

1938

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Recommended Citation

Resolution Adopted at Seventh Annual Convention of the National Association of State Aviation Officials, 9 J. AIR L. & COM. 130 (1938)
<https://scholar.smu.edu/jalc/vol9/iss1/21>

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RESOLUTION ADOPTED AT SEVENTH ANNUAL CONVENTION OF THE NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

WHEREAS, the National Association of State Aviation Officials since its inception has followed a policy of working in a strictly non-political manner for the advancement of aviation on the broadest and most permanent basis; and

WHEREAS, it is evident that under the Air Commerce Act of 1926 we have in this country advanced farther and faster than has been possible in any other country on the globe in the development of aviation; and

WHEREAS, now that there is a growing demand for modernization of our aviation laws that must be met, it seems wise that the National Association of State Aviation Officials should break the precedent of passing various resolutions, and should give emphasis and concurrence to only one resolution directed toward the solution of the most outstanding problem of the day; and

WHEREAS, the extensive study of the Federal Aviation Commission of 1934, the exhaustive hearings of the Copeland Senate Committee on Safety in the Air and the recent painstaking analysis of the Committee on Civil Aviation Legislation, together with many other aviation conventions and conferences, leave no room for further investigation or delay; and after separating the grain from the chaff and leaving political and selfish demands to one side, the same basic conclusions are inevitable; and

WHEREAS, it does not lie within our province to prescribe legislation in detail; and

WHEREAS, it is our duty to recommend the type of legislation in general; therefore, be it

RESOLVED, that with these explanatory remarks this Association go on record as favoring national legislation which may look toward the ultimate goal of putting all governmental functions concerning civil aeronautics as far as practical under the jurisdiction of a single independent non-political body, which shall be required as far as may be practical to report directly to the President of the United States in all its executive functions and which shall in its judicial functions be reviewed only by the courts.

Such a board or commission should have jurisdiction over all aviation matters, such as rate-making, certification of airmen and equipment, airport construction, and foreign air commerce except that the State Department and the Post Office Department should be conferred with on matters of foreign negotiations and the handling of the mail; therefore, be it further

RESOLVED, that this Association emphatically recommends to the Congress and the President of the United States that the policy of making appropriations for airport construction should be continued and enlarged by further appropriations and that all such airport development work come under the jurisdiction of the independent board or commission recommended above.