Civil Aviation Legislation Enacted by the Eighty-First Congress
FEDERAL
CIVIL AVIATION LEGISLATION ENACTED BY THE
EIGHTY-FIRST CONGRESS

First Session

P. L. 227  Airports—To fix the United States share of project costs, under
the Federal Airport Act, involved in installation of high
intensity lighting on CAA designated instrument landing
runways. (S. 1278)

P. L. 187  Airports—To amend the Federal Airport Act so as to provide
that minimum rates of wages need be specified only in con-
tracts in excess of $2,000. (S. 1279)

P. L. 183  Airports—To amend the Federal Airport Act so as to limit
to ten per centum any increase of the amount stated as a
maximum obligation under a grant agreement. (S. 1280)

P. L. 382  Airports—To reapportion all unexpended funds apportioned for
a State, or any portion thereof. The discretionary fund of
the Civil Aeronautics Administrator is increased from 25%
to 40%. (S. 1284)

P. L. 224  Airports—To authorize progressive partial payments to spon-
sors from time to time as work progresses on airport con-
struction up to 90% of the Government's share of estimated
total project costs. (S. 1285)

P. L. 298  Airports—To authorize the development and improvement of
Logan International Airport at Boston, Mass. to be included
in the 1950 construction program. (H.J. Res. 338)

P. C. 311  Surplus Property at Airports—To authorize the Administrator
to amend deeds to permit municipalities wide latitude in
use of surplus structures at airports. Also to sell property
at airports not usable for airport purposes. (H.R. 3851)

P. L. 277  Air Star Routes—Authorizes the Postmaster General to award
contracts for transportation of mail by aircraft upon star
routes. (H.R. 4498)

P. L. 186  Transportation of Explosives—Amend the Civil Aeronautics
Act to regulate transportation by air of explosives and other
dangerous articles. (S. 447)

P. L. 167  NACA—Authorizes the creation of 10 professional and scientific
positions in the headquarters and research stations of the
National Advisory Committee for Aeronautics. (H.R. 20)

P. L. 60  Guided Missiles—To authorize the establishment of a joint long
range proving ground for guided missiles. (H.R. 1741)

P. L. 378  Customs Charges—Authorizes a raise in the exemption on cus-
toms charges of $100. (H.R. 5268)

P. L. 35  Tax on Transportation of Persons—To maintain the status quo
with respect to the exemption, from tax on transportation of
persons, of foreign travel via Newfoundland. (H. J. Res.
203)
P. L. 393 Wage-Hour—To raise the minimum wage under the Fair Labor Standards Act from 40¢ to 75¢ per hour, and exempting employees of air carriers who are covered by the Railway Labor Act from the wage-hour provisions. (H.R. 5856)

Second Session

P. L. 762 Airports—Washington—To authorize an appropriation of $14 million for the Civil Aeronautics Administration to construct and operate a second national airport at Washington, D. C. (S. 456)

P. L. 445 Airports—To authorize grants under the Federal Airport Act for minor projects at major airports. (S. 1282)

P. L. 463 Airports—To authorize the Secretary of the Interior to acquire, construct, operate, and maintain public airports in certain areas. (S. 1283)

P. L. 846 Airports—To extend for a period of 5 years the time for appropriating and expending funds to carry out the Federal Airport Act. (June 30, 1958 instead of June 30, 1953) (S. 2875)

P. L. 670 CAA Personnel—To authorize the Civil Aeronautics Administration to detail its employees to technical schools for advanced specialized training. (S. 4)

P. L. 858 Administrator Delegate Authority—Authorizes the Administrator of Civil Aeronautics to delegate to private persons certain duties and authority. (S. 450)

P. L. 635 False Marking of Aircraft—To provide penalties for false marking of aircraft or use of fraudulent air certificates. (S. 3377)

P. L. 778 Air Security—To authorize the Secretary of Commerce to set up regulations governing the use of air space, classify air traffic, and otherwise provide identification machinery. (S. 3395)

P. L. 735 Overtime—To authorize the Secretary of Agriculture to furnish, upon a reimbursable basis, certain inspection services involving overtime work. (S. 3698)

P. L. 867 Prototype Aircraft Development—To authorize $12,500,000 for a 5-year program for testing and modifying of types of transport aircraft by the Civil Aeronautics Administration. (S. 3504)

P. L. 664 Quarantine—To authorize the Dept. of Agriculture to follow practices under the Air Commerce Act to provide for animal and plant quarantine law, applicable to air navigation. (S. 442)

P. L. 734 Social Security—Among other things, this Act extends coverage to U.S. citizens employed outside the U.S. by an American employer, and also to foreign individuals employed as members of flight crews on American aircraft on flights which touch the United States. (H.R. 6000)
P. L. 814  Revenue Act of 1950 . . . Section 607—To render subject to transportation tax amounts paid outside the U.S. for transportation of persons which begins and ends in the U.S., or for the transportation of property from one point in the U.S. to another . . . Section 609—To remove the discrimination presently existing against aircraft as compared with surface ships, in the application of the manufacturers' excise taxes. (See ATA Memo. No. 65—H. R. 8920)

P. L. 774  Defense Production Act of 1950—To establish a system of priorities and allocations for materials and facilities . . . provide for price and wage stabilization . . . necessary for the national security. (H.R. 9176)

P. L. 831  Internal Security Law (McCarran Act)—To protect the internal security of the United States by deporting subversive aliens. Note: The Immigration Act of 1917 carries an amendment which imposes heavy penalty on a carrier regarding the deportation of subversive aliens. If such aliens are deported within 5 years of their arrival in this country, the carrier which brought them must take them back to their homes free of charge, even though the alien held a valid visa issued by a U.S. consul abroad. Note: The Air Transport Association endeavored to amend the bill to provide that no fine incident to such deportation should be assessed against the owners of transportation lines bringing into or deporting from the U.S., any alien, if, at the time of foreign embarkation such alien held an unexpired visa issued by a U.S. consul. This amendment, although adopted by the Senate, was rejected in the conference report. (H.R. 9490) Passed over Presidential veto.

P. L. 909  Excess Profits Tax Act of 1950—To provide revenue by imposing a corporate excess profits tax commencing July 1, 1950 and terminating June 30, 1953.—Among other things, this Act contains a section (Sec. 454) exempting airlines from the tax if, after excluding mail compensation from their income, and taking the excess profits tax credit provided in the Act, there remains no income subject to the tax. (H.R. 9827) (See ATA Memo. No. 1, dated Jan. 2, 1951)

P. L. 912  Airports—To amend the Federal Airport Act so as to make the United States share of costs for land acquisition the same as for other project costs. (S. 1281)

P. L. 914  Railway Labor Act Deduction From Wages—To amend the Railway Labor Act and to authorize agreements providing for union membership and agreements for deductions from the wages of carriers' employees for certain purposes and under certain conditions. (S. 3295)