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Resolutions Adopted at Eighth Annual Convention of the National Association of State Aviation Officials

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RESOLUTIONS ADOPTED AT EIGHTH ANNUAL CONVENTION OF THE NA- TIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

I.

WHEREAS, the National Association of State Aviation Officials has been the recipient of generous hospitalities and courtesies on the part of the City of Omaha, the Nebraska Aeronautics Commission, and the State of Nebraska, which have so markedly contributed to the success of this annual convention; therefore, be it

RESOLVED, that an unanimous expression of appreciation be extended our hosts, and a copy of this resolution sent to each.

II.

WHEREAS, the Congress of the United States has appropriately recognized aviation by establishing the Civil Aeronautics Authority; and

WHEREAS, the volume of aviation legislation and the national importance of this growing industry has become a major unit of responsibility to our Congress; therefore, be it

RESOLVED, that the National Association of State Aviation Officials does again urgently suggest and respectfully recommend the early appointment of separate standing aeronautics committees in both the Senate and the House of Representatives; and, be it further

RESOLVED, that copies of this resolution be forwarded to each Member of Congress.

III.

WHEREAS, the Civil Aeronautics Act of 1938, sec. 205 (b) empowers the Authority to cooperate with the various State agencies charged with aviation matters; and

WHEREAS, these agencies are vitally interested in the development of aviation, both statewide and nationally, and such cooperation is essential to its continued well-being; and

WHEREAS, past instances have been numerous in which lack of such cooperation has resulted in inconvenience, misunderstanding, duplication, and misplaced effort; therefore, be it

RESOLVED, that this association respectfully petitions the Civil Aeronautics Authority to promulgate at the earliest possible moment a policy assuring complete and harmonious cooperation with the several state agencies, particularly with respect to conferring with those agencies and keeping them fully informed on all matters pertaining to their interests.

IV.

WHEREAS, the National Association of State Aviation Officials in conference assembled realizes the importance of private and non-scheduled flying; and

WHEREAS, that group of flyers and fixed base operators represent by far the majority of pilots and operators in the industry; and

WHEREAS, the Civil Aeronautics Authority has recognized these facts by establishing a branch within the Authority for the promotion of private flying and fixed base operators; be it therefore

RESOLVED, that the Civil Aeronautics Authority be petitioned to so set up this private flyers, fixed base operators section so that it is a separate and distinct entity functioning through its chief directly responsible to the Civil Aeronautics Authority Administrator without direction by, or responsibility to other divisions of the Authority; and, be it further

RESOLVED, that the Secretary of the National Association of State Aviation Officials be directed to send copies of this resolution to each member of the Authority, the Administrator, and each member of the Safety Board.

V.

WHEREAS, airports are a major responsibility of State Aviation Officials; and

WHEREAS, the National Association of State Aviation Officials; has from its inception and does now urge federal participation in the development, maintenance and operation of airports; and

WHEREAS, said State Aviation Officials have manifested a willingness to cooperate with the Civil Aeronautics Authority in connection with its current airport survey; be it therefore

RESOLVED, that the National Association of State Aviation Officials petition the Civil Aeronautics Authority for an opportunity to observe and study the airport survey report of the Authority prior to its submission to Congress; and, be it further

RESOLVED, that the President of this Association appoint a committee for this purpose.

VI.

WHEREAS, it is the contention of the National Association of State Aviation Officials that the Civil Aeronautics Authority should make an immediate declaration as to the essential length a runway should be for the safe operation of airplanes of all types; and

WHEREAS, the present regulations which govern the landing and take-off characteristics of airplanes as promulgated by the Civil Aeronautics Authority provide that they do not exceed a take-off distance of one thousand (1,000) feet, and that they do not exceed landing speeds of sixty-five (65) to seventy (70) miles per hour; and

WHEREAS, a runway length of three thousand five hundred (3,500) feet constitutes under said regulations a safety factor of over 200%; be it therefore

RESOLVED, that the National Association of State Aviation Officials go

on record as insisting that the above regulations be strictly observed for all land aircraft, and that the Association go on record in opposition to provisional gross loading for land airplanes; and the Association further recommends that there be a specific declaration by the Civil Aeronautics Authority that runways of three thousand five hundred (3,500) feet in length, having clear approaches, based on a glide ratio of twenty to one (20 to 1), constitute an adequate and safe facility for the operation of any type of airplane under standard air conditions.

VII.

WHEREAS, it is the opinion of the National Association of State Aviation Officials that the present system of scheduled airline operations does not adequately provide air transportation and air mail service to all sections of the country; and

WHEREAS, the development and establishment of a system of so-called feeder lines, of air mail pick-up, and of similar needs, would not only provide service now lacking, but would supplement and augment the present system of scheduled air transportation; therefore, be it

RESOLVED, that the National Association of State Aviation Officials acknowledge the consideration which our government has already given this problem; and, be it further

RESOLVED, that this association does hereby petition the Civil Aeronautics Authority to actively pursue an aggressive study toward the further development and establishment of an adequate system of all such supplementary air transportation services.

VIII.

WHEREAS, for the practical use of airports now or hereafter to be established, it is necessary that the adjacent areas be free of hazard in connection with the use of such airports; now, therefore, be it

RESOLVED, that it is hereby recommended to the respective Legislatures of the several States of the United States of America that suitable enabling legislation be enacted authorizing zoning, by municipalities, counties and other appropriate political subdivisions, of areas adjacent to such airports, restricting the use of such adjacent areas and the utilization thereof, where such use and utilization may constitute a menace to life and a hazard to the use and purposes of such airports; and, be it further

RESOLVED, that legislation be enacted providing for the exercise of the right of condemnation in the removal of hazards.

IX.

WHEREAS, the National Association of State Aviation Officials at its organization meeting in 1930 went on record as favoring the establishment of a comprehensive system of national airways, including airports, giving equal consideration to all sections of the country without regard to population density;

And in 1933 the NASAO favored the development of such a national

airway system under the plan laid down in the Federal Highway Act of 1916, as amended by later Acts;

And in 1934 the NASAO again recommended the same system and further recommended the amendment of the Air Commerce Act to permit the lighting and maintenance of municipal fields with Federal Government money;

And in 1936 the NASAO urged Congress to develop publicly owned airports to supplement navigational aids;

And in 1937 the NASAO emphatically recommended to Congress and to the President the continuation and enlargement of the policy of making appropriations for airport construction and development, all to be under the jurisdiction of an independent commission; therefore, be it

RESOLVED, That the NASAO at its 1938 annual meeting repeats and consolidates its former declarations by most emphatically urging upon the President, the Congress, the Civil Aeronautics Authority and its Administrator the desirability and necessity of Federal assistance and participation in the construction, improvement, development, operation and maintenance of a national system of airports, if aviation is to attain the place it deserves in the country of its origin and the domestic and foreign commerce, the postal system and the national defense are to be properly served and advanced.