

tion and belief every statement contained in the petition is true and no statement in the petition is misleading.

J. B. HARTRANFT, Jr.

Sworn to and subscribed before me this 15th day of March, 1956.

CLARENCE C. KEISER,
Notary Public.

My commission expires May 6, 1957.

ANNEX G

AOPA POSITION : FAAP PRIORITIES

1. *Statutory Basis.*—The Federal Airport Act provides in Sec. 3 that the National Airport Plan is "to provide a system of public airports adequate to anticipate and meet the needs of civil aeronautics . . . and shall not be limited to any classes or categories of public airports" and that the Administrator shall "take into account the needs of both air commerce and private flying . . ."

The Act provides in Sec. 4 that the Administrator may grant funds for "... the establishment of a Nationwide system of public airports adequate to meet the present and future needs of civil aeronautics . . ."

2. *Agency Policy.*—Priorities for Allocation of Federal Funds are established by AC 150/5100-2 dated 5/9/66 and Policy Statement dated 5/24/66.

3. *AOPA agrees that.*—(a) Requests exceed funds available; (b) Priorities are necessary; (c) Best use of available funds should be made.

4. *AOPA disagrees with.*—(a) The priorities established; (b) the underlying concept that funds should be concentrated at airports with a "significant volume of commercial air traffic" regardless of the fact that other airports needed to complete the system have not been established.

5. *AOPA Recommended Priority.*—Requests for aid should be satisfied in the following order:

(a) Initial purchase of land and initial development to provide a new public airport to complete the National Airport Plan.

(b) Provision of improvements to meet minimum standards for elementary (i.e., parking, lighting, etc.) airport facilities.

(c) Provision or improvement of airports to relieve congestion at major airports in metropolitan areas.

(d) Provision of Category I capability at airports without any instrument capability.

(e) Improvements to provide additional runway and ramp capacity at existing airports.

(f) Provision of Category II capability.

(g) Improvements to existing facilities by enlarging, strengthening or marking runways, taxiways and ramps.

(h) Provision of Category III capability.

REASONS FOR AOPA POSITION ON FAAP PRIORITIES

(1) The primary purpose of the Federal Airport Act is to establish a nationwide system of airports to meet existing and future needs of civil aeronautics. All other considerations are secondary.

(2) The best use of Federal aid is to encourage provision of fundamental and essential facilities. Improvements above this minimum level should take lesser priority in the order of their sophistication.

(3) Loss of privately-owned, public-use airports due to tax and economic pressure is creating an airport shortage. The surest remedy is public ownership.

(4) The ability of a community to survive depends on its ability to participate in the air commerce system. Carriage for hire is only a part of air commerce. Not-for-hire operations are also vital to the economy.

(5) Completing the airport system will serve more additional people and their communities than adding improvements to a few airports.

(6) Meeting existing needs will pave the way for satisfying more sophisticated future needs by making more of the public aware of the benefits of airport development.

(7) AOPA's priority list is more likely to generate broader public and congressional support for airport development since it enables new service for new peo-