

Additional funds could be raised from the general aviation segment by the imposition of an annual license fee. The amount that could be derived from this source is listed in the table below:

ESTIMATED ANNUAL LICENSE REVENUE FROM FIXED-WING GENERAL AVIATION AIRCRAFT

Year and type of aircraft	Number as of yearend	Assumed annual license fee	Estimated annual license revenue
1968—Single-engine, piston.....	100,000	\$50	\$5,000,000
Multiengine, piston.....	14,650	100	1,465,000
Turbine.....	2,260	500	1,130,000
Total.....	116,910		7,595,000
1969—Single-engine, piston.....	106,100	50	5,305,000
Multiengine, piston.....	15,700	100	1,470,000
Turbine.....	2,900	500	1,450,000
Total.....	124,700		8,325,000
1970—Single-engine, piston.....	112,200	50	5,610,000
Multiengine, piston.....	16,750	100	1,675,000
Turbine.....	3,500	500	1,750,000
Total.....	132,450		9,035,000
1971—Single-engine, piston.....	118,300	50	5,915,000
Multiengine, piston.....	17,800	100	1,780,000
Turbine.....	4,100	500	2,050,000
Total.....	140,200		9,745,000
1972—Single-engine, piston.....	124,350	50	6,217,500
Multiengine, piston.....	18,850	100	1,885,000
Turbine.....	4,750	500	2,375,000
Total.....	147,950		10,477,500
1973—Single-engine, piston.....	124,350	50	6,217,500
Multiengine, piston.....	18,850	100	1,885,000
Turbine.....	4,750	500	2,375,000
Total.....	147,950		10,477,500
1974—Single-engine, piston.....	124,350	50	6,217,500
Multiengine, piston.....	18,850	100	1,885,000
Turbine.....	4,750	500	2,375,000
Total.....	147,950		10,477,500
1975—Single-engine, piston.....	124,350	50	6,217,500
Multiengine, piston.....	18,850	100	1,885,000
Turbine.....	4,750	500	2,375,000
Total.....	147,950		10,477,500

NOTE: Aircraft data are forecast figures taken from "Aviation Forecasts, Fiscal Years 1967-77" prepared January 1967 by the Office of Policy Development, FAA. Aircraft data are for eligible aircraft only.

This user fee would raise \$76,610,000 by the end of 1975. Considering the services that are rendered to general aviation by the Federal Government and the extent of general aviation airport development anticipated in the future, such a charge would be reasonable and fair. In the case of small single-engine aircraft the annual fee would be less than the amount charged by most States for an automobile tag. Such a small charge would not be detrimental to the continued growth of general aviation and would enable that segment to pay a part of the cost of facilities used by general aviation.

The testimony presented at the subsequent hearings should be directed toward the various types of user fees that can be imposed. Fees such as the ones listed above must be imposed on all segments of aviation, if the Nation's airports needs are to be met.