

U. S. DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION

D. W. RENTZEL
Administrator of Civil Aeronautics

BEN STERN, Director
Office of Aviation Information

CAA-425

FOR RELEASE:

MONDAY
May 8, 1950

COMMERCE-INTERIOR TO DEVELOP AIRPORTS NEAR NATIONAL PARKS AND MONUMENTS

WASHINGTON, D.C., May 8 -- Legislation recently approved by President Truman makes possible the development of airports near the entrances of national parks and monuments, it was announced jointly by the Departments of Commerce and Interior today.

Under the new act, Public Law 463, the Secretary of the Interior is authorized to acquire, construct, operate, and maintain public airports outside but close to the entrances of these areas. The projects will be sponsored by the Department of Interior in cooperation with local governmental agencies and with the assistance of the Civil Aeronautics Administration of the U. S. Department of Commerce, pursuant to the Federal Airport Act of 1946. Authorization for an appropriation of \$2,000,000 to the Department of Interior for this program is contained in the new act.

Secretary of Commerce Charles Sawyer stated that airports located near our national parks will give an added stimulus to civil aviation and especially to personal flying all over the country. The Secretary added that, following studies made jointly by the two agencies, airport sites tentatively have been selected in close proximity to the entrances of the major parks and monuments. Several will be included in CAA's National Airport Plan for 1950, including one near West Yellowstone, Montana, to serve Yellowstone National Park. The existing field does not meet minimum acceptable standards and scheduled services to that airport were abandoned in 1948.

Interior Secretary Oscar Chapman stated:

"This legislation holds out the prospect that, within the next few years, both commercial and pleasure planes will have facilities for reaching the national parks and monuments without any need of installing landing fields and appurtenant facilities within them. We have been mindful of the Congressional mandate that these areas must be protected without serious damage to or modification of the landscape. However, we are just as mindful of the fact that the airplane is an important means of enabling persons living at great distances from the parks to visit them during comparatively short vacation periods. With this extended authority, we can now move forward to formulate a construction program designed to meet the needs of air travelers."

Secretary Chapman attributed the new authority largely to the cooperation extended to the Department of the Interior by the Civil Aeronautics Administration. He pointed to other instances of such cooperation by the CAA and mentioned

specifically CAA Administrator D. W. Rentzel's recent agreement to show on the backs of sectional aeronautical charts, along with other navigational and airport data, information regarding the principal national parks and monuments within areas covered by each chart. Information to be incorporated on forthcoming charts will include a vicinity map of the park or parks concerned, and a statement that, in the interest of preserving the natural features of the area, Department of the Interior regulations cannot permit aircraft landings within the parks. But flyers are invited to view these areas from the air and visit them on the ground after landing at a nearby airport.

The charts will also contain a statement that the Secretary of the Interior has requested pilots to maintain altitudes at least 2,000 feet above the terrain, so that the quiet enjoyment of the parks will not be disturbed.

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FOR RELEASE:

THURSDAY
May 11, 1950

CAA ANNOUNCES 1950 NATIONAL AIRPORT PLAN

WASHINGTON, D.C., May 11-- The 1950 National Airport Plan listing 5,093 locations at which airports should be constructed or improved to meet existing and anticipated demands for air service over the next three years was announced today by D. W. Rentzel, Administrator of Civil Aeronautics.

This is the fourth in a series of such plans prepared by the CAA under the Federal Airport Act of 1946, which requires the Administrator to prepare and revise annually a three-year forecast of airport construction or development projects considered necessary to provide a system of public airports adequate for the needs of civil aeronautics.

No funds, Federal or sponsor, are assured by inclusion of a location in the Plan. However, on the basis of appropriations to be made by the Congress, the CAA will include in its coming fiscal year program those locations which according to the Plan show the greatest need.

For its own guidance, the CAA has estimated the cost of the work outlined in the Plan at \$928,033,000, which broken down would be \$445,688,000 in Federal and \$482,345,000 in sponsor funds.

Among the 5,093 locations listed in the 1950 Plan, 4,964 are within the continental limits while 129 are in the territories. Of the total projects, 2,316 are for improvement of existing airports while 2,777 are for completely new fields.

The 1950 Plan lists 2,465 Class I airports, the smallest type, of which 1,848 would be new and 617 for improvement; 1,078 Class II airports, of which 440 are new and 638 are for improvement; 597 Class III airports, of which 143 are new and 454 for improvement; 575 Class IV and larger airports, of which 25 are new and 550 for improvement. In addition, 312 seaplane bases and 66 heliports are listed in the Plan.

The 1950 Plan is broken down by States and each project listed shows present and proposed class of airport, type of scheduled air service, and status under the Federal Airport Act. State summaries break the complete Plan down by airport class, new airports, those recommended for improvement and estimated cost in Federal and sponsor funds.

Copies of the 1950 National Airport Plan may be obtained from the U.S. Government Printing Office, Washington 25, D.C. at \$.75 per copy.

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