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STATE AND FEDERAL COOPERATION IN AVIATION PROMOTION AND CONTROL

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My term as president of the National Association of State Aviation Officials has enabled me to keep in close contact with the work being done in civil aeronautics by the various states, and to know better than ever before the men who are doing this work. These associations have been very pleasant for me, and I shall always value the friendships that have been formed. Although I no longer am a state aviation official, I shall always be deeply interested in the Association's activities, and look forward to a continuation of the constructive program which it has thus far carried out.

The Aeronautics Branch of the Department of Commerce has recently been reorganized, as you probably are aware. In place of the three major divisions into which it formerly was divided—these were Air Regulation, Aeronautic Development and Airways—the Branch now is comprised of two, which are the Division of Air Regulation and the Division of Air Navigation, and there also are an administrative section and an aeronautic information section which are responsible to the Director of Aeronautics. Activities which formerly were the responsibility of the Aeronautic Development Service have been assigned to the new divisions.

Aeronautics development projects will be given the same thorough attention as in the past, with the added advantages of close coordination with problems of air regulation and airway maintenance. It is in connection with aeronautic development that I myself have become a member of the Branch's staff, and I wish to refer to that because it is a matter of importance to state aviation officials.

My work in the Aeronautics Branch, at least for some time to come, will have to do with aeronautic development work in the field. I shall be available for cooperation with any state aviation officials who feel that I can be of assistance to them, and I hope particularly to aid the states in outlining programs for airports.

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There are at the present time about 550 municipal airports, 650 commercial airports and 23 state-operated fields, in addition to Department of Commerce intermediate fields, Army and Navy fields, auxiliary, private and miscellaneous government fields. Airports available as bases for commercial and civilian operations total about 1,200. There are other fields, notably the Department of Commerce intermediate landing fields and the marked auxiliary fields, which may be used for intermediate or emergency landings, but the airports where airplanes may be stored, service obtained, which, in other words, may be called flying bases for civilian airmen, do not exceed 1,200. There are many other cities which would find it advantageous to have airports. In the future they will find that airports are an absolute necessity to their civic development.

The Department of Commerce is prohibited by law from establishing and maintaining airports. It is entrusted with the responsibility of maintaining aids to air navigation on the Federal Airways System, and these aids include lighted intermediate landing fields at intervals frequent enough to insure that craft flying the airways will never be more than a few minutes flying time from a landing area. But these intermediate landing fields are established to make up for absence of airports. In many cases there are enough airports along a route to make intermediate landing fields unnecessary, and in such a contingency, the Department does not construct any.

Airport development has been left to the states and municipalities. Up to this time, the municipalities have been more active along this line than the states, although some states have established fields. I previously have mentioned that the Department has records of 23 state-operated fields.

The states have the opportunity at this time to pave the way for further development in aeronautics by assisting in the establishment of new airports and improving existing ones, and they will benefit from the further progress in flying in direct proportion to the efforts they make to prepare themselves for it.

Automobiles were not widely used, and the great expansion of the automobile industry did not take place until there were good streets in the cities and good highways for trips between cities. A similar development in airports will have to precede any comprehensive development of flying, particularly private flying by persons owning and operating their own aircraft.

There are two methods which may be used by the state—it may operate airports of its own, or it may encourage establish-

ment or improvement of municipal airports. A combination of the two policies probably would be best in most cases. The larger cities in the state might be encouraged to undertake airport projects by the offer of financial aid, or assistance from the state highway department. At points where landing facilities are needed off the airways, but where the cities are not large enough to support them, the state might maintain fields.

As I have said before, it is now my job to assist in the development of just such programs as the foregoing, and I hope that the state officials will give me the opportunity to cooperate with them in this connection.

Another problem of state aviation officials which I should like to mention is state regulation of flying. You have heard repeatedly the arguments for uniformity of aeronautic regulation, and I believe you all agree that uniformity is necessary. The simplest manner of attaining uniformity is adoption of Federal licensing regulations and air traffic rules. In fact, it may well be said that such a procedure is the only way of getting to this objective, since so many states now have followed the lead of the Federal Government in framing their own regulations.

Our efforts to attain uniformity must be continued until all of the states have framed their regulatory programs along lines which will assure that airmen may expect to find similar requirements wherever they may fly in the United States. This probably will not require many more years. Doubtless every state soon will have aviation officials, appointed solely for the purpose of dealing with problems of flying arising in the state, and then we will have every state represented at these meetings of the Association.

The Association has served a valuable purpose in the past, and its work will become increasingly important as the states increase the scope of their activities in aeronautics. But it should always be directed by active state aviation officials. I can no longer qualify in that category, as I now represent the Aeronautics Branch. That being the case, it would be inappropriate for me to continue in the chair during the discussions that will be taking place, and I therefore request that a temporary chairman be selected to preside until your new officers and committee members have been elected and your new president is installed and ready to wield the gavel.

I appreciate the support you have given me as your president, and thank you for it. It was an honor and a pleasure to serve you in that capacity, and I repeat that I shall always take an active interest in the Association's work and rejoice in its accomplishments.