

# THE NATIONAL AIR COUNCIL



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(NOTE: The following statement was unanimously adopted at a recent Annual Meeting of Members of the National Air Council, on the recommendation of the Council's Policy Committee. Affiliated member organizations of the Council - which now include Aeronautical Training Society; Air Freight Assn.; Air Transport Assn.; Aviation Dist. & Mfrs. Assn.; Corporation Aircraft Owners Assn.; National Aeronautic Assn.; National Aviation Trades Assn.; University Aviation Assn. - participated in the formulation of the aims and policies as outlined.)

February 7, 1951

## STATEMENT OF OBJECTIVES

The National Air Council has for its principal objective the development of national aviation policy in the public interest. To this end, it serves as a clearing-house for the ideas and opinions of air organizations representing all phases of aviation. Wherever possible, the Council endeavors to coordinate these views and to support aviation policies - both civil and military - which are considered important to the over-all national welfare and progress.

Among the current and specific objectives of the Council - in keeping with this main purpose - are the following:

1. MOBILIZATION OF THE AIRCRAFT INDUSTRY.

The National Air Council thoroughly supports the present mobilization of the aircraft industry, urges that it be speeded by every possible means and that measures be taken to assure for an indefinite period a productive capacity equal to both military and civil requirements during the national emergency.

2. PROTOTYPE DEVELOPMENT THROUGH GOVERNMENT SUPPORT.

The National Air Council believes that the requirements of defense mobilization as well as those of economic progress make more important than ever the prompt adoption of efficient prototype legislation and appropriations to facilitate the development of new aircraft of all major types through an established agency of the government. It urges particularly prototypes in the turbo-prop and jet-powered categories, and aircraft for use in the trunk airline, air cargo and feederline fields. It further recommends that appropriations for such purposes cover such costs as those of engineering, research, development, production and testing.

3. AN ADEQUATE RADAR DEFENSE WARNING SCREEN.

The nature and threat of modern war makes it imperative that the United States promptly build and maintain an adequate radar warning screen. Existing facilities are believed to fall far short of requirements.

4. CONTINUED PROMOTION OF CIVIL AVIATION.

Believing that all categories of civil aviation are essential to the nation's defense and economic development, and particularly during emergency periods, the National Air Council will continue to support vigorously the advancement of safe, efficient air travel and commerce, making use of existing programs and agencies, such as:

- (a) The Air Navigation Development Board and its projects;
- (b) The Federal Airways program; (c) The Federal Airport program;
- (d) Encouragement of executive, agricultural and personal flying.

5. AN EFFICIENT AIR RESERVE PROGRAM.

To assure a maximum of potential military force, the Council recommends the further development and maintenance of a strong air reserve program and expansion of training in all aspects of military aviation.

6. GREATER UTILIZATION BY GOVERNMENT OF COMMERCIAL AIR TRANSPORT.

It is the Council's belief that normal growth of commercial air traffic is in the national interest and therefore advocates that the Government encourage this growth by these specific means: (1) Carriage of long-haul first-class mail by air; (2) Carriage of long-haul parcel post by air; (3) Carriage by commercial airlines of a proper share of government traffic - including military - both passengers and cargo. The Council further urges that any restrictions presently tending to militate against these recommendations be removed.

7. INCREASE OF RESEARCH ACTIVITIES.

The National Air Council, by awards and other means, will continue to encourage the advancement of research and developmental activities wherever possible.

8. PROMOTION AND EXTENSION OF AVIATION EDUCATION.

Recognizing the acute need for preparing the youth of America to meet the momentous changes that are occurring as a result of this extremely rapid means of transportation, the National Air Council strongly urges the promotion and extension of aviation education.

9. SEPARATE REGULATION OF CIVIL AVIATION.

The Council believes it essential to further air development and progress that governmental regulation of aviation, judicially and administratively, remain in existing agencies, as provided by the Civil Aeronautics Act of 1938.

10. ROTC FLIGHT TRAINING.

Considering the potential requirements of the three major military services, and the increased air education to be attained, the Council recommends a program of flight training in light aircraft for college students enrolled in advanced courses in the R.O.T.C.

11. RECOGNITION OF AMERICAN ACHIEVEMENTS IN AIR TRANSPORT.

An important aim of the Council is to engender public understanding of the nation's accomplishments in air transport and to encourage support for further achievement in both domestic and international fields. As one means of attaining this aim, the Council will sponsor the Golden Anniversary of Flight in 1953, in cooperation with government agencies, affiliated air organizations and numerous national groups.

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