The economics and technology of successful commercial aviation are the concern of the Civil Aeronautics Board, said the Hon. Alan S. Boyd, CAB chairman who spoke here Friday.

Boyd described the challenges confronting American civil airlines, and the Board. Among the pressures confronting American civil aviation and the Board. Among the looting of all America's airlines, and the approval of routes to be used, there is to be change, and maximum profits attained.

The CAB also holds responsibility for the investigation of commercial aircraft accidents, and for advising the State Department in matters concerning international civil aviation. Boyd explained that the Board, in addition to its routine duties holds responsibility for the economic welfare of American aviation.

He described one of the problems confronting the Board in its duty of appeals court for decisions of civil air regulation as the need for more rapid handling of cases and suits. At present mass cases and suits, the Board must rely on data collected in times before the advent of commercial jet service.

Another problem with which the Board is concerned is the excess passenger capacity of jet transport. The Board is also plagued by aircraft requirements. Most critical of these are the pre-emption of jet passengers, the qualifications of passenger capacity, the excessive number of passengers to airports where jet transport is available. In 1961, 100,000 persons were continued, 100,000 persons would die each year in aircraft crashes.

The problem of the supersonic transport is also considered critical. Because of the level of development costs, Boyd felt no American utilization could undertake such an enterprise alone, and that the supersonic transport would be developed under government contract.

Areas of Development

Other areas in which the Board predicted rapid development include vertical and short take-off craft at remote jet airports, all-cargo vertical and short take-off craft at remote jet airports, and in safety to those going to work and in safety to those going to work.

CAB Chairman Talks on Airline Problems

By Steven Lippier

The economics and technology of successful commercial aviation are the concern of the Civil Aeronautics Board, said the Hon. Alan S. Boyd, CAB chairman who spoke here Friday.

Boyd described the challenges confronting American civil airlines, and the Board. Among the pressures confronting American civil aviation and the Board. Among the looting of all America's airlines, and the approval of routes to be used, there is to be change, and maximum profits attained.

The CAB also holds responsibility for the investigation of commercial aircraft accidents, and for advising the State Department in matters concerning international civil aviation. Boyd explained that the Board, in addition to its routine duties holds responsibility for the economic welfare of American aviation.

He described one of the problems confronting the Board in its duty of appeals court for decisions of civil air regulation as the need for more rapid handling of cases and suits. At present mass cases and suits, the Board must rely on data collected in times before the advent of commercial jet service.

Another problem with which the Board is concerned is the excess passenger capacity of jet transport. The Board is also plagued by aircraft requirements. Most critical of these are the pre-emption of jet passengers, the qualifications of passenger capacity, the excessive number of passengers to airports where jet transport is available. In 1961, 100,000 persons were continued, 100,000 persons would die each year in aircraft crashes.

The problem of the supersonic transport is also considered critical. Because of the level of development costs, Boyd felt no American utilization could undertake such an enterprise alone, and that the supersonic transport would be developed under government contract.

Areas of Development

Other areas in which the Board predicted rapid development include vertical and short take-off craft at remote jet airports, all-cargo vertical and short take-off craft at remote jet airports, and in safety to those going to work and in safety to those going to work.