

POLICIES AND REGULATIONS FOR ADMINISTERING THE FEDERAL AIRPORT ACT

The simplification of the Federal Airport Regulations in 1949 and the subsequent Amendments have been very helpful to the sponsors in handling project under the Program. We feel that the present policies and practices of The Office of Airports in refraining from interfering with the airport owners in establishing rates and charges and in the employment of technical fines are very sound and should be continued. We concur in the policy which permits airport owners to establish rules and conditions for operation on the airport.

Our knowledge of the expressed intent of the Congress in passing The Federal Airport Act makes it very clear that the present policy, of making the National Airport Plan covering all sizes of airports for all types of aviation, should be continued. The plan should provide for small airports to meet the needs and encourage the growth of general aviation.

The factors which determine the need for small airports are many and vary greatly throughout the country. No simple criteria, or 'rul of thumb' , can be used to decide the place of an airport in the Plan, or Program. The present policy which uses the knowledge and experience of the District Airport Engineer is the only sound policy. The District Engineer obtains from on-the-spot inspections and consultations the most realistic and complete data for making recommendations.

Under Mr. Phillips Moore's direction for the past three years, The Office of Airports has done an excellent job in handling the airport program. The elimination of unnecessary work and the fair constructive approach to the problems have secured the utmost cooperation and support of the sponsors. The work of the C.A.A. Airports personnel has been outstanding in making a better reputation for the C.A.A. throughout the country. The Committee commends the Office of Airports for excellent efforts and accomplishments.