S.2875, which became Public Law 846 on September 27, 1950, and which extends the

time for completing the Federal-aid Airport Program to June 30, 1958, is the
tenth major item of legislation enacted into law by the 81st Congress, designed
to make the Federal Airport Act more workable. The other nine are as follows:

(1) Public Law 404, 81st Congress, approved October 26, 1949, to authorize ap­propiations for the Virgín Islands; (2) Public Law 343, approved October 10,
1949, which designates the date of approval as date of termination of World War
II for the purpose of limiting time for filing claims under Section 17 of the
Federal Airport Act; (3) Public Law 227, approved August 15, 1949, providing for
the Federal part of the cost of high intensity lighting at not to exceed 75%;
(4) Public Law 187, approved July 26, 1949, eliminating the necessity for pre­determination of minimum wage schedules on contracts of $2,000 or less; (5) Pub­lic Law 163, approved July 25, 1949, permits 103 increase in grant agreements;
(6) Public Law 445, approved February 9, 1950, authorizing grants up to $50,000
a year for Class IV or larger airports without prior authorization; (7) Public
Law 463, approved March 18, 1950, authorizes projects for airports in or near
national parks, etc.; (8) Public Law 362, approved October 25, 1949, authorizes
re-appropriation of unobligated allocations; and (9) Public Law 224, approved
August 12, 1949, with reference to time and per cent of payments under the Act.

Only one remaining item, S.1281, to provide for Federal share of land cost to be
the same as for the other projects, failed to clear. Congress returns November
27 to resume sessions. It is possible that S.1281 may be reported out of the
House Interstate and Foreign Commerce Committee and acted upon during the pre­sent session. However, pressure for "most" legislation in present emergency will
demand priority and may prevent action on S.1281 this year.

OPERATIONS

A meeting was held with representatives of the Department of the Air Force and
the Department of the Navy to determine whether any uniform policy has been ef­fectuated by those Departments with respect to their incurrence of use charges
at civil airports, and to exchange information bearing on methods which might be
utilized in arriving at acceptable charges. It was developed that the Services
do not have a set formula or method for determining acceptable airport use
charges. There was an exchange of views and information on suggested factors to
be considered in arriving at airport use charges and discussions on the "free
military use" provisions of the AP-4's, Sponsors Assurances and Surplus Property
Deeds.

The General Counsel has advised that the restriction against exclusive rights
contained in Section 303 of the Civil Aeronautics Act does not apply to airports
which have been withdrawn from civil use and are being operated for military
purposes; that a public airport may be considered as withdrawn from civil use
during a period of war or national emergency if and when it is being used by a
private corporation for operations under contract with one of the military ser­vices, which, for national security reasons, requires exclusion of the public
from the airport. Exclusive right use has been invoked with our approval on part-time basis at some locations where circumstances warrant.

Original outline-draft of the proposed booklet "Fire Fighting and Crash Equipment" for airports has been finished. This material will be reviewed during the month of October by personnel from the regional offices and from the National Airport.

PLANNING

Airport Terminal Activities and Space Utilization was released to the public during the first week of this month.

Part 7, Vol. II of the Field Operations Manual, entitled "Airport Development - Developmental Planning" was prepared in final form and is now in the process of being printed for distribution to all Manual holders. Part 1, Vol. II of the Field Operations Manual, entitled "National Airport Plan" has been prepared in semi-final form and is ready for editing prior to being prepared in final form for printing and distribution.

The National Airport Plan is being reviewed to ascertain the degree of consistency among the regions and districts with respect to the number of various sizes of airports planned by each. The numbers of the airports in the states are being appraised on the basis of pertinent factors to determine a degree of consistency.

Booklets and tabulations covering aspects of airline airports are being consolidated for publishing as a single document. This material shows indication of having widespread interest and when processed as a single document wider distribution will be possible.

ENGINEERING

A complete revision of Specification L-623, "Plug and Receptacle, Cable Connectors," has been completed and is now being printed for distribution.

The Lighting Branch has examined and approved the following items of equipment during the month of September: Kelly-Sale Steel Mfg. Co., Inc. - now L-309; General Electric Company - now L-512; 4 kw regulator, remote control; now L-511, 4 kw regulator, direct control; and American Gas Accumulator Company - now L-310 series and multiple type, single obstruction lights; and series and multiple type, double obstruction lights, all with red globes.

Revision of "Small Airports" was made to conform with the "One Runway Policy," and necessary revisions have been made by the Office of Aviation Information. The manuscript is now in final form for resubmission to that Office.

Field work has been completed on the Pavement Condition Survey Progress Study and 25 reports have been received in the Washington Office. These data are being assembled so that the analysis can proceed as planned. The remaining condition surveys can be included as they are submitted. In this manner, it is believed that a report can be available by the end of this year.