ities are also unable to respond. Airport facilities are classified by the league as being of national significance and essential to the economy and commerce of the United States and, as such, warrant a permanent long-term Federal responsibility for financial support.

D. Needs and Prospective Capital Outlays

Airport facility development needs have been forecast for the period 1966–69 in the total amount of \$1.96 billion. Of this amount, approximately \$760 million (39 percent) is required for terminal building or terminal area development—work which is not eligible for Federal aid. The balance of \$1.2 billion relates to needed development which is eligible for Federal aid. During the 4-year period, matching Federal aid approximating \$300 million is expected to be available. Thus, the residual local and State financial burden will approximate an additional \$600 million during this period.

Forecast data indicates that most major airports are acutely aware of the development needed to accommodate larger capacity aircraft of the future. Such aircraft will be introduced in quantity during the 1970–75 time period. The capital outlay requirements for FAAP eligible airport development are estimated at over \$3 billion during the 10-year period 1966–75. Based on the assumption that work not eligible for Federal aid will continue to constitute approximately 40 percent of the total, it is estimated that the total capital outlay requirements for publicly owned airport development needs will approach \$5 billion during this decade (see table XIII). Privately owned airports will require another \$1 billion.

The key forecast factors considered in the projection of these capital outlay requirements are:

Over 179 million scheduled airline passengers annually by 1975—almost double today's figures.

Hours flown in general aviation aircraft to reach 30 million annually in 1975—an 85-percent increase over that recorded in 1965.

Transition from piston to turbine aircraft by 1970, alone, resulting in extending service from 112 airports at present to 346.

Introduction of supersonic transport, vertical short takeoff and landing, and larger capacity passenger-carrying aircraft in the latter half of this 10-year period requiring the construction and/or expansion of appropriate airport facilities.

An estimated \$670 million FAAP eligible airport development cost requirement during the immediate 2-year period 1966–67; with a cumulative requirement of over \$1.4 billion for the 5-year period 1966–70.

Attendant with the projected growth and technological advances in the field of aviation, the assumption that the continued FAAP capital outlay requirements for airport development and improvements over the following 5-year period (1971–75) will be equivalent to at least the preceding 5 years plus a 2-percent per annum construction cost increase.

Table XIII provides a summary of the estimated 1966–75 airport development capital outlay requirements by year. These estimates reflect aviation needs and are not a projection of probable expenditures.