

NOTICE:—This report was mailed to all members of the Chamber five days before the meeting and copies were also placed in the hands of each member attending the meeting, when opportunity was given for discussion. The vote thereon therefore can fairly be said to represent the opinion of the entire membership. The meetings of the Chamber are attended by three or four hundred members.

PAMPHLET OFFICE

# Chamber of Commerce of the State of New York

At the Regular Monthly Meeting of the Chamber of Commerce of the State of New York, held November 4, 1943, the following Resolutions and Report, submitted by its Special Committee on Aviation, were unanimously adopted:

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## POST-WAR AIR TRAFFIC

To the Chamber of Commerce:

The Special Committee on Aviation offers the following resolutions:

Resolved, That the Chamber of Commerce of the State of New York believes that the success of air traffic in the post-war period demands at this time certain Government actions, the most important of which are:

- (1) That the Government should record itself beyond doubt to the effect that it will maintain and support the principles of private ownership and operation of airlines, both in domestic and international commerce, subject to reasonable Government regulations;
- (2) That the Government of the United States will foster and encourage a sound world-wide commercial air transportation system, free of monopolies as well as unbridled competition, which can promote domestic and foreign commerce, and

at the same time maintain its proven military value to the nation; and

(3) That the Federal Government in its foreign relations, as well as in its domestic relations, will use its influence and authority to arrange for suitable civil and commercial airports and their facilities in the major trade centers of the world essential to meet the requirements of our domestic and foreign commerce and our air forces; and

(4) That the United States Government should adopt a policy of granting to a foreign airline only those privileges corresponding to those granted by its home government to American-owned airlines; and such reciprocal relations should be arranged by international agreements, so that airlines carrying our flag shall not be placed at any disadvantage in the use of foreign air facilities; and, be it further

*Resolved*, That copies of this report be sent to the President and the members of Congress.

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It is generally believed that the war has laid the foundation for tremendous expansion at the conclusion of hostilities in commercial aviation. To accomplish this, however, the Government can be of great assistance in connection with the transition period from war to peace times. To insure economic stability and to promote employment of those returning to civil life from the armed forces, it is essential, among other things, that private ownership and operation of all forms of commercial transportation shall be recognized and encouraged. It is essential that many of the lend-lease airports and their facilities should be open to American airlines, particularly those located in the major trade areas of the world. Agreements with the foreign governments concerned should be made through diplomatic channels which will establish by treaty the right of commercial transit for commercial planes of all kinds, the right to land for fuel, repairs and emergency.

Not only in the domestic field, but also in international aviation, the Federal Government should take steps in cooperation with other nations to avoid cut-throat competition. Without international agreements for this purpose, other nations with govern-

ment-owned lines or with privately-owned lines having substantial government subsidies, will have an unfair advantage in international aviation.

Respectfully submitted,

WYATTE D. GUTHRIE, *Chairman*  
VICTOR EMANUEL  
LEON O. HEAD  
H. J. LYALL  
*Of the Special Committee on  
Aviation*

FREDERICK E. HASLER  
*President*

Attest:

B. COLWELL DAVIS, JR.,  
*Executive Secretary*

New York, November 4, 1943

