

even that amount. And the amount requested was strictly for items eligible under the Federal Airport Act and did not include equally essential and desperately needed terminal area facilities.

The experience under the latest extension of the Federal Airport Act indicates that reliance can no longer be placed upon the appropriations process and the use of general funds, if the Federal Government is to participate to the extent it should in assisting State and local communities to undertake needed airport development. The amount authorized for fiscal years 1968, 1969, and 1970 has been \$75 million annually. The amount appropriated was \$66 million for fiscal 1968, and \$70 million for fiscal 1969. The House Appropriations Committee in its report on the Department of Transportation appropriation for fiscal 1968 stated:

The committee is well aware that the airports in our major cities are growing more and more congested and that this airport congestion is a major factor in the safety and convenience of air travel. Notwithstanding, the committee does not feel that the grants-in-aid program as authorized provides the best means for coping with this problem.

Although significant assistance has been provided to State and local governments for airport development under the Federal Airport Act, the expiration of the act at the end of fiscal year 1970, the low level of funding in previous years, the uncertainties inherent in the appropriations process, the magnitude of future expenditures required, the present demands on the Federal budget which will not abate in the foreseeable future, and the size and prosperity of those who utilize our Nation's airports suggest a change in the nature and amount of Federal assistance for airport development.

#### FUTURE AIRPORT NEEDS

All the witnesses before the subcommittee agreed substantially on the magnitude and the absolute necessity of future airport development in the United States. By the end of 1973 an additional \$3 billion must be invested in the national airport system. Another \$3 billion will be required by the end of 1975 making a total estimated investment over the next 8 years of \$6 billion. This will require the expenditure of as much money over an 8-year period as has been expended in total during this century for development of the national airport system. This total, of course, includes terminal area and airport access needs as well as runway development.

The present FAA 5-year plan for fiscal years 1968 through 1972 includes development at 548 air carrier airport locations within the United States, 11 of which are new locations. The plan also includes the development of 225 reliever airports around high activity air carrier hubs. The Federal share of this development alone would amount to \$1.53 billion. This does not include the matching funds from State and local governments for runway needs, nor does it include any of the amount that must be spent for passenger handling facilities.

Airport congestion has been and will be caused by the astounding growth in air transportation. During fiscal years 1962-66 the number of passengers enplaned by U.S. scheduled air carriers rose from 66.6 to 114 million, a 71-percent increase. The actual number of passenger-miles flown increased from 42.5 to 76.4 billion. The aircraft fleet has