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## Resolutions Adopted at Sixth Annual Meeting

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## RESOLUTIONS ADOPTED AT SIXTH ANNUAL MEETING

At the afternoon meeting on Saturday, September 26th, the following resolutions were unanimously adopted by the Association:

### I.

WHEREAS, the arrangements coincident to the meeting of the Sixth Annual Convention of the National Association of State Aviation Officials have been so thoughtfully and thoroughly made that our work in Hartford has been most interesting, successful and enjoyable,

THEREFORE BE IT RESOLVED, that the sincere appreciation of the Association be expressed to our colleagues and hosts, Commissioner of Aeronautics Charles L. Morris, and his staff, to the Hartford Chamber of Commerce, the Hotel Bond, the United Aircraft Corporation, and to those other civic and business organizations, which have contributed to the gracious hospitality extended to us, and

BE IT FURTHER RESOLVED, that the Secretary of this Association express by letter our appreciation to the aforesaid.

### II.

WHEREAS, the development of lighter-than-air craft in civil aviation has now been illustrated by continuous scheduled operation over a period of years, and

WHEREAS, there has never been any loss of life in the commercial operation of numerous lighter-than-air craft over an extended period of a third of a century, and

WHEREAS, the development of lighter-than-air operation for trans-oceanic travel constitutes a refinement of marine navigation which is a logical phase of the general program of aeronautic progress,

THEREFORE BE IT RESOLVED, that we express as the studied judgment of the National Association of State Aviation Officials the opinion that the Bureau of Air Commerce of the United States Department of Commerce should definitely interest itself in a study of the entire subject of lighter-than-air facilities and the adaptation of this form of flight to the commercial requirements of the people of the United States.

### III.

WHEREAS, public safety is an organic necessity to the commercial operation of air transportation, in consequence of which the history of the search for public safety has been the first consideration of American aeronautic development, and

WHEREAS, the National Safety Council has cooperated consistently with the efforts of American Aviation in the matter of public safety in aeronautics and to develop constructive education in matters of aeronautic safety,

and to acquaint the public with the determined efforts made by various elements of aviation toward public safety,

THEREFORE BE IT RESOLVED, that the National Association of State Aviation Officials express its appreciation to the National Safety Council for its efforts in this phase of activity.

#### IV.

WHEREAS, the development of air terminals with adequate ground and traffic facilities for trans-Atlantic and trans-Pacific air services should receive immediate consideration,

THEREFORE BE IT RESOLVED, that the proper federal, state and municipal authorities make an immediate study to determine what facilities are necessary to secure adequate and uniform international air terminal facilities for overseas air transportation services.

#### V.

WHEREAS, there has been started recently a movement in the State of Wyoming whereby various chambers of commerce, civic organizations and individuals are making a strenuous drive to encourage the use of air mail, passenger and express business, and

WHEREAS, this Association believes the movement should be made nationwide,

THEREFORE BE IT RESOLVED, that the National Association of State Aviation Officials go on record as heartily endorsing such movement and urging all other states in the Union to start similar campaigns insofar as each situation requires.

#### VI.

WHEREAS, the National Conference of Commissioners on Uniform State Laws and the American Bar Association, at their Los Angeles meetings in 1935, adopted a Uniform Aeronautical Regulatory Act, which is almost identical in scope, purpose and language with the Uniform State Aeronautical Regulatory Act unanimously adopted by the National Association at its 1934 meeting in Cheyenne,

THEREFORE BE IT RESOLVED, that this Association approve the Uniform Aeronautical Regulatory Act and urge its enactment by all States which have not yet passed this act or the Uniform State Aeronautical Regulatory Act already adopted by the Association.

#### VII.

WHEREAS, civil aeronautics has advanced to the point that it occupies a most important place in the national life, and

WHEREAS, the constantly increasing rate of advancement of civil aeronautics makes it apparent that its relative importance in the national life is rapidly increasing, and

WHEREAS, the responsibility for formulating and establishing agencies to execute a continuing definite and well planned policy for fostering and regulating civil aeronautics, rests with the Congress of the United States, and

WHEREAS, the Rules of Procedure of the two branches of the Congress make it possible for legislation concerning civil aeronautics to be considered by any one of several committees of Congress, and

WHEREAS, no committee of Congress is required by its present Rules of Procedure to accumulate information on and recommend legislation concerning all the phases and problems of civil aeronautics, and

WHEREAS, the aforementioned confused condition arising under the present Rules of Procedure of the Congress has made it impossible for the Congress to formulate and place in operation a definite well-planned and continuing national policy relating to the advancement and regulation of civil aeronautics,

THEREFORE BE IT RESOLVED, that the National Association of State Aviation Officials petition the Congress to so amend its Rules of Procedure as to provide for standing committees on civil aeronautics in both the Senate and House of Representatives.

#### VIII.

WHEREAS, the developments during the past two years have convincingly demonstrated the need for an organized and comprehensive federal policy affecting civil aviation,

THEREFORE BE IT RESOLVED, that this Association again pledge its full support to the securing of the establishment by the Congress at the earliest possible moment, of a permanent, independent federal aeronautical agency to promote and supervise all phases of civil aviation, in keeping with the broad general proposals of the Federal Aviation Commission in its report of January, 1935, and its accompanying legislative proposal.

#### IX.

WHEREAS, it appears that the development of aviation must inevitably be retarded by the continued present lack of navigational aids and of publicly owned airports and landing fields, and

WHEREAS, an adequate system of navigational aids along with publicly owned airports form a chain both necessary to the national life and beneficial to the connected local communities in the distribution of mail, the transportation of passenger and express and as a network indispensable to the national safety,

THEREFORE BE IT RESOLVED, that the National Association of State Aviation Officials should urge the state representatives in the national Congress and the federal agencies charged with these responsibilities to supplement their present navigational aids and develop publicly owned airports and landing fields, particularly along federal airways, and

BE IT FURTHER RESOLVED, that the National Association of State Aviation Officials urge the legislative representatives of the various states in the national Congress to develop a permanent federal policy in regard to the installation and maintenance of such aids and airports.