

Help for Growth Of Nation's Small Airports Stressed

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Washington Correspondent



The commercial airline industry wants the federal government to help stimulate growth of the nation's smaller city airports through more dependable scheduled air service. The Air Transport Association, trade organization of the major airlines, recently convened a symposium here to focus attention on their contention that the government ought to change its policy governing installation of airport safety aids for foul weather flying at "non-hub" airports.

Under existing policy, an airport has to be used by a specified number of paying passengers before it qualifies for various facilities, such as a control tower operated by the Federal Aviation Agency, or instrument landing devices. ATA advocates a new policy under which each airport would get a minimum package of equipment financed by federal funds to minimize

flight cancellations in inclement weather and thus foster more reliable air service and greater public use.

ATA lists among the nation's 395 non-hub airports 13 in Oregon: Astoria, Baker, Bend-Redmond, Burns, Corvallis-Albany, Eugene, Klamath Falls, Lakeview, North Bend-Coos Bay, Ontario-Payette, Pendleton, Roseburg and Salem.

Of these, only four have received the Instrument Landing System (ILS) which permits flying as long as the ceiling doesn't drop below 200 feet and visibility is as great as a half mile. Those with ILS are Eugene, Medford, Pendleton and Klamath Falls, in addition to Portland.

Because the other airports lack ILS, flying is curtailed sooner in soupy weather. At Salem the minimum ceiling is 300 feet with three quarters of a mile visibility. At Corvallis-Albany it's 500 feet and one mile. At Bend-Redmond it's 700 feet and one mile. At Roseburg it's 1400 feet and two miles. At Astoria and North Bend-Coos Bay it's 1200 feet and one mile, and at Baker it's 1700 feet and one mile, ATA reported.

GETTING TIRED
East St. Louis, Ill. — (UPI) — Auto parts dealer Mannie Loeb, rolled 19 times in as many months, offered to feed any hungry robbers "if they'll just leave me alone."

Federal aid for airport developments falls into two categories. Funds for runways and parking aprons and runway lights are provided on a 50-50 matching basis with the local airport operating agency, but funds for safety equipment such as radar, ILS or runway approach lighting are entirely federal with no matching requirements.

Congress has provided \$75 million annually in recent years for federal matching funds. The amount for safety devices has run around \$14 million for each of the past two years.

"We believe in building up airports," explained a Federal Aviation Agency spokesman. "We're promoting airports in small communities, but we have about twice as much demand as we have money each year."

The Eisenhower administration tried to phase out airport aid. In 1954 all aid was eliminated from the federal budget. There was so much unfavorable reaction that it was resumed the following year.

Group Opposed
But there is opposition to the expanded aid program from one influential quarter. The Aircraft Owners and Pilots Association recently urged Congress to cut the FAA budget by 37 per cent. Many of its members fly their own planes and don't favor federal spending on programs that will make the nation's airways more crowded.

DRAMA PASSES MARK
New York — (UPI) — "The Blacks," record-holder, for an off-Broadway drama, has passed its 750th performance at the St. Mark's Playhouse. It opened in May, 1961.

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WAVY LINE—It isn't certain if the heat or just bad "dressing" on the part of these guards causes them to form a wavy line while rehearsing in the Horse Guards Parade at London, England, for the forthcoming Trooping of the Colors ceremony. (UPI)



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