

The following chart prepared by the FAA for the subcommittee shows the investment that will be required for the development of general aviation airports through the 1978 timespan:

ESTIMATED FUNDING REQUIREMENTS FOR DEVELOPMENT OF GENERAL AVIATION AIRPORTS¹

Purpose of expenditure	1969-73, estimated requirements ²		1974-78, estimated requirements ³	
	Number of units	Millions of dollars	Number of units	Millions of dollars
1. Construction of new "reliever" airports.....	74	100	150	200
2. Other new airport construction.....	645	200	35	10
3. Development of existing airports.....	1,574	265	750	80
Total.....		565		290

¹ Total construction costs for all types of development presently eligible for FAAP assistance at airports exclusively serving general aviation.

² Recommended development contained in the 1966-67 national airport plan.

³ Preliminary estimate of additional and continuing development needed to meet forecast general aviation growth through 1980.

The funding required for development of air carrier airports will exceed \$5 billion during the same time period. The amount required in the New York City area alone will in all probability exceed three-quarters of a billion dollars. Chicago is planning improvements at O'Hare Airport that will run close to \$300 million and is also considering the construction of a new airport that will cost at least another \$300 million. Dallas and Fort Worth are planning a new \$250-million airport. A new airport at New Orleans will cost almost \$350 million. Los Angeles has a \$500-million airport expansion program. Equally staggering sums will be required for airport development at hundreds of medium- and small-size cities in the United States to cope with existing jet aircraft and the new and larger jets to be put into operation in the next 2 or 3 years.

The introduction of short-haul jets, such as the DC-9, the BAC-111, and the Boeing 737, by the local service airlines has necessitated a new round of extensive runway lengthening and strengthening at the several hundred air carrier airports in smaller communities. The small general aviation airport must also be improved as the business aircraft fleet becomes predominantly turbine powered.

Most of the money that will be needed for development at air carrier airports will be for terminal area needs. The following table contains the best estimate of the Airport Operators Council International as to the amount that will be needed for terminal area development, as opposed to runway construction and improvement: