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## Federal and State Airport Programs

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## FEDERAL AND STATE AIRPORT PROGRAMS

JOHN S. WYNNE\*

The last two years have witnessed intensified activity on the part of the Federal Government in urging increased airport development. The results of today would not have been possible but for the cooperation and collaboration of the State Aviation Officials charged within their respective territories with the development and regulation of aeronautics. It is highly interesting to note, too, that in those states which possessed organized and recognized State Aviation Officials, the results have been more marked and the planning and execution more rapid and better balanced. Although this should not be construed as a reflection upon the states which have not seen fit to date to legislate and create an aviation administrative body, it seems to me that the results obtained by those states which have created commissions and the like have proven the desirability and expediency to the point where every state in the union should follow suit.

We are about to go into the second phase of a coordinated airport development program in which WPA funds and labor will be utilized in the form of a direct grant to any state, municipality or political subdivision thereof which publicly owns sufficient land to be developed into a useful airport. State aeronautical organizations, where they exist, will be asked to indicate their needs and cooperate to the extent of furnishing their ideas of preferential projects and assist generally in accomplishing a well-balanced program within their state boundaries. It is the mission and responsibility of the Bureau of Air Commerce, Department of Commerce, in this program which is about to be launched to see that the worthwhile projects are sifted from the unfit projects and that once a project is started it will be completed according to plan.

It will be the policy of the Bureau of Air Commerce to build and improve airports on publicly owned land only. The one exception to this rule will be that intermediate fields under lease by the Department, and beacon sites under lease by the Department, can and will receive needed improvements. These projects will be sponsored by the district offices of the Airways Division, Department of Commerce. In the case of air marking projects, no publicly owned roof is necessary as this is looked upon as a separate

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project in a class by itself. It is a navigational aid and not directly connected with the airport development. For your information, there are \$76,000,000 worth of airport projects now in Washington, approved by the state directors and the WPA, Washington, but the approval given these projects was conditional upon the subsequent approval of the Bureau of Air Commerce in the field. Therefore, no work is authorized to commence on airports unless it has the approval of the Department of Commerce.

There are three major objectives in the new airport program: (1) to use relief labor for the WPA organization in sound airport improvements and development; (2) to extend, improve and standardize existing scheduled airline terminals. In this connection, it is well to note that a survey of the Department of Commerce has shown that 189 airline terminals in use by scheduled airline operations today are largely inadequate and badly in need of improvements, extensions and standardization; (3) to establish and develop new airports at centers of population of 10,000 or over which possess no airports today. This third class is very important in the program for the reason that the relief load labor is high where the density of population is large. It is the idea of the Department that you cannot sell airplanes where airports do not exist any more than you can sell canoes to areas in the middle west that have no bodies of water adjacent. It is hoped that the establishment of these new airports at the centers of population will create a potential market for airplane sales and be a boon to the manufacturer.

There is one thing that the Department of Commerce desires to ask the state officials who participate with us in this program to guard against. It should be our purpose to have completed projects even if few in number, rather than a large number of projects initiated and left partially completed at the end of the ten months' period. The state can be looked upon as the proponent acting through its agents, the municipalities. The WPA organization can be looked upon as the construction element of the triumvirate in that they will furnish the labor, materials and superintend construction engineers. The Bureau of Air Commerce's roll in the program will be to act as arbiter between the municipality which applies for funds and the WPA organization which will ultimately supply the funds. In effect, the WPA will furnish free labor to the municipality. All materials will be requisitioned by the WPA organization from a Treasury Department official who will see that the materials after properly approved and justified, will be delivered to the project itself. I state these mechanics of our set-

up because I believe it will be helpful to all those who will participate in this worthwhile endeavor to understand the relationship of the various agencies involved. The success of a program in each state will depend upon the cooperation and liaison that is maintained between the various agencies involved.

It should be the honest endeavor of all parties concerned to see that airport building is not over done. Too much money should not be spent upon an individual project unless it can be justified by more reason than the fact that the relief labor is available and they have nothing else to do with it. It should be our determination not to allow ourselves to be put in the position of starting projects, or continuing projects, or approving projects solely because the individual city wishes to move a large group of men and charge it to airport development. All airport projects undertaken should be sound in plan, justified in total expenditure and guaranteed reasonable assurance of possible completion by June 30, 1936. If it does not qualify on all these points, it should not be proposed by the state or municipality and it should not be approved by the Department of Commerce.

We are given a wonderful opportunity at this time to build a constructive, homogeneous, standardized network of airports throughout the United States. It is my belief that if all parties act in harmony, the airport development during the next ten months can be put forward ten years. It is also my belief that an amount exceeding \$75,000,000 will finally be expended. This looks very attractive but please let us not forget that the country at large will ask us at the end of the program what results were obtained from the expenditure of a sum of money so large as this. The responsibility is not a light one because of the lack of time given us in which to execute the enormous amount of work to be undertaken. In addition to this, we have the handicap of immediate winter weather which will retard the progress in the northern states and intensify the work during the spring months of next year.

In conclusion, I wish to state that I am happy to be associated in a program which will have such far reaching results in the aeronautical industry at large and earnestly request that we join hands to accomplish the best job possible.

*(See Chart on next page)*

**AIRPORT MARKING AND MAPPING ORGANIZATION CHART****HEADQUARTERS**

**CHIEF OF AIRPORT PROJECTS**—(*John S. Wynne*, Chief, Airport Marking and Mapping Section).

**ADMINISTRATIVE OFFICER**—(with Secretary, Clerk and Accountants).  
Engineers and other Experts.

**FIELD ORGANIZATION**

**Region 1**—*Paul Meyers*, Assistant Chief, Airport Projects.

District 1—*H. F. Law*, 49 Federal Street, Boston, Mass.  
(Maine, New Hampshire, Vermont, Massachusetts.)

District 2—*W. H. Hooker*, 294 Madison Avenue, New York, N. Y.  
(New York, New Jersey, Connecticut, Rhode Island.)

District 3—*D. H. Reed*, Farm Show Building, Maclay and Cameron Streets, Harrisburg, Pennsylvania.  
(Pennsylvania, Maryland, Delaware.)

**Region 2**—*C. E. Cox*, Regional Supervisor.

District 1—*D. W. Alexander*, Pure Oil Bldg., Columbus, Ohio.  
(West Virginia, Ohio, Kentucky.)

District 2—*W. Anderson*, 1319 South Michigan Avenue, 7th Floor, Chicago, Ill.  
(Wisconsin, Illinois.)

District 3—*W. B. Morgan*, 217 North Senate Street, Indianapolis, Indiana.  
(Indiana, Michigan.)

**Region 3**—*E. M. Haight*, Regional Supervisor.

District 1—*T. Miller*, Loan Exchange Bldg., Columbia, S. C.  
(Virginia, North Carolina, South Carolina.)

District 2—*Algene Key*, 18th Floor, Tower Bldg., Jackson, Miss.  
(Tennessee, Mississippi, Alabama.)

District 3—*P. Moore*, 10 Forsyth Street Bldg., Atlanta, Georgia.  
(Georgia, Florida.)

**Region 4**—*F. Grieme*, Regional Supervisor.

District 1—*A. F. Lytle*, Pierre, South Dakota.  
(North Dakota, South Dakota.)

District 2—*R. S. Miller*, 1843 Berkeley Avenue, St. Paul, Minn.  
(Iowa, Minnesota, Kansas.)

**Region 5**—*M. Patterson*, Regional Supervisor.

District 1—*W. J. MacKenzie*, Frost Bldg., San Antonio, Texas.  
(Oklahoma, Texas.)

District 2—State Capitol Building, Jefferson City, Missouri.  
(Missouri, Arkansas, Louisiana.)

**Region 6**—*J. E. Garn*, Regional Supervisor.

District 1—National Bank Building, Room, 302, Helena, Montana.  
(Wyoming, Montana, Utah.)

District 2—*J. H. McKenney*, Santa Fe, New Mexico.  
(Colorado, New Mexico, Arizona.)

**Region 7**—*B. M. Doolin*, Regional Supervisor.

District 1—*R. L. Campbell*, 49 Fourth Street, San Francisco, Cal.  
(California, Nevada.)

District 2—*E. Whitehead*, 1011 Alaska Bldg., Seattle, Wash.  
(Oregon, Washington, Idaho, Alaska.)

#### AIR MARKING PILOTS

**Zone 1**—*Helen MacCloskey* (Regions 2, 4, 6).

**Zone 2**—*Nancy Harkness* (Region 1).

**Zone 3**—*Louise Thaden* (Regions 3, 5, 7).