

1932

## Editorials

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## EDITORIALS

### FIRST ANNUAL CONVENTION OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

Aviation officials and other delegates from some twenty-five states met at East St. Louis, December 3-5, 1931, for the first annual convention of the National Association of State Aviation Officials. The purpose of the meeting was two-fold: (1) To effect a permanent organization and to adopt a constitution and by-laws, and (2) To discuss the varying experiences relative to a limited group of problems now before the state regulatory bodies.

The program included the following addresses: (a) "Certificates of Convenience and Necessity," *Howard C. Knotts*, Aviation Supervisor, Illinois Commerce Commission; (b) "Air Schools: Their Licensing and Regulation," *Major Floyd E. Evans*, Director of Aeronautics, State of Michigan; (c) "The Federal Aeronautics Program," *Colonel Clarence M. Young*, Assistant Secretary of Commerce for Aeronautics; (d) "The Proposed Uniform Aeronautics Code," *George B. Logan*, Chairman, American Bar Association Committee on Aeronautical Law; and (e) "State Air Traffic Rules and Their Enforcement," *Captain A. H. Stackpole*, Vice-Chairman, Pennsylvania Aeronautics Commission.

The officers elected for the year 1931-32 were as follows: *President*, Captain Frank M. McKee, Director of Aeronautics, State of Ohio; *Vice-President*, Major Reed G. Landis, Chairman, Illinois Aeronautics Commission; *Secretary-Treasurer*, Captain A. H. Stackpole, Vice-Chairman, Pennsylvania Aeronautics Commission. George B. Logan was appointed General Counsel.

The proceedings of the convention will be specially published by the Association.

### PROGRAM OF AERONAUTICAL LAW COMMITTEE AMERICAN BAR ASSOCIATION FOR 1932

The work of the Aeronautical Law Committee of the American Bar Association during the calendar year 1931 was mainly that of preparing a proposed Uniform Aeronautical State Code. This work was accomplished in two sections, consisting of the Uniform Aeronautical Code and the Uniform State Airports Act.

These two Acts, together with the Report of the Committee were submitted to the meeting of the Association at Atlantic City,

and were circulated in the advance program of the Association to its members.

The purpose of this circulation and presentation was to arouse as much discussion and comment as possible and to obtain any suggestions and criticisms which were available.

In furthering this work, the Committee, at its first meeting this year, had its Report and its two proposed Acts printed in pamphlet form and has sent these pamphlets to the heads of the operating air lines, to state officials charged with the enforcement of aviation law, to federal officials and to all persons having an active interest in aviation.

The list of names to whom these pamphlets have been sent was obtained from the Aeronautical Chamber of Commerce, the National Association of Aviation officials and from the Department of Commerce Bureau of Aeronautics.

The Committee will, at its meeting, study and consider all criticisms to the end that a bill may finally be presented for the approval of the Association at its meeting next fall in Washington, D. C.

It is the joint purpose of the Aeronautical Law Committee of the Bar Association and of the Air Law Committee of the Commissioners on Uniform State Laws to meet together in St. Louis in the latter part of January to jointly consider these two Acts so that the recommendations of the two Committees may, if possible, be simultaneous and unanimous.

In addition to the foregoing work on state air legislation, the Committee has decided to study during the coming year the following topics:

- (1) The relation of the United States to foreign countries with respect to aviation;
- (2) The effect of the Pan American Convention of 1931 upon the legal relations of air carriers in the United States;
- (3) The possibility of adherence by the United States to the Air Convention of 1919 and its probable effect upon the legal relations of air carriers in this country;
- (4) The regulation of aviation within the several states by state public service commissions including safety regulations, the requirements of certificates of convenience and necessity, and possible regulations as to fares, service and capital structure;
- (5) The possible regulation of air carriers by the Interstate Commerce Commission;

(6) The relation between present rules of law concerning air carriers and certain pending federal legislation such as the Merchants Airship Act and such state legislation as the Maryland Airship Act.

The Committee, of course, has not yet decided whether it will report on all or any of the foregoing topics but they are to be given a thorough examination and study.

GEORGE B. LOGAN.

### THE INCREASING IMPORTANCE OF AERONAUTICAL LAW

Three years ago, there was almost no literature printed in English which dealt with the legal phases of aeronautics. Today, there are three distinct services—each filling an important need: (1) The current service offered by the Commerce Clearing House, reporting case law and legislation, (2) The annual service provided through the U. S. Aviation Reports, bringing the foregoing and other material into compact form for ready reference, and (3) The quarterly periodical, presenting some documentary material but rendering its greatest service through the medium of leading articles, notes, comments, and reviews of an informational and critical nature.

The number of contributors to this Journal has been growing steadily and the demands upon the available publication space have been increasingly heavy. It will be noted that this issue of the Journal contains an unusually large number of leading articles, and that their inclusion has necessitated the omission of much valuable documentary material. But it is to be expected that, as the regulatory experience develops, there will be an even greater number of articles discussing the various problems of state, federal, and international control.

The present domestic need, in the regulatory field, is for substantial uniformity among state laws, and the various conferences, conventions, and proposals—such as those of the American Bar Association Committee—have done much toward that end. The editors of the Journal believe that its greatest usefulness will be found in making available the experiences of the various states, so that its pages may be a virtual clearing-house of ideas, and so that it may assist in a movement toward uniformity and toward a regulatory control that will encourage and not hamper the normal development of the aircraft industry.