

under-funded by Congressional appropriations and Administration policy. What funds have been available have gone largely to improve airports served by the air carriers and to enlarge runways and ramps directly as a result of the carriers' unilateral decision to institute service with heavier and more capacious equipment. General aviation has been given little consideration.

The entire FAAP has received an annual appropriation of \$75,000,000—the cost of 50 miles of high speed highway. This fact certainly illustrates the inadequacies of the appropriation under the program supposedly created to establish airport facilities for the benefit of small communities.

THE PASSENGER HANDLING PROBLEM

In order to handle the volume of individual people who will be transported by the certificated carriers, a system of mass transportation of parallel capacity between the community and the airport is needed. A plan must be developed which will induce air travelers not to drive their own cars to airports. Such a system must be economical to these passengers and at the same time offer them rapid transportation. The answer, we believe, is to develop a high density modular rapid transit system using equipment that is compatible with city streets, like a bus, yet which can be integrated into a monorail or rail track system so that several units can be joined together to carry several hundred people to the airport at once. By such a system airline passengers could be collected at various points in the community, then transferred as a group to the airport, and delivered either to a particular aircraft or to a terminal building facility.

CONCLUSIONS

1. The national air transportation system depends upon a balanced interrelationship of:
 - (a) Aircraft.
 - (b) Airways system.
 - (c) Air traffic control system.
 - (d) Airport system, including general aviation reliever airports.
 - (e) Airport/downtown mass transportation system.
2. The critical aspect of airport air traffic saturation is the airport acceptance rate under adverse (IFR) weather conditions, defined as the minimum instrument approach conditions.
3. The most critical congestion problem of the ATC system is based on the high traffic volume of approximately 10 urban centers, or hub airports.
4. The problem of passenger handling must be considered separately from the problem of aircraft handling by the ATC system.
5. The terminal problems on the ground are:
 - (a) Adequate ramp space for air carrier aircraft at the terminal.
 - (b) Passenger handling facilities within the building itself.
 - (c) Public transportation of passengers between the airport and the community.
 - (d) Public parking facilities for those using the airport.
6. There has never been any formulation of an integrated national air transportation system plan which would consider the needs and requirements of all aircraft at all types of communities, or of the passenger support facilities required for such an overall system.

RECOMMENDATIONS

Believing that free enterprise businessmen who have a real interest in the problems of airports and aviation safety can act together to solve them expeditiously and practically, we recommend that there be created a commission patterned along the lines of the Radio Technical Commission for Aeronautics, setting up a program whereby representatives of FAA, the air carrier industry, the general aviation industry, and the state aviation commissions unite to design a national air transportation system, giving full attention to the needs of the future growth of aviation.

We recommend further that this body make budgetary recommendations to the Congress and to the administrations of the several states involved so that such a national transportation plan may be fully funded and implemented.

Thank you again for this opportunity to testify.