

AOCI AIRPORT FINANCING ESTIMATE (PROJECTION BASED ON SAMPLE)
NEED THROUGH 1973 (67 U.S. MEMBERS)
(In thousands)

	FAAP eligible		Noneligible		Total	
	Amount	Percent	Amount	Percent	Amount	Percent
Large hub (15 of 22).....	\$458,133	25	\$1,404,164	75	\$1,862,297	----
Medium hub (23 of 31).....	197,208	56	153,400	44	350,608	----
Small hub (21 of 34).....	63,202	56	50,544	44	113,746	----
Nonhub (8 of 13).....	17,587	75	5,872	25	23,459	----
Total (67 of 100).....	736,130	31	1,613,980	69	2,350,110	100

PROJECTED NEED THROUGH 1973 (U.S. AOCI MEMBERS—100 AIRPORTS)

Large hub.....	\$690,000	23	\$2,262,000	77	\$2,952,000	----
Medium hub.....	263,000	56	204,000	44	467,000	----
Small hub.....	102,000	57	78,000	43	180,000	----
Nonhub.....	26,000	72	10,000	28	36,000	----
Total.....	1,081,000	30	2,554,000	70	3,635,000	100

PROJECTED NEED THROUGH 1973 (ALL NON-FEDERAL U.S. AIR CARRIERS—525 AIRPORTS)

Large hub.....	\$690,000	23	\$2,262,000	77	\$2,952,000	----
Medium hub.....	280,000	55	227,000	45	507,000	----
Small hub.....	264,000	57	196,000	43	460,000	----
Nonhub.....	750,000	77	225,000	23	975,000	----
Total.....	1,984,000	41	2,910,000	59	4,894,000	100

Unless the terminal areas are expanded and improved they will be the bottlenecks of commercial aviation when the jumbo jets are introduced.

It would not, of course, be proper for the Federal Government to bear the full cost of future airport development. Airport development has always been the primary responsibility of State and local governments and will continue to be so in the future. The best estimate presented to the subcommittee as to the amount of funding that could be provided by State and local governments was \$3½ to \$4 billion of the total anticipated \$6-billion need. This would leave about \$2 billion unfunded for which Federal assistance of some form will be required.

These amounts are needed for airport development alone and do not include money that will be required for the installation of airport control towers, instrument landing systems, terminal area radars, en route traffic control centers and other parts of the national airways system which are funded 100 percent by the Federal Government out of general funds. These additional aviation needs are mentioned to illustrate the immensity of the investment that will be required within the next 10 years to maintain a system of airports and airways adequate to meet the needs of commerce and the traveling public.

CURRENT AIRPORT CONGESTION

The so-called airport problem consists of two parts: (1) current airport congestion for which additional airport construction and development, even on a crash basis, is no solution; and (2) future airport congestion for which the solution is the construction of new airports and the improvement and expansion of existing airports to cope with predicted traffic levels and types of aircraft that will be flying in the mid-1970 time period.