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## **New York Airways Collection - "The Issues and Challenges of Air Transportation: A Symposium in the Public Interest...", 1961**

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## AIRPORTS AND SAFETY

by Jerome Lederer, Managing Director  
Flight Safety Foundation

### PREFACE

About 30% of all air transport accidents occur in the landing phase. Many of these are due to inadequate ground facilities. Airports may also act as bottlenecks to the flow of air traffic, thus creating a collision potential.

In addition to the safety relationship between airport and aircraft, there are safety problems between the airport and the community, the airport and its population.

1. What can be done to reduce the lag between the development of proven airport safety equipment and its installation for use? This includes: navigation aids, landing aids, approach lights, runway lights, crash rescue equipment, etc.
2. Project HORIZON suggests that the FAA authority over airport standards and safety be broadened. Will local communities be willing to relinquish their jurisdiction over airports to federal authority in respect to zoning, accessibility, safety--or can they be relied on to enforce zoning on the basis of FAA formulae?
3. Community support is needed to establish more airports, to retain and operate safely those which already exist. Most people do not fly. What can be done to convince the non-flying public that the airport is an essential asset to the community in emergencies and could be a desirable social asset as well? Will the public support a regional airport plan?
4. The exaggerated fear from falling aircraft helps block community acceptance of the airport. The risk is insignificant compared with fatalities from other accidents (one in every 2,000 people killed last year by accident). How can this fear be overcome?
5. The lack of adequate crash fire rescue crews, except at a handful of the 600 transport airports, should not be tolerated, but the financial burden is enormous, the accidents few in numbers. What are the alternatives?
6. Should a study be made to determine if the working hazards incurred by line mechanics and ramp personnel can be reduced by initial design of airport and aircraft?
7. What can be done to integrate aircraft design with landing area design in view of rising land values and costs of airport operation? The expansion in use of conventional aircraft coupled with the strange, new aircraft of the new future will pose new problems in the design of landing areas. Is there a program to determine a national system of landing areas and how to meet the new problems?

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