

FEDERAL-AID MORATORIUM'S RESULTS LARGELY AFFIRMATIVE

(An Analysis)

The year's moratorium on the federal-aid-to-airports program has had a mixed effect in its first six months, but in the long run it should prove profitable. The most affirmative result is seen in the new appraisals of construction and improvement needs by airport planners. In most cases, airports re-evaluated their needs and came up with more economical plans for such items as terminal buildings, runway extensions, and so forth. Several airport commissions report that minor improvements were accomplished with local money at less cost and with less red tape than under federal participation.

In at least four cases where million dollar terminal buildings were planned, replanning disclosed that adequate facilities could be provided for half that amount and construction continued.

Where the cut-off hurt was in actual emergency cases. An example of this was Harding Field in Baton Rouge. Runways are in dire need of repair, at an estimated cost of \$2 million. City council is now attempting to find ways to finance repair of at least one of the two runways. Another bond issue is being discussed, although one was defeated earlier in the year.

Even if federal aid is incorporated in the fiscal 1955 budget, as is anticipated in most quarters, it can be predicted that it will be used in a more prudent manner than heretofore because of the good effects of this one "lean year."

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\$30 MILLION AIRPORT PROGRAM REPORTED DRAFTED

A DAILY request for comment on a report that CAA's Office of Airports has mapped a \$30 million federal-aid airport program for fiscal 1955 drew a "no comment" from a CAA official. It has been reported that the program was prepared in the event that aid was restored. Many aviation organizations have gone on record as favoring future federal aid on a more restrictive basis than heretofore.

Simultaneously, it was learned that the industry study committee report on federal aid was delivered to Under Secretary of Commerce Robert B. Murray this week. What the final draft contains is not known, but the preliminary report (DAILY, Nov. 9) which, among other things, suggested federal aid on the single-runway concept only, was contested by the airlines. How this was resolved is not known.

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PHILA. AIRPORT AUTHORITY ORDINANCE PASSED

An ordinance creating a Philadelphia airport authority has been passed by the city council. Authority is to be authorized to issue revenue bonds for construction of self-liquidating projects. Members will be named by the council. First project is expected to be a \$1,500,000 hangar for TWA.

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MEIGS FIELD GETS SPECIAL TOWER FACILITIES

A custom-engineered complete tower communications system has been installed at Meigs Field on Chicago's lakefront by the LearCal Division of Lear, Inc. The system incorporates two-way radio communication, remotely controlled and consisting of four VHF transmitters, four VHF receivers, one medium frequency, and two low frequency receivers. System is housed in two standard, seven-foot steel cabinets. Rack mounting is said to permit easy maintenance. Standby equipment for all channels is provided. LearCal was commissioned to build the facility early in 1953.

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CHARLES H. JONES has resigned as manager of Bisbee-Douglas (Ariz.) International Airport, effective Jan. 1. His future plans are indefinite.

WISCONSIN FINDS FEDERAL AID CUMBERSOME

Airports in Wisconsin can be built and improved more cheaply and quickly without federal-aid "red tape," according to T.K. Jordan, director of the State Aeronautics Commission, and I.C. Herried, commission engineer, in their report to the commission. Jordan stated that, except for very large projects, federal aid caused delays and hampered efficient work. It takes more than two years from the start to completion of any federal-aid project, he continued, because of rules which must be followed each step of the way.

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N.Y.U. TO OFFER AIRPORT DESIGN COURSE

An airport design course will be offered by the graduate division of New York University's College of Engineering during the 1954 spring term. Classes are scheduled to be held on Tuesday evenings, commencing February 2. Course includes classification and size of airports; planning; location and site selection; relation to transportation facilities; surveys; and layout design of runways, taxiways, and aprons.

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AIRPORT NOTES

(Runways, taxiways, other paving)

CAA has approved plans for the 900-ft. runway extension at Hot Springs (Ark.) Memorial Airport.

Plans for construction of a runway at Palo Alto (Calif.) Airport have been redrawn, bringing the cost down to an estimated \$40,000.

Runway extension at Jefferson City (Mo.) Memorial Airport has been completed at a cost of \$81,702.78.

Port of New York Authority has authorized a 1200-foot extension of the peripheral taxiway CC at New York International (Idlewild) Airport.

(Miscellaneous)

The \$4 million La Guardia Airport Hotel, across the highway from the terminal building, is scheduled to open in March.

A \$5.5 million expansion and modernization program for the Port of Portland (Ore.) was presented to the metropolitan public improvement committee recently.

An industrial survey of airport needs is set to get under way to determine the needs of Jamestown (N.Y.) Airport.

Rhode Island has called for contractors' bids for state airport improvements estimated at \$146,000, of which \$100,000 is for Hillsgrove and the balance at North Central Airport in Smithfield.

All construction and paving work has been completed at Hazleton (Pa.) Municipal Airport. Electrical work and erection of a 50-ft. beacon tower is yet to be done.

Edwin A. Bird has been named acting manager of Rosecrans Field, St. Joseph, Mo., replacing Eric Southwood, resigned.

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