

The Commonwealth of Massachusetts

MASSACHUSETTS AERONAUTICS COMMISSION,
LOGAN AIRPORT, EAST BOSTON 28, November 2, 1948.

To the Honorable Senate and House of Representatives.

In accordance with the provisions of chapter 30, section 33, of the General Laws, as amended, I am submitting herewith the following drafts of bills embodying legislation recommended by the Massachusetts Aeronautics Commission.

1. An act to clarify the Aeronautical Laws of the Commonwealth and to define the duties and responsibilities of the State Airport Management Board and the Massachusetts Aeronautics Commission with respect to the operation of aircraft.

2. An act establishing airport approach zones for the General Edward Lawrence Logan Airport, and providing for the prevention of the establishment and maintenance of airport hazards.

3. An act relative to the appropriation of funds to provide the state's share of the cost of construction of airports under the Federal Airport Act.

4. An act relative to the authority of the Aeronautical Inspectors of the Massachusetts Aeronautics Commission.

5. An act relative to the records of District Courts concerning violations of aeronautical laws or regulations.

Yours very truly,

CROCKER SNOW,
Director of Aeronautics.

RECOMMENDATIONS.

1. Prior to the enactment of chapter 637 of the Acts of 1948, the Aeronautics Commission was clearly charged with the responsibility of regulating the flight of aircraft and associated matters everywhere in the Commonwealth. The expressed purpose of chapter 637 was "To ensure the adoption and carrying out of sound business management policies in the management and operation of Logan Airport and Hanscom Field and any other state-owned airport that may be established." However, the Attorney General in an opinion dated October 8, finds that the new act gives the State Airport Management Board, created thereby, responsibility for the regulation of the flight of aircraft in the vicinity of state airports, thereby creating a poorly defined overlapping of authority between the Aeronautics Commission and the Airport Management Board.

The basic purpose of the act recommended is to clearly impose upon the Aeronautics Commission the responsibility for all matters pertaining to the operation of aircraft in the Commonwealth.

2. Chapter 412 of the Acts of 1939 established certain standards for the protection of the aerial approaches to what was then known as the Boston Airport. Both the physical dimensions of the airport and the accepted standards for the safe operation of today's aircraft have changed considerably since then, and the purpose of this act is to bring our approach zoning statute up to date.

3. Chapter 90 of the General Laws permits the Commonwealth to contribute 25 per cent of the cost of public municipal airport construction, and a special appropriation for this purpose has been made annually for the past two years. The purpose of this act is to permit a continuation of this program.

4. Inspectors of the Aeronautics Commission are charged with the responsibility of enforcing the aeronautical laws and regulations, but they have no more statutory authority than any citizen. The purpose of this act is to give them the same sort of authority with respect to aircraft and aircraft pilots as inspectors of the Registry of Motor Vehicles have with respect to motor vehicles and drivers.

5. Penalties authorized in connection with violations of the aeronautical laws and regulations are imposed by state courts after prosecution by the Commission's inspectors or other law-enforcement officers. The purpose of this act is to ensure that the Commission will have transcripts of the records of all such actions.

Yours very truly,

CROCKER SNOW,

Director of Aeronautics.

