



**THE
FEDERAL
AIRPORT
PROGRAM**



**SHOULD BE
EXTENDED**

THE FEDERAL PROGRAM which provides assistance to local communities in the development of a national system of airports will expire June 30, 1959, unless the Federal Airport Act is extended by Congress.

Over \$1 billion of airport development is needed in the next four years to

- ▶ *assure that airport capacity will keep pace with the growth of air transportation*
- ▶ *assure that adequate airports will be available to support air transportations' contribution to the national economy*
- ▶ *assure that airports will be available for training and logistics of the military establishment and as standby bases in time of war.*

The phenomenal growth of air transportation since 1946 (airplane movements and airplane passenger miles have quadrupled) has made it practically impossible for airports to expand fast enough to keep pace; and the increasingly vital role air transportation is playing in the trade and commerce of the nation in addition to its defense, makes it urgent that the national system of airports continue to be greatly expanded and improved.

The communities which have made possible the great airports we have today stand ready to do their share in this huge undertaking. But because of the vital national interest in the airports, and because communities cannot finance these large capital construction costs alone, the Congress should continue at an accelerated rate federal technical and financial assistance that is now provided under the Federal Airport Act.

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THE FEDERAL AIRPORT ACT

The original Federal Airport Act (Public Law 377, 79th Congress, approved May 13, 1946) authorized a grant-in-aid program to assist public agencies in the development of a nationwide system of public airports adequate to meet the needs of Civil aeronautics.

Unfortunately, appropriations were made in varying amounts annually, thus requiring operation of the program on a year-to-year basis. While substantial progress was made in the development of public airports on this basis, the lack of stability in the program (no appropriations one year, very small ones several other years) prevented communities from making reliable financial plans and the program was therefore not as effective as it might have been.

However, in 1955 the basic Act was amended to authorize definite amounts for Federal participation in airport development for a four-year period, i.e., the fiscal years 1956, 1957, 1958 and 1959. The advantage of this amendment was that it enabled communities to prepare longer-range plans for more stable and orderly airport development under the Federal Aid Airport Program. By permitting advance planning, the Act now provides a better opportunity for local sponsors to arrange their financing to match the availability of Federal funds.

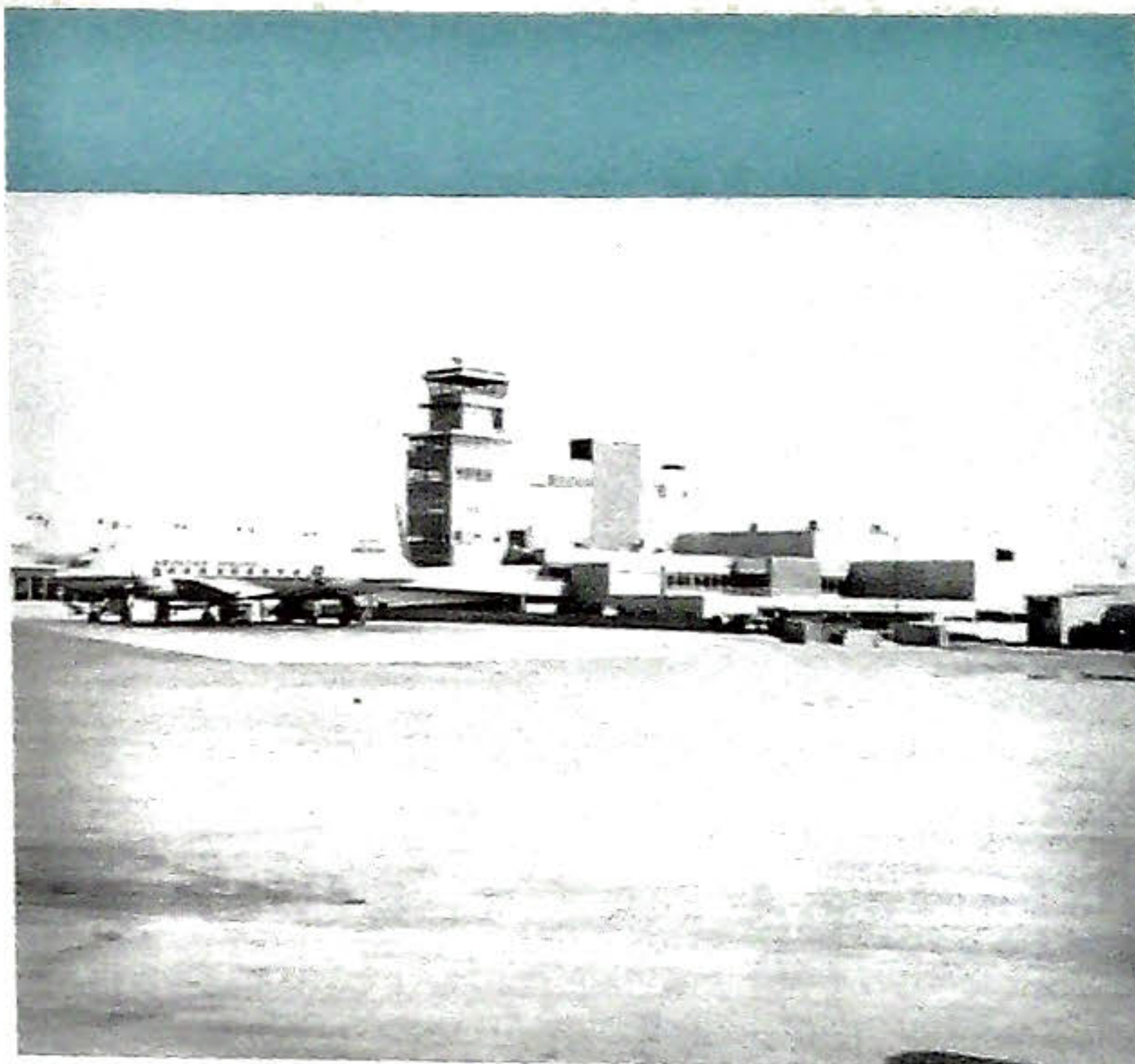
Unless extended to continue this stability, the authority of the Secretary of Commerce (under the terms of the Act as amended) to make commitments for the granting of Federal funds for airport construction will expire on June 30, 1959.

Bills to extend the Act to 1963 and to accelerate the program are currently pending before the House and Senate. These proposals have bi-partisan support.

Senator Frederick G. Payne (R.-Me.), co-author of one of the bills has said:

"The basic responsibility for aviation is federal because the airspace is interstate in character. . . . Although airports are matters of local responsibilities, they are clearly an integral part of the national system of aviation facilities. . . . We cannot afford to neglect this vital phase of our ever changing airport program. . . . Action must be taken NOW, for if we fall behind sound future aviation development will suffer at the civilian level."

*See inside back cover



Senator Lyndon B. Johnson (D.-Tex.) in a supporting statement to that of Senator A. S. Mike Monroney (D.-Okla.) when the Senate bill was introduced said:

"[The bill] is in accord with the sound principle of co-operative effort between the Federal Government and local units of government for the good of the people generally.

"I believe in building airports and improving airports. And I consider there is economic wisdom in planning to accelerate the work at this time."

Billion of Airport Development Needed

A recent national survey* shows that 1,138 airport projects are planned by U.S. communities during the next four years. Total reported cost for land acquisition and for landing area and terminal area development planned during this 4-year period is \$1.1 billion. It is anticipated that \$521 million of this cost will become available from local sources, and \$68.5 million from state sources, for a total of \$590 million. This leaves a deficit of \$477 million.

Funds to meet this deficit of over \$477 million will be needed as follows:

Fiscal year ending June 30, 1959	\$128,657,730
Fiscal year ending June 30, 1960	\$131,792,064
Fiscal year ending June 30, 1961	\$114,915,094
Fiscal year ending June 30, 1962	\$101,920,420

In recognition of this national responsibility, it is essential that the 85th Congress authorize the expenditure of the necessary funds to enable the nation to meet its current airport requirements. The intent of the Federal Airport Act to make possible a national system of airports, will thus be properly discharged.

B. Airports Must Keep Pace with the Growth of Air Transportation

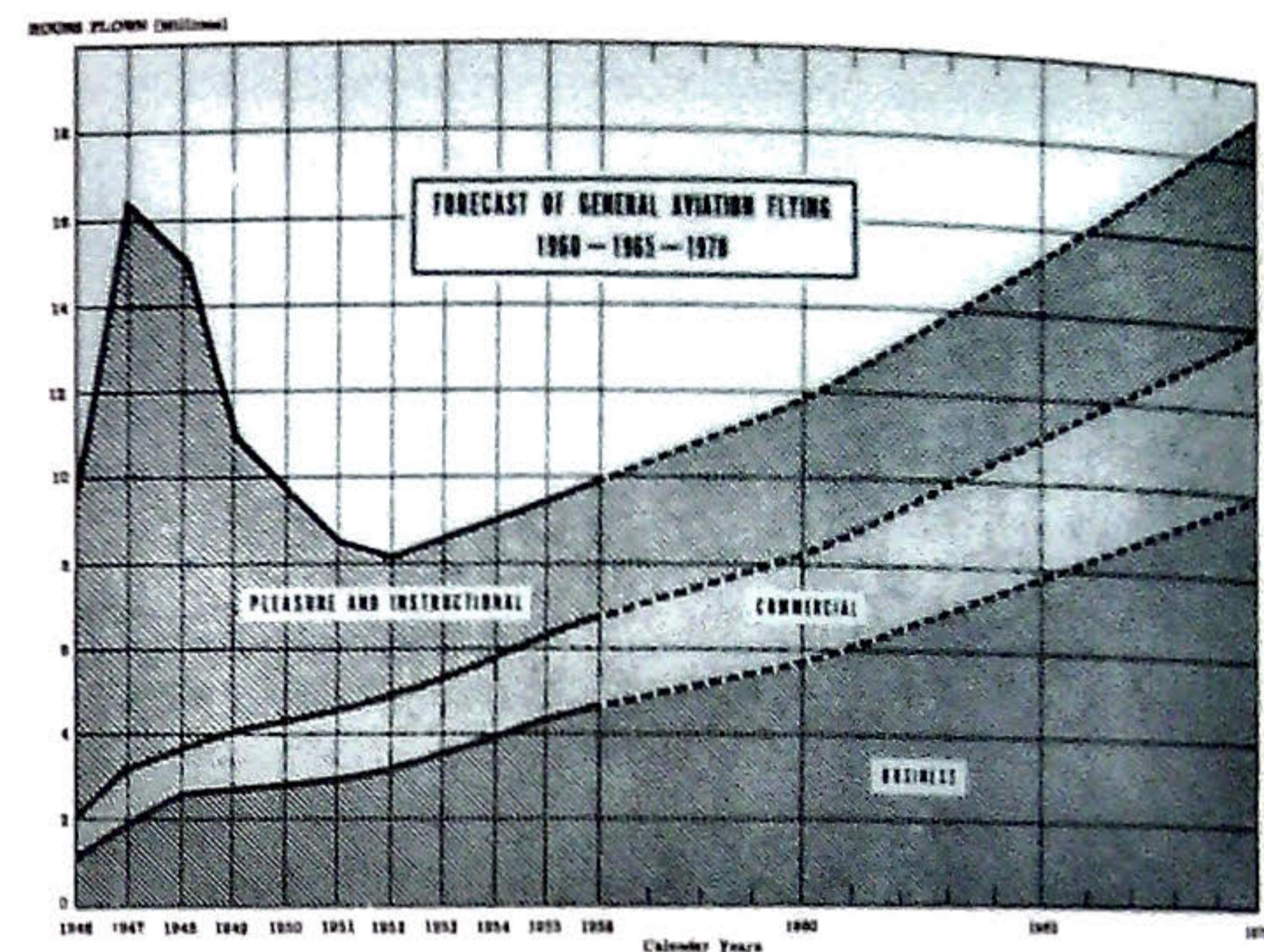
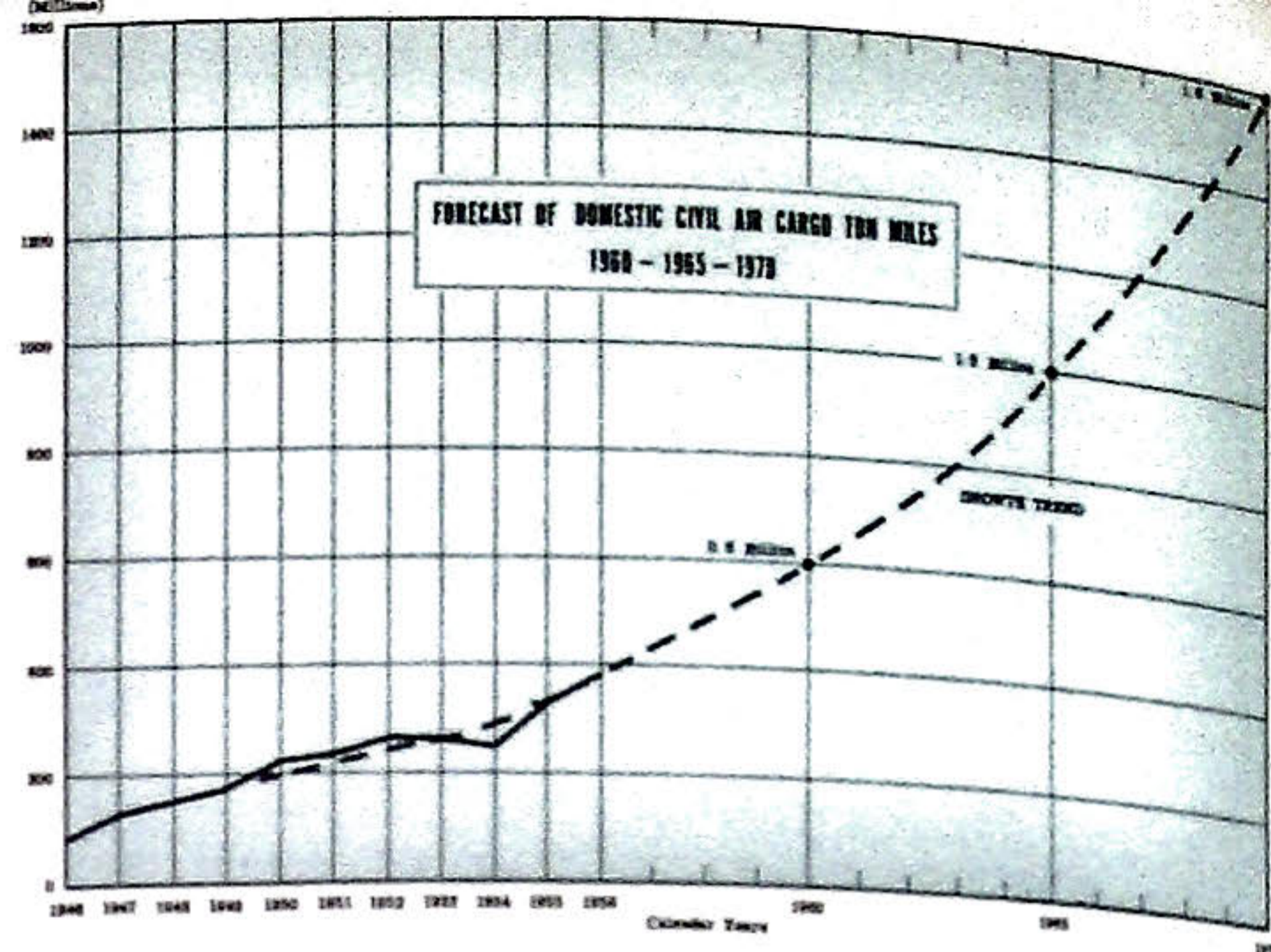
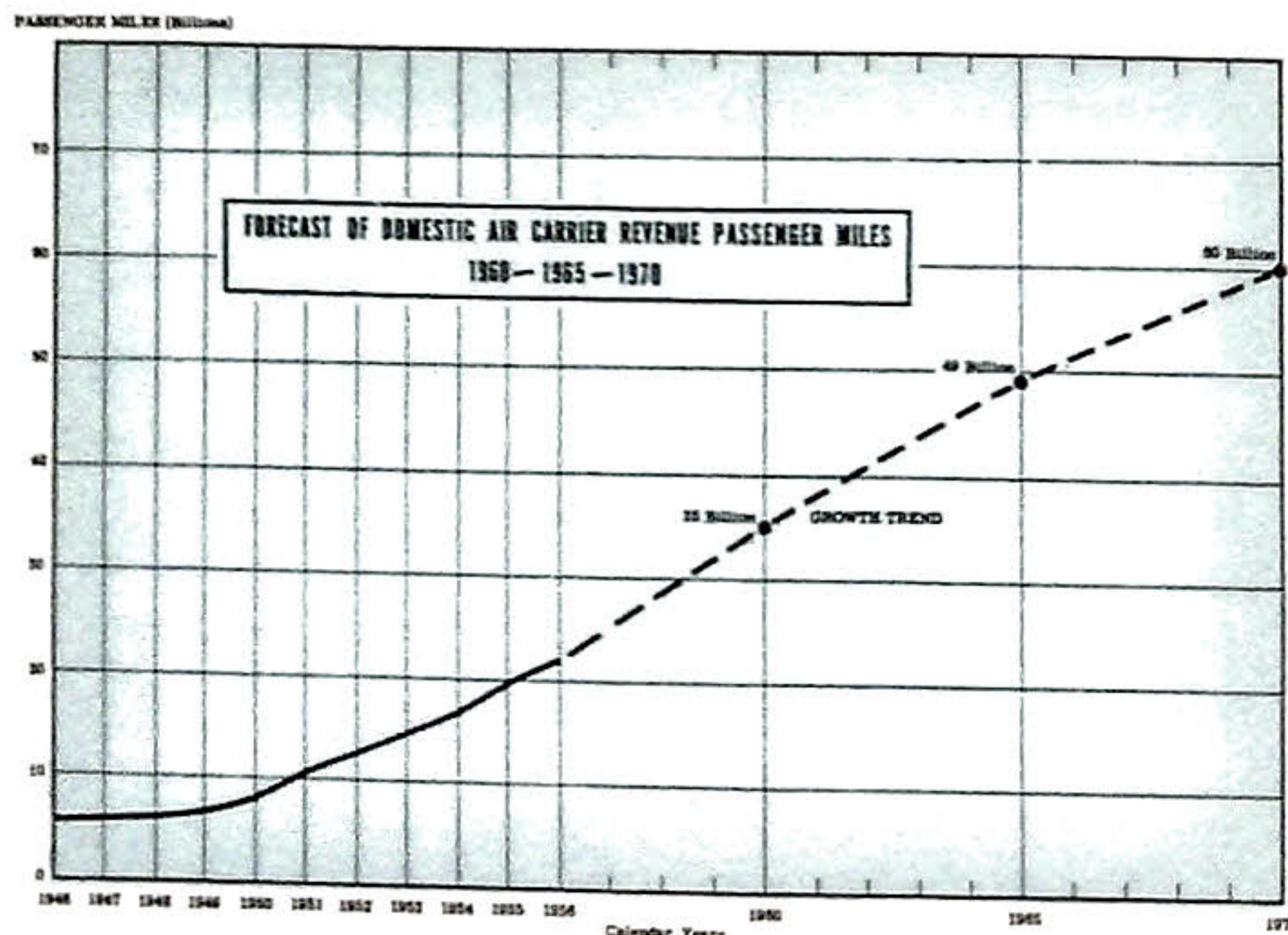
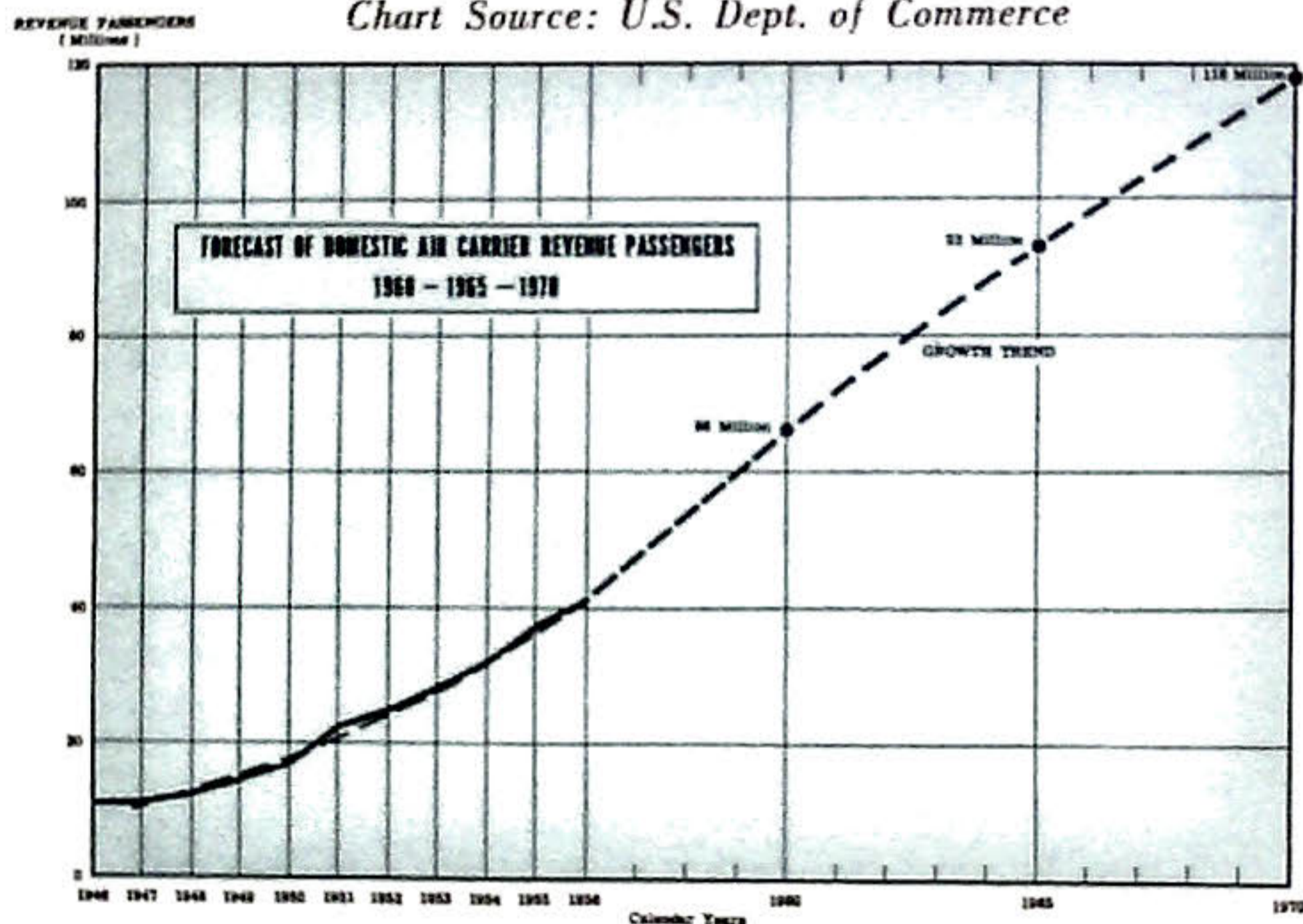
The dynamic growth of air transportation in the past and the promise of such growth in the future serves as a yardstick to measure civil airport requirements.

1. Commercial Airlines

During the past 20 years, domestic airline passenger traffic has grown at a phenomenal rate. Volume reached a record-breaking 45 million passengers and 25.3 billion passenger miles in 1957, when the airlines exceeded railroads and busses in intercity passenger-miles, compared with 12.8 million passengers and 6.1 billion passenger miles in 1947.

According to a forecast made by the Civil Aeronautics Administration, there will be 66 million passengers and 35 billion passenger-miles by 1960, 93 million passengers and 49 billion passenger-miles by 1965, and 118 million passengers and 60 billion passenger miles by 1970.

Chart Source: U.S. Dept. of Commerce



With regard to air cargo (air express and air freight), since 1946 the volume of such traffic has risen more than fourfold and totaled 583 million ton-miles in 1957. The CAA forecasts that air cargo traffic will increase to approximately 600 million ton-miles by 1960, 1.0 billion ton-miles by 1965 and 1.6 billion ton-miles by 1970.

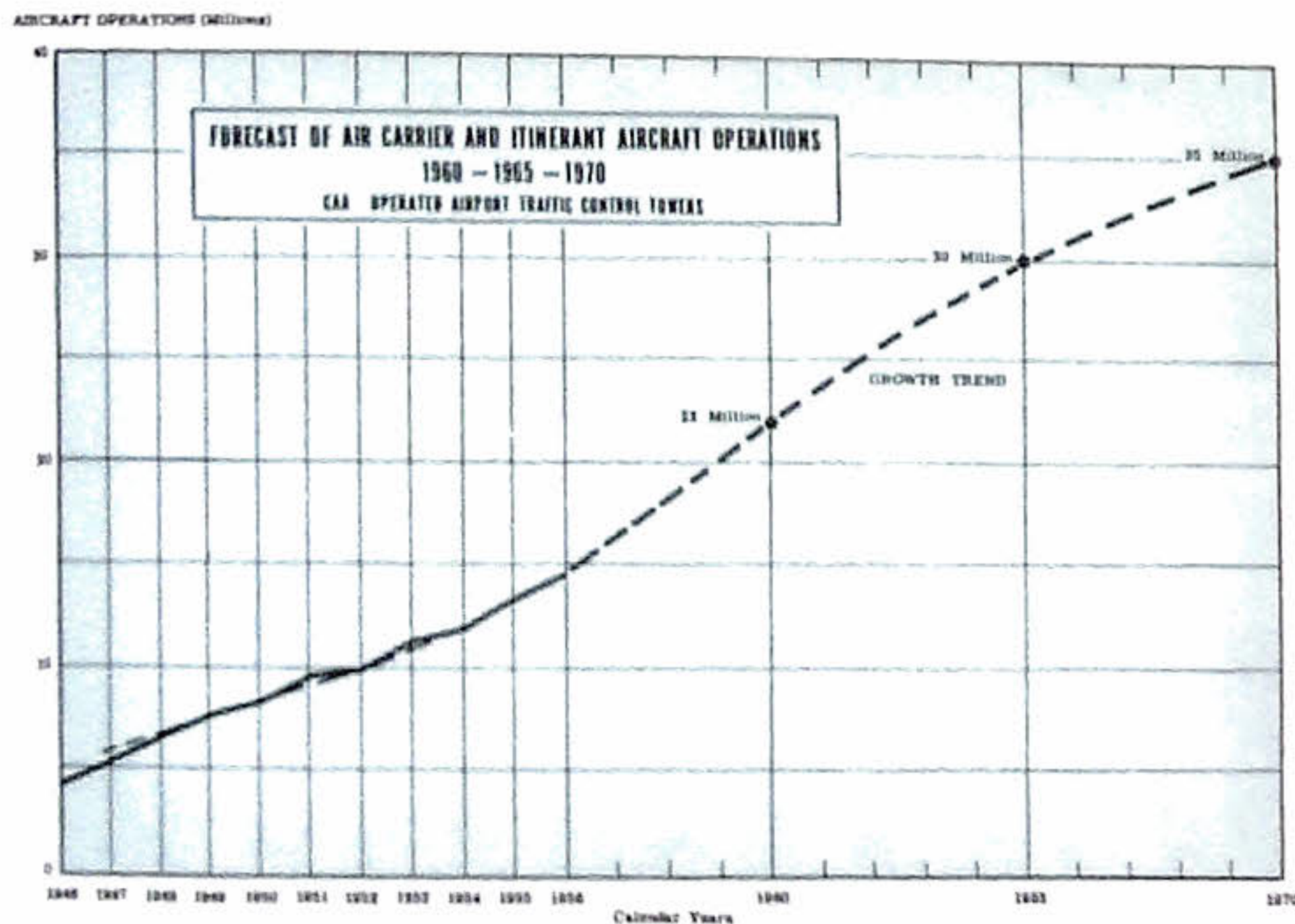
2. General Aviation

The outstanding development in general aviation, all forms of civil flying other than the commercial airlines, in recent years has been the rapid growth in the use of the airplane for business transportation, agricultural and industrial applications, and in transportation-for-hire. The nation's general aviation fleet includes more than 65,000 active aircraft and logged more than 10,000,000 hours of flying time during 1957. This represents about 40 times the number of domestic airline aircraft and three times the number of hours flown annually by the airlines.

The CAA forecasts that the general aviation fleet will have 69,500 active aircraft and annual utilization of 11.8 million hours by 1960, 89,000 aircraft and 15.3 million hours by 1965, and 107,875 aircraft and 19.1 million hours by 1970.

3. Increased Air Transport Traffic Means Increased Aircraft Movements

During the past decade, total airline and itinerant (general aviation and military) operations have increased over four-fold—from about 4,000,000 movements (or operations) in 1946 to more than 16,000,000 movements in fiscal 1957. According to the CAA forecast, there will be 22,000,000 movements in 1960, 30,000,000 in 1965 and 35,000,000 in 1970. The increased volume of air transport traffic will be translated into increased air transport operations (arrival and departures) at airports with CAA control towers. Operations of a purely local nature, such as training flights in and out of the same airport, are not included in these figures.



In his report to the President on Aviation Facilities Planning, Edward P. Curtis said, "By 1975 we must provide aviation facilities to accommodate air traffic composed essentially of the following:

"a. Air carrier traffic—increase to 150 percent of plane movements today.

"b. Itinerant air traffic—increase to 400 percent of today's traffic.

"This projected increase in aircraft movements means that we must do all that is practical to increase the capacity of existing airports and then plan ahead to provide additional airports as they are needed. . . ."

Elsewhere, the Curtis Report states: "While in 1936 there were 5 million takeoffs and landings at the nation's airports, there are now 65 million, and 115 million are forecast in 1975."



Jet airliner soon in regular service.

4. Jets Bring New Problems and Make more Urgent the Old

The introduction of jet aircraft into airline fleets in late 1958 will represent a dramatic equipment revolution. These aircraft will be big, heavy and fast. They will carry as many as 180 passengers at speeds upwards of 550 mph. More than 400 jet airliners were on order on January 1, 1958.

(a) Runways

The increased weight and speed of jet aircraft will require longer and stronger runways at many airports. The length and type of runway at a particular airport will depend upon a number of factors but principally upon the distance to the next landing and the take-off weight.



Jets will require longer and stronger runways.

(b) Terminal Areas

The considerable advance in performance which jet aircraft offer adds emphasis to the need for quick and efficient handling at the terminal areas. Maximum service to the public requires that the most suitable equipment and methods be used in getting jets off the runways, unloaded, loaded and on their way again. A delay in turn-around due to inadequate ground-handling facilities could negate the advantage of reduced air time to the passengers.

(c) The Jet-Age Passenger

Handling the jet-age passenger at the airport must match the speed at which he will fly. The greatly increased number of passengers anticipated in the jet age will demand improved passenger and baggage flow between the terminal entrance and the airplane; improved handling of ground transportation—taxi cabs, private automobiles and parking; improved ticketing and baggage-checking facilities; and improved passenger service rooms and facilities for safety, comfort and convenience. In order to take full advantage of the technological advances the jet age will bring, terminal passenger-service facilities at all levels must be improved.

The Curtis Report predicts that "while there will be a need for a two-fold increase (by 1975) in the capacity of the nation's airports, ground facilities dealing directly with passengers will require even more spectacular increases in capacity."



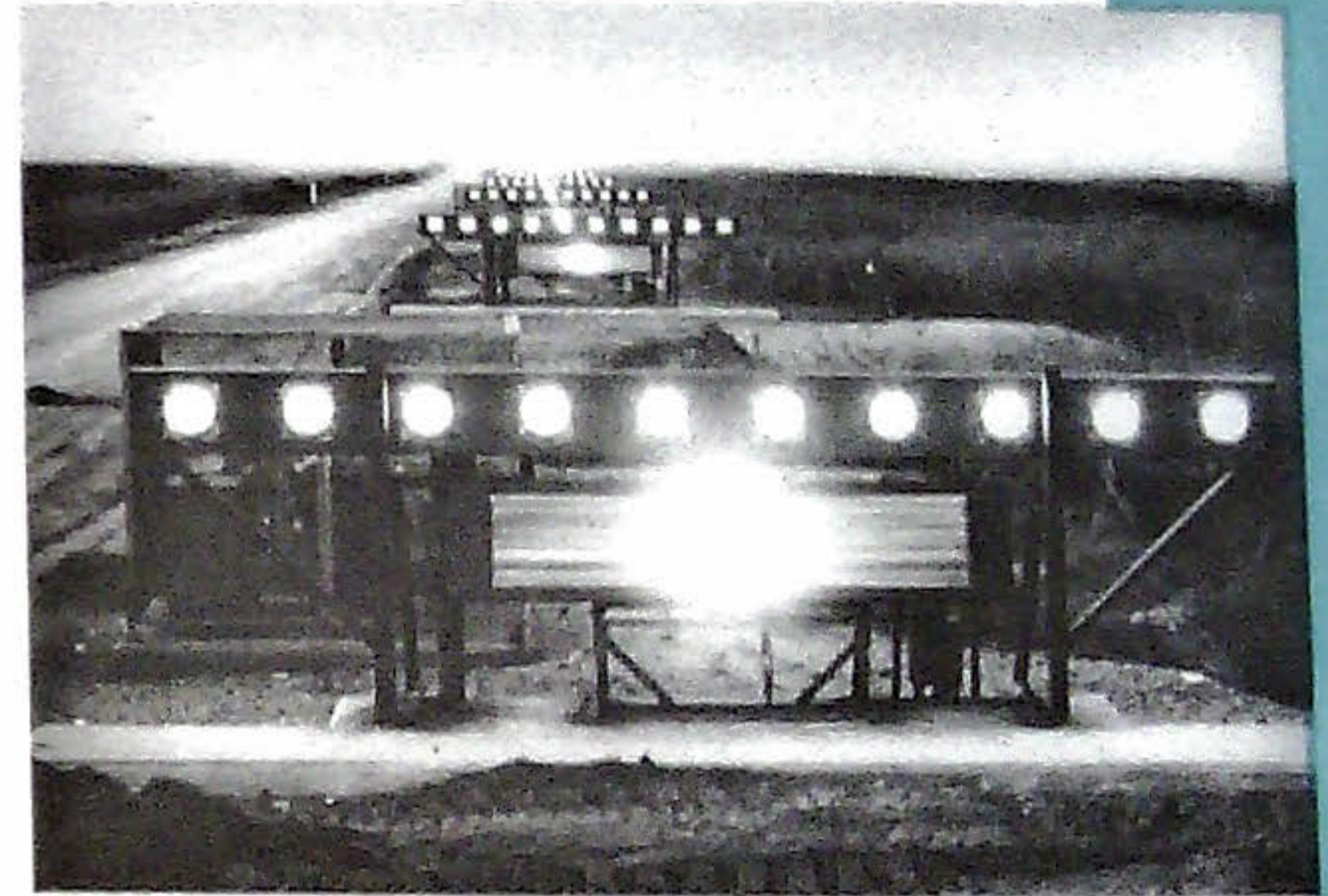
Waiting rooms are already crowded.



Adequate parking—an airport requirement.



Traffic control facilities are essential.



Airport operates day and night.

5. Improved Air Navigation and Traffic Control Facilities Require Improved Airports

In anticipation of the growth in air traffic that will be ushered in by the jet age, the Congress established in 1957 the Airways Modernization Board. The purpose of the AMB is to encourage the development of devices and systems to assure the expeditious flow of air traffic. High on the Board's priority list is an airports research project which will do much to hasten solution of many technical problems.

At the same time, the CAA is moving forward with a vigorous program to develop an airport and air navigation and traffic control system adequate to the future needs of the country. The program envisages the spending of 810 million dollars for air navigation, traffic control and communications equipment over the next three-four years.

In recognition of the fact that an adequate system of airports is essential to the intelligent utilization of improved air navigation and traffic control the Curtis Report states: "Airports are an integral part of the system of aviation facilities. . . . The increase in overall traffic will require a modernization of airports and an increase in their numbers. *This imposes the necessity for coordinated national and local effort to insure that airports do not become a neglected element of the system, and thus a future bottleneck.*"

C. The Nation's Economy Requires An Adequate System of Airports

1. Airlines

The office of the stagecoach line gave way to the railroad depot in the 1800's, and the Iron Horse reigned over the field of inter-city public transportation for a century.

But last year the airline industry stepped out ahead in passenger-miles, marking the end of more than 100 years of uninterrupted railroad dominance. In 1957, the domestic scheduled airlines flew more than 25 billion passenger-miles, compared to less than 22 billion for the railroads, excluding commuter-type trains. (The airlines surpassed busline volume in 1955.)

Air transportation has become such an important and necessary part of the nation's economy that no industrial community can afford to be without adequate airport facilities.

The economic impact of the jet age will be tremendous. Current orders for turbine-powered aircraft represent an investment of about \$2.5 billion—four times the industry's present investment in flight property. And more aircraft will be needed to serve the passenger and air cargo volume anticipated in the years ahead.

This investment, along with the costs of day-to-day airline operations, compounds throughout

the national economy. It reaches, for example, into the industries that manufacture aircraft, engines, aircraft components, ground and airborne electronics equipment—and into the countless related industries whose goods and services are required to support the accelerating air transport industry, whether it be maintenance, operations, administration or sales.

It is significant that, in a period of general deceleration in capital expansion, the airline industry is forging ahead with the greatest capital expansion program in its history.



Airports bring commerce and industry.

2. The Business Flyer

Today our airports provide a base for some 23,000 business aircraft, owned and operated by corporations and businessmen to expedite sales and production, to decrease travel hours, and to reach off-line communities.

Airports have given impetus to the post-war trend to locate plants in smaller cities, and corporate planes have become flying offices connecting the home factory with branch plants, subcontractors, and markets.

Businessmen also use an airport's charter services to reach their plants and customers in smaller cities. A chartered plane may fly a staff of five or six men half way across the United States and make a dozen stops in fewer hours than would be required to make airline connections and take off-line surface transportation.

3. Agriculture, Fire-Fighting and Mapping

The enormous potential of aviation for agriculture is demonstrated by the fact that one acre in every seven under cultivation, along with mil-

lions of acres of forest land, were seeded or treated in 1955 by aerial chemical applications. It is estimated by the U. S. Department of Agriculture that the use of aircraft has added \$3,000,000,000 annually to farm income. Seventy-five percent of the nation's airports serve as bases for planes used for agricultural purposes.

In 46 states farmer operators (some taking off from private airports) annually fly some 800,000 hours doing farm chores: spraying, seeding, dusting, surveying, checking herds and crops, inspecting fallow land, counting wild ducks, chasing birds from rice fields, shooting coyotes and fertilizing. Apples, clover, alfalfa and wheat are but a few of the diverse crops that are being produced in larger quantity and at lower cost in areas with the aid of agricultural flyers.

Airports perform an important function in establishing regular patrols to detect forest fires during prolonged dry seasons in the West. The airport also supplies aerial spotters who, watching from the air, inform the ground crews as to wind changes and as to the direction in which the fire is spreading.

An airport also furnishes the means for aerial mapping and surveying.

Crop dusting.



Fighting a forest fire.

4. The Private Flyer

The airport is often school, training field and playground for a community's private flyers. This is important to the Community and the nation. More than 400,000 American men and women hold private pilot licenses. These pilots are the nucleus of the nation's reserve air strength and of the Civil Air Patrol which is an important segment of the national defense.

5. Airports in Time of Emergencies

At no time is an airport so incalculably valuable to a community as during emergencies which no one can foresee. During flood times, after tornadoes, hurricanes, or great snowfalls, towns and whole regions have depended on their airports for communication, for food, medical aid and other supplies. Missions of mercy happen so often today that they are rarely noted by the public, but to the individuals involved they have meant life itself. The airport not only permits service to the town in times of emergency but also provides a means of bringing aid to the surrounding rural areas.

Airports are required for the delivery of vaccines and serums, which lose their potency rapidly, and must therefore be flown to patients, and from community airports airplanes have flown to search for lost children, herds of cattle and sheep, to spray and to kill disease-bearing mosquitoes.



Saving time, saves life.



Searching flooded area.

D. Airports in National Defense

Every modern civil airport in the country is also a facility for the national defense. Many are regularly used in peacetime by the military. All would be available in an emergency and all would play an important role.

1. 429 Civil Airports Go Military

The value of civil airports to the nation was tellingly demonstrated during World War II. It is generally agreed by military authorities that the U.S. Government has saved many millions of dollars by using civil airports to facilitate the swift movement of priority passengers and vital materials to the trouble spots of the world.

The records of the CAA show that, by the end of the first quarter of 1945, some 429 civil airports had been turned over to the Army and Navy in the interests of national defense. In addition, as U. S. participation in the war expanded, the number of military operations at airports still under civil control increased. For example, between 1942 and 1944, military operations increased more than 400 percent at civil airports with CAA control towers.

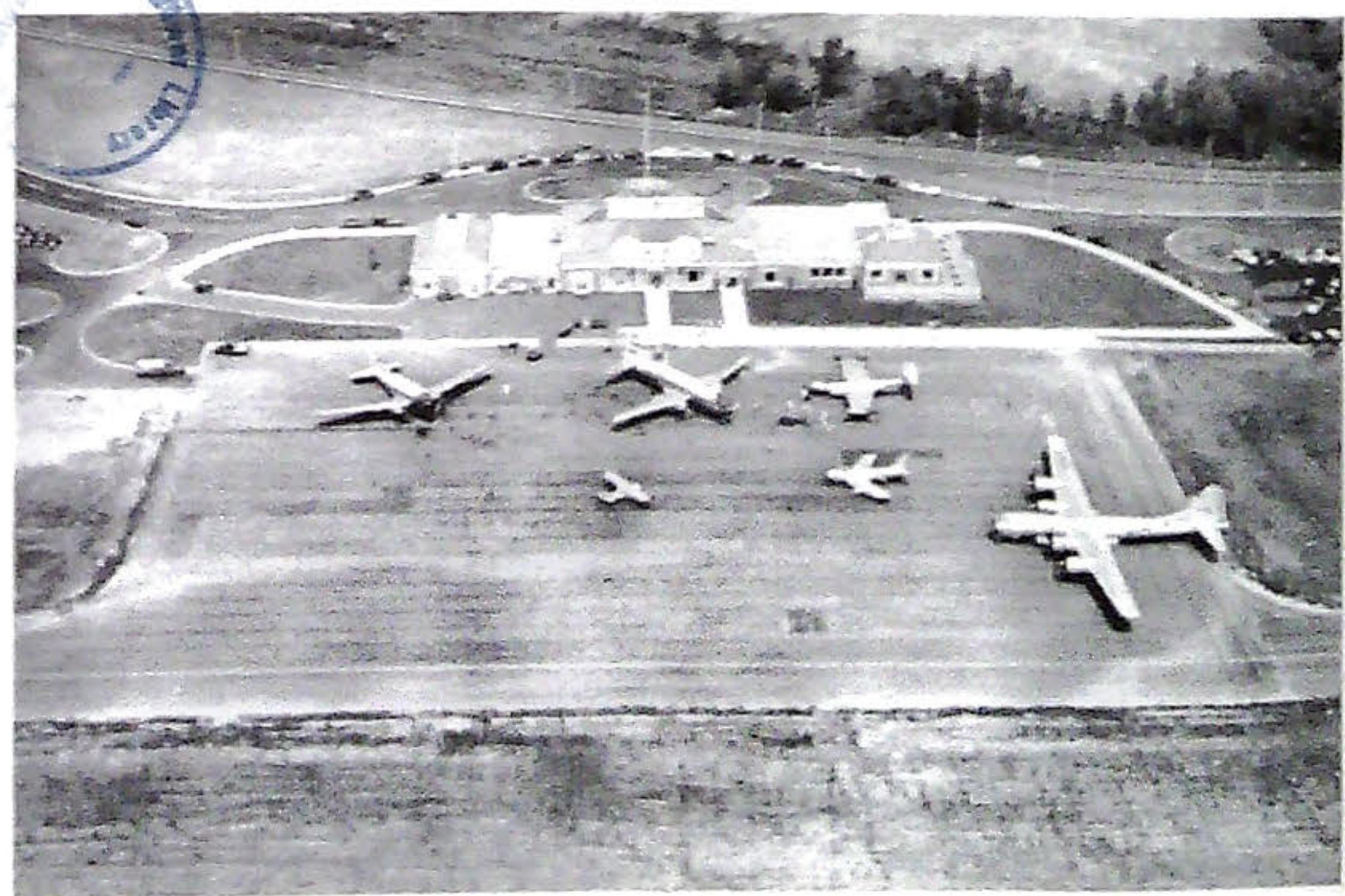
2. The Joint Use of Airports by Both Civil and Military Traffic

Today, there are some 243 airports on which the Department of Defense has a current requirement. These military operations normally involve

training, air defense and logistics. The Air National Guard is an important tenant of civil airports, also.

In this connection, Former Secretary of the Air Force Finletter has said: "The Air Force has been the first to recognize that there has necessarily been some strain when both expanding military and expanding civil aviation are trying to satisfy their requirements within airport structure which is not increasing in proportion to the combined needs of civil and military aviation."

Joint use—the smaller city.



Recognizing that airports are vital to the defense of the nation, James H. Douglas, Secretary of the Air Force, said in 1955: "The Department of Defense supports the establishment of a civil-airport network because it would be invaluable for national defense purposes in time of war or national emergency."

E. The National Interest Demands the Extension of the Federal Aid to Airports Program

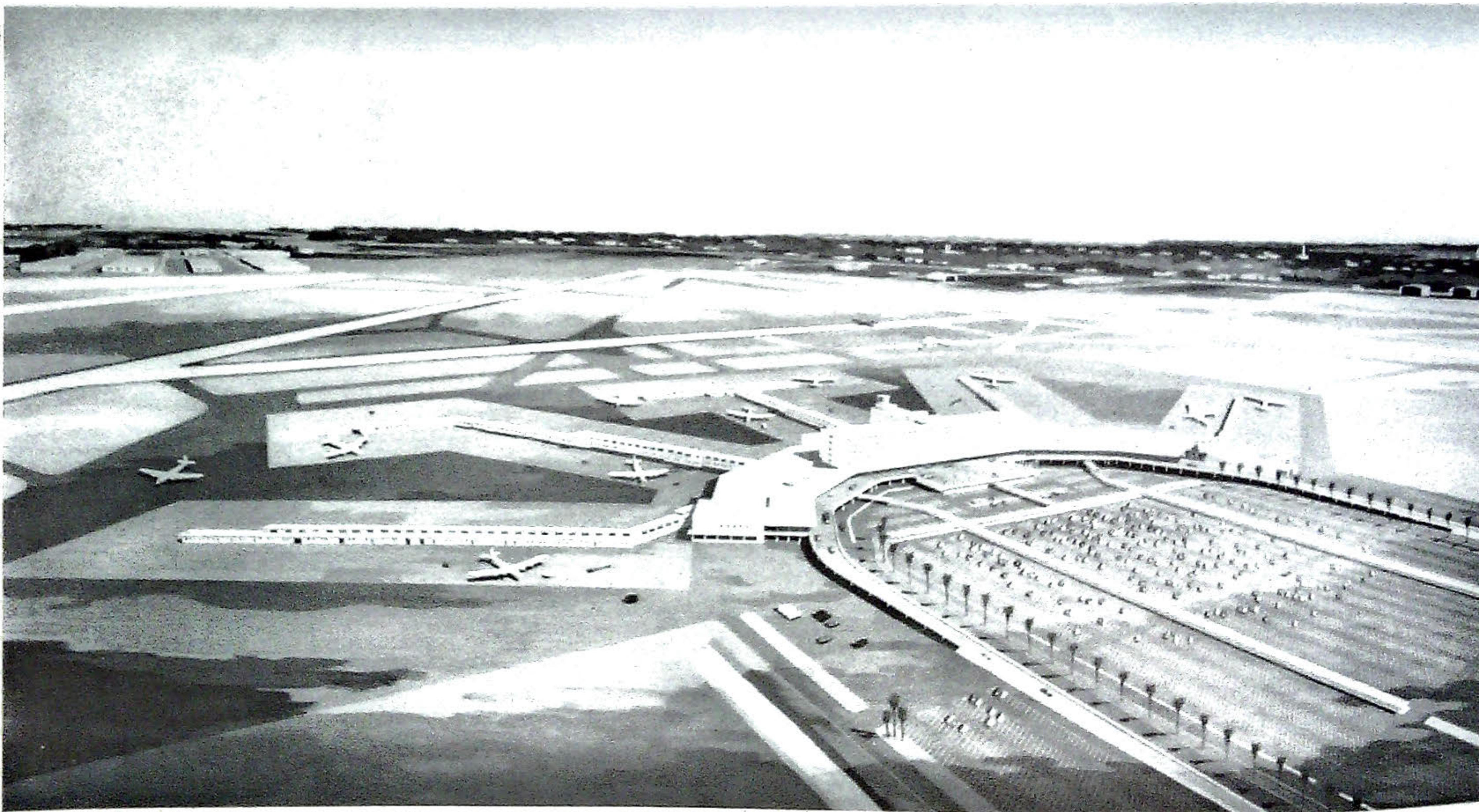
The Curtis Report (1957) in its exhaustive examination of the aviation facilities needs of the nation said:

"Because there is a national interest in the adequacy

of our overall airport system, the Federal Government has for some time provided financial assistance for airport construction, through grants-in-aid to state and local governments. Unquestionably, such financial aid has been valuable in helping many communities to accomplish needed airport improvements more completely or more rapidly than would otherwise have been possible. Recent broadening of the Federal Airport Act—increasing the level and stability of the program's authorization—has reflected the sense of the Congress and the President that this Federal-aid Program continues to be justified for the present."

It is now up to Congress to determine whether a stable and orderly development of the nation's airport system shall be continued.

Airports needed for the future.



NATIONAL AIRPORT SURVEY

(July 1, 1958 to June 30, 1962)

Jointly Conducted by

National Association of State Aviation Officials

Airport Operators Council

American Association of Airport Executives

STATES	Publicly Owned Airports	Airports Reporting Projects Planned	Cost of Projects Planned	Funds Avail. & Anticipated from Local & State Sources	Additional Funds Needed
ALABAMA	45	16	\$ 16,260,000	\$ 8,130,000	\$ 8,130,000
ARIZONA	34	11	11,087,825	6,469,705	4,618,120
ARKANSAS	36	10	1,688,016	1,055,000	633,016
CALIFORNIA	234	43	128,596,386	101,903,433	26,692,953
COLORADO	56	18	24,175,010	11,525,522	12,649,488
CONNECTICUT	8	9	11,861,000	6,658,760	5,202,240
DELAWARE	3	0	--	--	--
FLORIDA	100	12	11,800,000	9,386,500	2,413,500
GEORGIA	63	13	21,576,814	11,291,754	10,285,060
IDAHO	98	19	3,133,260	516,540	2,616,720
ILLINOIS	50	87	82,225,000	61,229,500	20,995,500
INDIANA	37	39	14,367,050	7,765,450	6,601,600
IOWA	61	49	8,254,072	4,594,151	3,659,921
KANSAS	110	8	326,290	148,815	177,475
KENTUCKY	23	37	19,882,500	9,982,250	9,900,250
LOUISIANA	42	11	16,442,413	12,171,040	4,271,373
MAINE	28	14	3,585,500	1,764,128	1,821,372
MARYLAND	12	5	13,598,500	1,674,250	11,924,250
MASSACHUSETTS	23	38	26,804,500	5,691,000	21,113,500
MICHIGAN	128	125	64,182,735	34,721,385	29,461,350
MINNESOTA	97	19	29,502,600	16,937,950	12,564,650
MISSISSIPPI	35	19	4,575,500	3,894,500	681,000
MISSOURI	49	19	13,334,925	5,562,850	7,772,075
MONTANA	103	24	5,022,008	2,011,429	3,010,579
NEBRASKA	79	13	6,082,875	2,656,243	3,426,632
NEVADA	51	8	5,767,000	3,160,066	2,606,934
NEW HAMPSHIRE	13	9	1,890,670	945,335	945,335
NEW JERSEY	13	4	28,725,000	13,697,500	15,027,500
NEW MEXICO	47	17	16,506,160	7,830,230	8,675,930
NEW YORK	49	26	135,378,888	67,267,800	68,111,088
NORTH CAROLINA	36	8	12,033,000	4,825,000	7,208,000
NORTH DAKOTA	68	12	1,722,000	885,400	836,600
OHIO	47	20	40,769,710	13,550,240	27,219,470
OKLAHOMA	75	17	25,183,805	14,561,517	10,622,288
OREGON	54	15	7,552,694	4,844,180	2,708,514
PENNSYLVANIA	49	29	91,284,399	45,632,826	45,651,573
RHODE ISLAND	4	4	3,028,250	1,514,125	1,514,125
SOUTH CAROLINA	34	20	5,166,000	2,770,000	2,396,000
SOUTH DAKOTA	55	28	1,649,400	775,218	874,182
TENNESSEE	43	41	28,102,400	19,035,550	9,066,850
TEXAS	181	35	28,342,474	15,496,329	12,846,145
UTAH	47	17	8,750,657	4,540,135	4,210,522
VERMONT	11	11	2,274,750	1,137,375	1,137,375
VIRGINIA	31	22	8,753,592	3,719,450	5,034,142
WASHINGTON	89	17	8,101,965	4,604,880	3,497,085
WEST VIRGINIA	27	9	8,928,000	4,064,300	4,863,700
WISCONSIN	63	29	15,214,500	7,744,950	7,469,550
WYOMING	37	23	2,236,568	1,207,942	1,028,626
TOTAL STATES	2,678	1,079	\$1,025,726,661	\$571,552,503	\$454,174,158
TERRITORIES					
ALASKA	178	51	\$ 15,903,500	\$ 1,838,850	\$ 14,064,650
HAWAII	14	5	21,231,500	14,000,000	7,231,500
PUERTO RICO	4	3	4,084,000	2,269,000	1,815,000
TOTAL TERRITORIES	196	59	\$ 41,219,000	\$ 18,107,850	\$ 23,111,150
UNITED STATES TOTAL	2,874	1,138	\$1,066,945,661	\$589,660,353	\$477,285,308