

## FEDERAL-AID HOPES VIRTUALLY ABANDONED

Hopes for getting federal-aid-to-airports appropriations through this session of Congress were all but abandoned this week as the Senate Appropriations Subcommittee heard testimony from Commerce and CAA officials.

In the first day of the hearings, Secretary of Commerce Sinclair Weeks stated: "With Budget Bureau approval, we are now pushing toward development of administrative criteria for (1) defining the national interest in airports; (2) identifying airport deficiencies; and (3) determining the part in meeting these deficiencies which can be met by state and local governments, and by the industry." At the same time, he said, legislative proposals are being drafted to reflect the policies under the new criteria.

The following day brought forth a sharp clash between Sen. Pat McCarran (D., Nev.) and Under Secretary of Commerce Robert B. Murray. McCarran told Murray that he "would strongly oppose" the program set forth by Murray and accused Murray of trying to set himself up as "a czar" of CAA. The acrimonious exchange came up as Murray attempted to justify proposed amendments to the Federal Airport Act, major one being the 50% discretionary fund. McCarran said: "A 50% discretionary fund would make you a little czar. You'd like that wouldn't you?" Murray replied: "No sir, I have very little to do with the placing of airport funds."

Amendments not Clarified

Under close questioning, Murray was unable to clarify how the amendments to the act would be handled. He stated that the Budget Bureau's request for amendments and the appropriation bill would be returned to Budget "within 48 hours." He told the committee that the amendments were not part of the appropriation bill, but never did indicate the specific relationship of the two, or how the two would be handled.

Murray stated that the legislation would be forwarded to Congress soon. McCarran remarked: "You'll have fun with that one!" and added: "I'll oppose any such policy with everything at my command."

Of the "criteria of determining national interest in airports," McCarran said: "I don't understand the meaning of that." The Senator indicated that he failed to see the need for "tampering with the Act," and said he felt that air transportation's growth depended on the development of all airports, both large and small.

In answer to this, Murray stated that the industry study committee's final decision was that, in order for Federal participation to be justified, "the future programs should be big and concentrated." He told the committee that the group had not recommended the increase in the discretionary fund, however.

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## KC TO OFFER \$18 MILLION AIRPORT BOND ISSUE

Bids are to be called by Kansas City shortly on an \$18 million revenue bond issue to be used to finance construction of TWA's maintenance and overhaul base at the new (Platte County) Industrial Airport. Carrier will lease 135.09 acres at a monthly ground rental of \$2,442. In addition, it will pay the city \$200 a month for full use of the airport, as well as an adequate monthly rental to amortize the cost of improvements over the life of the 30-year lease, signed this week. Effectiveness of the lease is contingent upon the city meeting the following three stipulations: (1) completion of the feasibility report by April 30; (2) availability of bond money (DAILY, Apr. 1) and beginning of construction of the engine overhaul and warehouse building by July 15; and (3) completion, occupancy, and use of engine overhaul shops by Sept. 1, 1955. Entire base is to be completed and ready for occupancy within 720 calendar days after signing of the lease.

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CAB has approved transfer of Ozark Airlines operations from Quad-City-Moline Airport to Davenport Municipal Airport. Ozark asked approval for the transfer because of an anticipated airport-fee increase at Quad-City.

CHICAGO'S O'Hare International Airport will be opened to scheduled commercial flights by Oct. 25, it has been learned.

C.C. THOMPSON SERVING CAA AS CONSULTANT

Cyril C. Thompson has been appointed a special consultant to CAA, according to an announcement made by CAA Administrator Fred B. Lee. He is to confer with municipal officials, local aviation organizations, and airport users "To obtain their recommendations as to airport needs to meet a constantly expanding aviation industry." It has been learned that he is not working out of the Office of Airports, but directly out of the Administrator's office. His report is to be presented to Lee within 60 days. Thompson recently resigned as executive secretary of the Airport Operators Council.

Lee was not available for comment on the significance of the study, but other officials stated that it had no connection with the federal aid project. CAA completed a study on its views of federal aid several months ago.

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## NATCC REPORT STRESSES CONTROL OF AIRCRAFT NOISE

Fuller compliance with minimum noise procedures for aircraft operating into New York-New Jersey airports is a top priority project for 1954 of the National Air Transport Coordinating Committee, according to its annual report. "Until technological advances produce adequate control of aircraft noise at its source," the report states, "it is the moral responsibility of the industry to employ conscientiously all the procedural measures which will minimize noise annoyance...In its own interests, such steps are the most practical approach to industry protection against several legal actions, in process or pending, aimed at restricting civil air transport operations at these terminals."

"Virtual completion" during 1953 of the eight-point NATCC program announced in May 1952 is reported as follows:

Installation of two-way recording equipment at La Guardia, Idlewild, and Newark airports and at the New York Air Route Traffic Control Center.

"End-of-the-runway" weather reporting facilities expected to be operative early this month.

Discontinuance of holding aircraft during daylight hours on a "500-on-top" clearance effected, with aircraft awaiting clearance now being given definite fixes and standard altitude separation.

Maintenance runup areas have been established by the Port of New York Authority, by providing for use of these areas in lease agreements.

Intensive airport noise study being made by sound engineer and adaptation of studies being undertaken by PNYA in physical planning and construction.

Runway, taxiway, lighting, and marking projects set forth all completed with the resurfacing of Newark runway 11-29.

Regarding jet operations, NATCC has set forth its policy as follows: Military jet operations should be conducted at military terminals "whenever possible to do so without compromising the National defense." Of jet transport operations, the report states: "It would be futile to speculate regarding the suitability of present terminals for jet transport use, and more futile to attempt devising noise abatement measures for an unknown number of aircraft of unknown characteristics."

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AAAE WILL AWARD a trophy to the "outstanding airport manager in the U.S." at its convention in Louisville, Ky., May 17-19.

CHICAGO PLANS a five-year, \$13 million improvement program at O'Hare International Airport. Scheduled commercial flights to the field commence Oct. 25.

INSTRUMENT runway at Love Field, Dallas, Texas, will be lengthened from 6200 foot to 7750 foot (with addition of taxiways) at cost of about \$650,000. Work starts May 1.

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