

expired on February 1, 1959. This airline did not apply for renewal and service was discontinued at the option of the airline as of that date. The cities involved petitioned for renewal of service to the Civil Aeronautics Board and after appropriate hearings this petition was denied. The date of this denial, it is interesting to note is dated February 28, 1961, over two years after service was discontinued. The cities have twenty days from this date to file for petition for reconsideration; and

WHEREAS, the seriousness of the current status of air carrier service to the various major communities of our State indicates the need for immediate study and action. The loss of and the inadequacy of air carrier service has many implications insofar as our State is concerned.

First, in this air age, the transportation availability affects the economic stability of existing industry. Also, the lack of air carrier service creates a deterrent to the economic development in an area by the establishment of new industry.

Accessibility by air is as important to a vast segment of business and industry today as rail accessibility was in the early years of the economic and industrial growth in our State.

The increasing shift of commerce from rail to air is sufficient to indicate the importance of air carrier service. It is logical to assume that communities by-passed by the air routes of the country will, in the future, not too distant, experience the same fate that communities in the past experienced when by-passed by rail transportation. This is of immediate concern, since now is the time when basic routes for air commerce must be formed; and

WHEREAS, study of this problem would indicate that many factors contribute to the reasons for this condition which now exists.

In following the activities of the Civil Aeronautics Board, the Federal Agency charged with the responsibility of certification of air carrier service, there is every indication that there is no long range plan for air transportation on a state or federal basis. Also, there is no indication that firm basic policies are employed in the promulgation of basic decisions concerning air routes. These factors would indicate administrative weakness which affects the future of many established communities.

Procedures and methods used in air route determination appear to be cumbersome and costly. The financial burden of proper and successful petitions before the Civil Aeronautics Board becomes entirely unjustified for smaller communities. This stems not only from the requirements of the procedure, but also from the long delays caused by the lack of active, timely determination by this Board.

Since competition is strong between airlines for certification to any community, the successful airline is in effect awarded a public service trust when selected as the carrier to serve a community. Evidence brought to the attention of the State Aviation Commission would indicate that this is not the case in many instances. Undependable and unreliable service will not create a successful transportation system. This enters the picture insofar as our communities are concerned.