BETTER PORTS HELD KEY TO CIVIL FLYING

Lack of properly located, adequately designed and equipped small airports threatens to stifle the normal development of civil aviation in the New York region and other large population centers of the country.

This is the conclusion drawn by the Regional Plan Association from a study of airport needs here. In a bulletin entitled "Minor Regional Airports," the Association estimates that almost 20,000 private planes will be in use in the New York-New Jersey-Connecticut metropolitan region alone in the nert 10 years. These planes it holds, will require the equivalent of at least 100 small airports.

The 16-page illustrated bulletin comprises the second part of the recommendations for a New York metropolitan regional airport system. The first part of the report, "major regional airports," was distributed in December.

The over-all system envisaged by the Plan Association includes 129 airports—4major airports, 8 supplementary major, 18 secondary, and 99 local airports in the three-state region.

Major airports will ultimately handle only scheduled airline service; supplementary ports will act as stand-by ports in bad weather, as feeder stops and as commercial terminals of the areas in which they are located; secondary "ports" will act as feeder line centers, smaller commercial plane and personal plane bases, while local airports are to be for the exclusive use of the personal plane, according to the report.

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