legislatures adopt enabling acts permitting political subdivisions to acquire, establish and develop airports, through purchase, lease, condemnation and excess condemnation proceedings." The Conference at Boston urged "the enactment by the various states of legislation enabling municipalities or counties (or several such governmental subdivisions jointly) to purchase sites for, to develop, operate and police airports, employing condemnation and/or excess condemnation proceedings if necessary." The Western States Conference at Portland, Ore., recommended that such legislation also include authority (4) "to provide funds for all of the said purposes."

4. See Footnote No. 1, above.

- a. The work done by the Aeronautics Branch of the Department of Commerce in the establishment of airways and the provision of suitable aids to air navigation is commended, and continued increased effort on this program is urged.⁵
 - b. State and municipal governments and business and civic organizations should support the establishment of airports, airways, and aids to air navigation, in conformity with the standards of the Department of Commerce.⁶ In this connection, full advantage should be taken of the technical experience and facilities of the Aeronautics Branch of the Department of Commerce and cooperation be had with the Department to avoid duplication or waste of effort.⁷
 - c. The chamber of commerce in each city or town should have its community adequately air-marked in conformity with the standards of the Department of Commerce, and with a view to securing promptly such marking of all cities and towns, should promote adoption of state legislation requiring such marking.⁸
 - d. The Aeronautics Branch of the Department of Commerce is urged to request the air marking of all federal and state highways by the appropriate authorities of the various states.⁹
3. Counties, municipalities or other political subdivisions, chambers of commerce, and all other sponsors of airports should recognize the importance of:

5. On this subject, the recommendation of the Middle Atlantic States Regional Conference read, "Weather reporting service should be immediately extended by the Federal Government. Interstate Airway Marking and Navigation Facilities should be immediately extended by the Federal Government and supplemented by the several states. The several departments of the Federal Government continue their active and constructive cooperation with the industry."

6. The Southwestern Regional Conference added the clause "and recommends that, in order to avoid confusion in navigation, only such lights as are deemed necessary by the Department of Commerce be established in connection with lighted airways."

7. The Middle Atlantic States Regional Conference recommended, "State and lesser political subdivisions should be encouraged to employ funds for the establishment of airports, airways and aids to air navigation."

8 See Footnote No. 7, above.

9. The New England Regional Conference added the phrase, "and to arrange for similar marking of railroad lines." The Middle Atlantic States Regional Conference made no recommendation on this point.

- a. Suitable zoning of areas contiguous to airports and/or landing fields to insure their continued usefulness and safety of operation to the general public.¹⁰
 - b. Location of airports and/or landing fields with respect to existing and probable future surface transportation facilities.¹¹
4. A policy of exempting aircraft fuel from gas taxes is recommended, and where such taxes are levied, their prompt refund or the utilization of at least the amount thereof for aviation purposes is favored.¹²
5. The assistance being given by the United States Post Office Department to the development of both domestic and foreign air transport by private American capital is endorsed.¹³
6. Chambers of commerce, with the cooperation of the aviation industry, should undertake to familiarize the public, particularly the business men, with all local aerial operations and facilities together with the services rendered by the Air Transport System of the United States and with its value to American business, and communities not located on air transport routes should utilize existing means of transportation in connection with air lines, looking toward the development of sufficient patronage to warrant direct airline service.¹⁴
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10. The New England Regional Conference recommended: "Suitable Zoning of areas contiguous to airports to insure their continued usefulness." The Middle Atlantic States Regional made no recommendation on this subject.
11. The New England Regional Conference recommended: "Location of airports with respect to existing and probable future ground and water transportation facilities." The Middle Atlantic States Regional Conference made no recommendation on this subject.
12. The Southwestern Regional Conference recommended: "a policy of exempting aircraft fuel from gas taxes." The Northern Central States and the Northwestern Regional Conferences recommended: "A policy of exempting aircraft fuel from gas taxes, or where such taxes are levied, favors the adoption of a facile system of refund of such taxes." The New England Regional Conference recommended: "Favors a policy of exempting aircraft fuel from state gas taxes." The Middle Atlantic States and the Western States Regional Conferences made no recommendations on this subject.
13. The Southwestern Regional Conference urged: "Upon the Post Office department the continued development of domestic and foreign air transport by private American capital and endorses the provision of the McNary-Watres Bill looking to the extension of air mail service, especially that to cities now off the regular air mail routes." The Middle Atlantic States Regional Conference recommended that: "The several departments of the Federal Government continue their active and constructive cooperation with industry."
14. The recommendation of the New England Regional Conference on this subject was more general, it read: "Recommends that chambers of com-

7. Chambers of commerce and other commercial organizations throughout the United States should form representative and qualified aviation committees for the purpose of stimulating and promoting the development of aeronautics within their respective communities and to cooperate in the administration of municipal airports. In this connection attention is invited to the Chamber of Commerce Air Manual prepared by the Committee on Aeronautics of the Chamber of Commerce of the United States as an aid to commercial organizations and others working for the promotion and improvement of commercial aeronautics.¹⁵

8. In view of the demonstrated commercial possibilities of dirigible airships as applied to overseas operation, and of the vast supply of non-inflammable helium lifting gas found only in the United States.

- a. The policy of the Federal Government in developing dirigible airships for military use is commended, and completion of the present airship construction program of the Navy Department as an aid to the development of overseas commercial air transportation is urged.¹⁶
- b. It is recommended that the Federal Government permit the exportation of helium gas for use in airships abroad in so far as consistent with a policy adequately protecting American commerce and industry and insuring the National Defense.¹⁷

9. To the generally accepted recommendations, the New England Regional Conference added: In view of the comprehensive and detailed inspection required by the Department of Commerce before issuance of a certificate of authority to operate in interstate

merce undertake to familiarize business men with the services rendered by the Air Transport System of the United States and with its value to American business, and urges communities not located on air transport routes, to utilize existing means of transportation connecting with air lines looking toward the development of sufficient patronage to warrant direct air line service." The recommendation of the Middle Atlantic States Regional Conference read: "Cooperation be extended to the aviation industry in bringing to the business men of every community a greater familiarity with the existing aviation services and their value to American business in expediting both domestic and foreign trade, as a major aid in the economic progress of our country."

15. The Northern Central, the New England and the Middle Atlantic States Regional Conferences made no recommendations on this subject.

16. The Southeastern, Southwestern and Western Regional Conferences added "and favors Federal legislation to encourage private enterprise in the development of lighter-than-air services."

17. The New England and Middle Atlantic States Regional Conferences made no recommendations on this subject.

passenger air transport service, state legislatures be discouraged from the requirement of certificates of convenience and necessity for such air transport lines operating within their borders.

10. The Southwestern Regional Conference placed itself on record as discouraging all forms of public acrobatic exhibitions and the undesirable publicity attendant thereof which tends to prejudice public opinion against the safety of aviation, and also goes on record as encouraging ethical and dignified forms of publicity promoting aviation in its worthy phases.¹⁸

11. The Middle Atlantic States Regional Conference urges: "The unrestricted use of public waters by aircraft be permitted when not in conflict with Department of Commerce Air Regulation."¹⁹

12. The Western States Regional Conference urged: "The coordination of federal and state systems of airways with a view to extending the airway network of the country, and also urged the federal government to avail itself of the facilities which may exist in the highway organizations of the various states to this end."

18. The Western States Conference recommendation contained the following words inserted after the word exhibitions: "not in conformity with federal regulations, as well as air races within a closed circuit over airports."

19. The recommendation of the New England Regional Conference read, "Realizing the extensive opportunities afforded within New England for the use of amphibians and seaplanes, it urges that no restrictions be placed on aircraft, operating from inland waters, or while engaged in landing at, or taking off from, an established airport, except such as may be embodied in the Federal Air Traffic Rules, and the Uniform Airport Field Rules, recommended by the Department of Commerce."