

DOCUMENT RESUME

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Testimony before the House Committee on Ways and Means: Oversight Subcommittee; by Henry Eschewege, Director, Community and Economic Development Div.

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An ongoing review has been conducted of the Federal Aviation Administration's (FAA) airport grant-in aid program which provides funds for the planning and development of airports. Under this program public airports are eligible for matching Federal grants for a wide variety of projects to improve their safety and capacity. Part of the review has included preliminary results of a questionnaire sent to airport operators. Congressional hearings have been held to determine whether FAA is using the trust fund to meet airport safety needs. On the topic of aviation safety, of the 400 airports responding to the questionnaire, 63% indicated that they were satisfied with what had been accomplished at their airports, 15% were neither satisfied nor dissatisfied, and about 15% were dissatisfied. Of the respondents, 345, or 86%, had applied for a grant since 1970. Of 336 respondents, 43, or 11%, had experienced lengthy delays. Thirty-four percent of the respondents indicated that no one associated with their airport knew what development projects FAA recommended for their airport. Sixty-two percent of the respondents indicated that they had important needs at their airports which were not eligible for grants. Fifty-six percent of respondents believed that instructions for applying for airport development grants were very clear and understandable while 13% disagreed. (SW)

5-204

UNITED STATES GENERAL ACCOUNTING OFFICE
WASHINGTON, D.C. 20548

FOR RELEASE ON DELIVERY
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STATEMENT OF
HENRY ESCHWEGE, DIRECTOR
COMMUNITY AND ECONOMIC DEVELOPMENT DIVISION

BEFORE THE
SUBCOMMITTEE ON OVERSIGHT
HOUSE COMMITTEE ON WAYS AND MEANS
ON
GAO'S REVIEW OF THE FEDERAL AVIATION
AIRPORT GRANT-IN-AID PROGRAM

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

WE ARE HERE TODAY AT YOUR REQUEST TO DISCUSS THE STATUS OF OUR ONGOING REVIEW OF THE FEDERAL AVIATION ADMINISTRATION'S AIRPORT GRANT-IN-AID PROGRAM, WHICH PROVIDES FUNDS FOR THE PLANNING AND DEVELOPMENT OF AIRPORTS. AS PART OF THIS EFFORT, WE HAVE OBTAINED PRELIMINARY RESULTS FROM A QUESTIONNAIRE THAT WE SENT TO AIRPORT OPERATORS.

BACKGROUND

FAA'S CURRENT GRANT-IN-AID PROGRAM WAS AUTHORIZED BY THE AIRPORT AND AIRWAY DEVELOPMENT ACT OF 1970 (49 U.S.C. 1713 ET. SEQ.). UNDER THIS PROGRAM, PUBLIC AIRPORTS ARE ELIGIBLE FOR MATCHING FEDERAL GRANTS FOR A WIDE VARIETY OF PROJECTS TO IMPROVE THEIR SAFETY AND CAPACITY. PROJECTS ELIGIBLE FOR FEDERAL GRANTS INCLUDE SUCH ACTIVITIES AS LAND ACQUISITION; RUNWAY, APRON, AND TAXIWAY CONSTRUCTION; AIRPORT LIGHTING; THE NONREVENUE PRODUCING PARTS OF TERMINAL BUILDINGS (BAGGAGE HANDLING FACILITIES,

GATES, ETC.): FIRE AND RESCUE EQUIPMENT AND BUILDINGS; AIRPORT ROADS; AND ELECTRONIC AND VISUAL APPROACH AIDS. THE FEDERAL SHARE OF PROJECT COSTS RANGE FROM 50 TO 90 PERCENT DEPENDING ON THE CLASS OF AIRPORT. IN ADDITION, GRANTS ARE AVAILABLE FOR THE DEVELOPMENT OF STATE, REGIONAL AND METROPOLITAN AIRPORT SYSTEM PLANS AND AIRPORT MASTER PLANS.

TITLE II OF THE 1970 ACT, ALSO KNOWN AS THE AIRPORT AND AIRWAY REVENUE ACT OF 1970, ESTABLISHED A TRUST FUND TO PROVIDE AN ASSURED LONG-TERM SOURCE OF FUNDING FOR AIRPORT AND AIRWAY PROGRAMS. AMOUNTS EQUIVALENT TO TAXES RECEIVED BY THE DEPARTMENT OF THE TREASURY ON AIRLINE PASSENGER TICKETS, WAYBILLS, AVIATION FUEL, AND TIRES AND TUBES USED ON AIRCRAFT ARE DEPOSITED IN THE TRUST FUND. PROGRAMS FINANCED FROM THE TRUST FUND FALL INTO FOUR BASIC CATEGORIES:

- FAA'S AIRPORT GRANT-IN-AID PROGRAM.
- FAA'S FACILITY AND EQUIPMENT PROGRAM WHICH PROVIDES FUNDS FOR AIR NAVIGATION FACILITIES.
- FAA OPERATIONS.
- FAA'S RESEARCH AND DEVELOPMENT PROGRAMS.

AS OF SEPTEMBER 30, 1977, ABOUT \$8.2 BILLION HAD BEEN DEPOSITED IN THE TRUST FUND OF WHICH \$5 BILLION, OR 61 PERCENT PERCENT, CAME FROM TAXES ON AIRLINE PASSENGER TICKETS. OUTLAYS FROM THE FUND HAVE TOTALED ABOUT \$5 BILLION AND COMMITMENTS AGAINST THE FUND ACCOUNT FOR ANOTHER \$1.5 BILLION, LEAVING AN UNCOMMITTED BALANCE, OR SURPLUS, OF ABOUT \$1.7 BILLION AS OF SEPTEMBER 30, 1977. THE LARGEST AMOUNT OF OUTLAYS

AND COMMITMENTS, ABOUT \$2.4 BILLION, OR 37 PERCENT, WAS FOR THE AIRPORT GRANT-IN-AID PROGRAM.

TO PROMOTE THE ORDERLY DEVELOPMENT OF AIRPORTS, THE 1970 ACT DIRECTED THE SECRETARY OF TRANSPORTATION TO PREPARE AND PERIODICALLY PUBLISH A NATIONAL AIRPORT SYSTEM PLAN SETTING FORTH FOR AT LEAST A 10-YEAR PERIOD THE AIRPORT DEVELOPMENT CONSIDERED NECESSARY TO MEET CIVIL AVIATION NEEDS, NATIONAL DEFENSE REQUIREMENTS, AND POSTAL SERVICE NEEDS. AS A CONDITION FOR ELIGIBILITY FOR AIRPORT DEVELOPMENT GRANTS, AN AIRPORT MUST BE INCLUDED IN THE PLAN.

AMENDMENTS TO THE ACT IN 1976 (P.L. 94-353) DIRECTED THE SECRETARY TO ISSUE A REVISED PLAN IN JANUARY 1978. BESIDES MEETING THE REQUIREMENTS OF THE 1970 ACT, THE REVISED PLAN WAS TO

- CONTAIN ESTIMATED COSTS THAT WERE SUFFICIENTLY ACCURATE SO AS TO BE CAPABLE OF BEING USED FOR FUTURE YEAR APPORTIONMENTS FOR AIRPORT DEVELOPMENT GRANTS;
- IDENTIFY THE LEVELS OF PUBLIC SERVICE AND USE MADE OF EACH AIRPORT; AND
- IDENTIFY THE PROJECTED DEVELOPMENT NECESSARY TO FULFILL THE LEVEL OF SERVICE AND USE OF EACH AIRPORT DURING THE SUCCEEDING 10-YEAR PERIOD, 1978 TO 1987.

THE REVISED PLAN, WHICH WAS PREPARED BY FAA AND ISSUED EARLY THIS MONTH, SHOWS THAT 3,603 U.S. AIRPORTS, MOSTLY PUBLIC AIRPORTS, ARE ESSENTIAL TO THE NATION'S AIR TRANSPORTATION SYSTEM. IN THE NEXT DECADE (1978-87), THE PLAN ESTIMATES THAT \$10.6 BILLION WILL BE NEEDED TO IMPROVE AND DEVELOP 635 AIR CARRIER, 193 COMMUTER, 204 RELIEVER, AND

2,571 GENERAL AVIATION AIRPORTS. SOME \$7.4 BILLION, OR 70 PERCENT OF THE 10-YEAR TOTAL, WOULD BE REQUIRED IN THE FIRST 5-YEAR PERIOD.

THE PLAN STATES THAT A COMMONLY USED OBJECTIVE IN NATIONAL AIRPORT PLANNING IS THE FEDERAL INTENT OF ASSURING A BALANCED AIRPORT SYSTEM. ACCORDING TO THE PLAN, THIS MEANS TAKING INTO ACCOUNT THE DIVERSE NEEDS OF COMMUNITIES WITH RESPECT TO ALL SEGMENTS OF AVIATION SO THAT ALL COMMUNITIES WITH A REASONABLE NEED FOR AIR TRANSPORTATION WILL HAVE REASONABLE ACCESS TO AN ADEQUATE AIRPORT.

THE PROPOSED AIRPORT AND AIRCRAFT NOISE REDUCTION ACT (H.R. 8729), WHICH WAS RECENTLY APPROVED BY THE HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE, WOULD INCREASE AIRPORT DEVELOPMENT GRANT FUNDING LEVELS FOR FISCAL YEAR 1979 FROM \$575 MILLION TO \$835 MILLION, AND FOR FISCAL YEAR 1980, FROM \$610 MILLION TO \$920 MILLION. THE COMMITTEE'S REPORT ACCOMPANYING H.R. 8729 (HOUSE REPORT NO. 95-836), STATES THAT MUCH OF THE INFORMATION FOR HIGHER LEVELS OF FUNDING WAS BASED ON NEEDS CONTAINED IN THE PLAN, THE DEPARTMENT OF TRANSPORTATION'S SEPTEMBER 5, 1977, REPORT ON "LAND BANKING" AND AN ONGOING DEPARTMENT STUDY (SINCE ISSUED) TO IDENTIFY PUBLIC USE GENERAL AVIATION AIRPORTS WHICH MAY BE IN DANGER OF CLOSING.

WITH RESPECT TO THE \$7.4 BILLION THE PLAN ESTIMATED WOULD BE NEEDED DURING THE PERIOD 1978-1982, THE COMMITTEE'S REPORT STATED THAT THIS AMOUNT EXCEEDED BY \$1 BILLION THE

THE AMOUNT ON WHICH CONGRESS RELIED IN ESTABLISHING FUNDING LEVELS IN ITS 1976 AMENDMENTS. THIS SUGGESTS STRONGLY THAT THERE WILL BE A CONTINUING BACKLOG OF NEEDED DEVELOPMENT WHICH CANNOT BE ACCOMPLISHED WITHIN CURRENT FUNDING LEVELS. ALSO, THE COMMITTEE REPORT STATES THAT BASED ON AN ANALYSIS OF THE PLAN'S 5-YEAR COST ESTIMATES, A FEDERAL PROGRAM OF \$1.2 BILLION ANNUALLY, OR TWICE THE LEVEL OF CURRENTLY AUTHORIZED FUNDING, WOULD BE NEEDED AT THE PRESENT FEDERAL-LOCAL MATCHING RATIO TO ELIMINATE THE CHRONIC BACKLOG OF SAFETY AND CAPACITY RELATED PROJECTS.

GAO'S REVIEW

IN OUR REVIEW, WE ARE ADDRESSING THE QUESTION WHETHER THE PLAN PROVIDES A GOOD BLUEPRINT FOR THE SYSTEMATIC DEVELOPMENT OF A BALANCED AIRPORT SYSTEM AND A SOUND BASIS FOR THE CONGRESS TO APPORTION FUNDS. SPECIFICALLY, WE ARE SEEKING ANSWERS TO WHETHER:

- ADEQUATE PROVISIONS HAVE BEEN MADE FOR REGIONAL AND COMMUTER AIRPORTS.
- NONCAPITAL ALTERNATIVES SUCH AS QUOTAS, CURFEWS, AND PEAK-HOUR PRICING SYSTEMS HAVE BEEN ADEQUATELY CONSIDERED AS SOLUTIONS.
- CRITERIA FOR INCLUDING GENERAL AVIATION AIRPORTS ADEQUATELY (1) IDENTIFIES AIRPORTS OF SIGNIFICANT NATIONAL INTEREST AND (2) LIMITS THE NUMBER OF GENERAL AVIATION AIRPORTS AS INTENDED BY CONGRESS.
- FAA'S STANDARDS RESULT IN EXCESSIVE OR MORE COSTLY IMPROVEMENT THAN NEEDED AT GENERAL AVIATION AIRPORTS.

WE ARE ALSO LOOKING INTO THE ADEQUACY OF THE PRIORITIES USED BY FAA TO FUND AIRPORT DEVELOPMENT AND PLANNING PROJECTS,

IN VIEW OF THE LIMITED FUNDS AVAILABLE TO MEET NEEDS. WHERE ACTUAL AIRPORT DEVELOPMENT IS BEING PLANNED, WE ARE ALSO LOOKING INTO PROBLEMS SUCH AS COMMUNITY OPPOSITION, LAND USE PLANNING, ENVIRONMENTAL ISSUES, AND MULTIJURISDICTIONAL INTERESTS, WHICH MAY IMPEDE THE EFFECTIVE DEVELOPMENT. FINALLY, WE ARE REVIEWING THE EFFICIENCY OF AIRPORT SYSTEMS AND MASTER PLANNING FINANCED BY THE GRANT-IN-AID PROGRAM.

OUR REVIEW TO DATE HAS BEEN CONCENTRATED PRIMARILY AT FAA HEADQUARTERS IN WASHINGTON AND AT ITS CENTRAL REGION. TO DATE SOME LIMITED WORK HAS ALSO BEEN DONE IN FAA'S WESTERN REGION. WE EXPECT TO HAVE A REPORT READY FOR ISSUANCE IN THE FALL.

WE ALSO HAVE BEEN LOOKING INTO FAA'S COMPLIANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT OF 1969 (42 U.S.C. 4321) IN APPROVING GRANTS FOR AIRPORT DEVELOPMENT. THIS WORK IS IN A MORE ADVANCED STAGE AND WE EXPECT TO MAKE A SEPARATE REPORT THIS SUMMER.

WE SENT A QUESTIONNAIRE (APPENDIX I) TO 735 AIRPORT OPERATORS TO OBTAIN THEIR VIEWS ON SOME OF THE MATTERS BEING COVERED IN OUR REVIEW. ALSO SEVERAL OF THE QUESTIONS CONTAINED THEREIN WERE ADDED, MR. CHARIMAN, AT THE REQUEST OF YOUR SUBCOMMITTEE STAFF. AS OF EARLY JANUARY, WE HAD RECEIVED RESPONSES FROM 400 OF THE 735 AIRPORTS. APPENDIX II SHOWS BY AIRPORT CLASS THE NUMBER OF QUESTIONNAIRES SENT AND THE NUMBER AND PERCENTAGE OF RESPONSES RECEIVED TO DATE.

BEFORE PROCEEDING WITH THE RESULTS ON THE 400 QUESTIONNAIRES RECEIVED, A FEW REMARKS ON THE USE OF THESE RESULTS ARE IN ORDER:

--THE RESULTS REPRESENT ONLY THE VIEWS OF THE AIRPORT OPERATORS.

--THE QUESTIONNAIRE WAS ONLY SENT TO THOSE PUBLIC AIRPORTS INCLUDED IN THE NATIONAL AIRPORT SYSTEM PLAN AND ELIGIBLE FOR FAA GRANTS.

--WE STILL NEED TO MAKE VALIDATION VISITS TO ASSURE THAT RESPONDENTS PROPERLY INTERPRETED OUR QUESTIONS.

--THE NUMBER OF RESPONSES TO DATE IS NOT SUFFICIENT TO ALLOW STATISTICALLY RELIABLE PROJECTIONS AND, THEREFORE, MAY NOT BE REPRESENTATIVE OF THE UNIVERSE.

QUESTIONNAIRE RESULTS

I UNDERSTAND THE PURPOSE OF THE SUBCOMMITTEE'S HEARINGS IS TO DETERMINE WHETHER FAA IS USING THE TRUST FUND TO MEET AIRPORT SAFETY NEEDS. OUR QUESTIONNAIRE CONTAINS SEVERAL QUESTIONS REGARDING SAFETY AND OTHER IMPROVEMENTS THAT HAVE BEEN FINANCED WITH THE TRUST FUND.

AVIATION SAFETY

OF THE 400 AIRPORTS RESPONDING, 63 PERCENT INDICATED THAT THEY WERE SATISFIED WITH WHAT HAD BEEN ACCOMPLISHED AT THEIR AIRPORTS, 15 PERCENT WERE NEITHER SATISFIED NOR DISSATISFIED, AND ABOUT 15 PERCENT WERE DISSATISFIED. AMONG THE VARIOUS CLASSES OF AIRPORTS, GENERAL AVIATION AIRPORTS INDICATED THE LARGEST DEGREE OF DISSATISFACTION--25 OF THE 123 GENERAL AVIATION AIRPORT RESPONDENTS (20 PERCENT) INDICATED THAT THEY WERE DISSATISFIED.

THREE HUNDRED AND FORTY FIVE (345) OF THE RESPONDENTS, OR 86 PERCENT, HAD APPLIED FOR A GRANT SINCE 1970. OF THESE, 336 RESPONDED TO THE FOLLOWING QUESTION, "HAS FAA'S APPLICATION PROCEDURERS EVER CAUSED LENGTHY DELAYS IN THE INSTALLATION OF NEEDED SAFETY EQUIPMENT AT YOUR AIRPORT?" AN ANALYSIS OF THESE 336 RESPONSES SHOWED THAT 43, OR 11 PERCENT OF ALL RESPONDENTS, EXPERIENCED LENGTHY DELAYS. COMMUTER AIRPORTS WERE AFFECTED THE MOST WITH 18 PERCENT EXPERIENCING LENGTHY DELAYS. EXAMPLES OF NEEDED SAFETY ITEMS THAT WERE DELAYED INCLUDED VISUAL APPROACH SLOPE INDICATOR LIGHTS, FIRE CRASH RESCUE VEHICLES, RUNWAY/TAXIWAY LIGHTS, SNOW-REMOVAL EQUIPMENT, RUNWAY OVERLAYS AND EXTENSIONS, AND INSTRUMENT LANDING SYSTEMS. DELAYS RANGED FROM 3 MONTHS TO 48 MONTHS. THE AVERAGE LENGTH OF DELAY WAS ABOUT 16 MONTHS.

SIXTY-SIX (66) PERCENT OF THE RESPONDENTS RATED SAFETY NEEDS AT THEIR AIRPORTS AS HIGH OR VERY HIGH PRIORITY ITEMS, 17 PERCENT AS MEDIUM PRIORITY, AND ABOUT 9 PERCENT AS LOW OR VERY LOW. ON THE WHOLE, 69 PERCENT OF THE RESPONDENTS BELIEVED THEY HAD A GOOD CHANCE AND 9 PERCENT A POOR OR EXTREMELY POOR CHANCE OF BEING FUNDED.

A COMPARISON OF THE RESPONSES TO THESE TWO QUESTIONS SHOWED THAT 223 OF THE 265 RESPONDENTS (84 PERCENT) WITH HIGH AND VERY HIGH PRIORITY SAFETY NEEDS ALSO BELIEVED THAT THEY HAD A GOOD OR EXTREMELY GOOD CHANCE OF GETTING THESE NEEDS FUNDED. IN CONTRAST, ONLY 12 OF THE 265 RESPONDENTS (5 PERCENT) WITH HIGH AND VERY HIGH PRIORITY SAFETY NEEDS BELIEVED THAT THEY HAD A POOR OR

EXTREMELY POOR CHANCE OF GETTING THOSE NEEDS FUNDED.

MOST RESPONDENTS (78 PERCENT) BELIEVED FAA GAVE SAFETY PROJECTS A HIGH OR VERY HIGH FUNDING PRIORITY. MORE IMPORTANT, ONLY 1 PERCENT BELIEVED FAA GAVE SAFETY PROJECTS A LOW OR VERY LOW PRIORITY.

AS REQUESTED BY THE SUBCOMMITTEE'S STAFF, OUR QUESTIONNAIRE CONTAINED A SERIES OF QUESTIONS ON WHETHER GRANT FUNDS HAD BEEN USED TO PROCURE AIR NAVIGATION AIDS THAT WERE ALSO ELIGIBLE FOR FUNDING UNDER FAA'S FACILITIES AND EQUIPMENT (F&E) PROGRAM. NINETY-THREE OF THE 400 RESPONDENTS (23 PERCENT) INDICATED THAT THEY HAD USED GRANT FUNDS TO PROCURE AIR NAVIGATION AIDS. OF THESE, 59 RESPONDENTS SAID THAT THESE AIDS WERE ELIGIBLE FOR FUNDING UNDER THE FACILITIES AND EQUIPMENT PROGRAM. THIRTY-TWO (32) OF THE 59 WHO USED GRANT FUNDS TO PROCURE AIR NAVIGATION AIDS ELIGIBLE FOR FUNDING UNDER THE FACILITIES AND EQUIPMENT PROGRAM, SAID FAA ENCOURAGED THEM TO DO SO. IN TOTAL, THESE 32 AIRPORTS REPRESENTED 8 PERCENT OF THE 400 RESPONDENTS TO OUR QUESTIONNAIRE.

NATIONAL AIRPORT SYSTEM PLAN

IN PREPARING THE NATIONAL AIRPORT SYSTEM PLAN, FAA IS REQUIRED BY THE 1970 ACT TO CONSULT AND COOPERATE WITH FEDERAL, STATE, AND OTHER AGENCIES; AIRPORT OPERATORS; AIR CARRIERS; AIRCRAFT MANUFACTURERS; AND OTHERS IN THE AVIATION INDUSTRY. FAA INSTRUCTED ITS FIELD OFFICES TO CONTACT ALL AIRPORT OPERATORS CONCERNING THEIR NEEDS.

THIRTY PERCENT OF THE 400 RESPONDENTS, HOWEVER, SAID THEY HAD NOT BEEN CONTACTED IN THE PAST YEAR (BASICALLY 1977) FOR THEIR COMMENTS ON THE RECOMMENDED DEVELOPMENT NEEDS OF THEIR AIRPORTS DURING THE NEXT 10 YEARS. A BREAKDOWN BY CLASS OF AIRPORT IS SHOWN IN APPENDIX 3.

MORE IMPORTANTLY, HOWEVER, 34 PERCENT OF THE RESPONDENTS INDICATED THAT NO ONE ASSOCIATED WITH THEIR AIRPORT KNEW WHAT DEVELOPMENT PROJECTS FAA HAD RECOMMENDED FOR THEIR AIRPORT. APPENDIX 3 ALSO SHOWS A BREAKDOWN OF THESE RESPONDENTS BY AIRPORT CLASS.

WITH RESPECT TO THE DEVELOPMENT NEEDS RECOMMENDED BY FAA, 240 OF THE 400 RESPONDENTS, OR 60 PERCENT, BELIEVED THAT BESIDES THE PROJECTS RECOMMENDED BY FAA, ONE OR MORE ADDITIONAL IMPROVEMENTS WERE NEEDED AT THEIR AIRPORTS. BECAUSE MANY OF THESE 240 RESPONDENTS HAD ALSO INDICATED IN ANOTHER QUESTION (NO. 12) THAT THEY HAD NEEDS IN ADDITION TO THOSE ELIGIBLE FOR FUNDING, IT IS POSSIBLE THAT SOME CONSIDERED THESE INELIGIBLE ITEMS IN RESPONDING TO OUR QUESTION ON THE DEVELOPMENT NEEDS BEYOND THOSE RECOMMENDED BY FAA. HOWEVER, BASED ON A COMPARISON OF RESPONSES TO THESE TWO QUESTIONS, WE FOUND THAT AT LEAST 43 RESPONDENTS, ABOUT 11 PERCENT, HAD ELIGIBLE NEEDS IN ADDITION TO THOSE RECOMMENDED BY FAA. ALSO, 7 PERCENT OF THE RESPONDENTS BELIEVED THAT ONE OR MORE OF THE ITEMS RECOMMENDED BY FAA WERE NOT NEEDED.

SIXTY-TWO PERCENT OF THE RESPONDENTS INDICATED THAT THEY HAD IMPORTANT NEEDS AT THEIR AIRPORTS WHICH WERE NOT ELIGIBLE FOR GRANTS, INCLUDING SUCH THINGS AS HANGARS, PARKING LOTS, MAINTENANCE BUILDINGS, AIRPORT AND RUNWAY MAINTENANCE, AND FACILITIES FOR AIRPORT TENANTS, CARGO HANDLING, AND FUEL STORAGE. NO DOUBT SOME OF THESE ITEMS ARE ESSENTIAL TO THE OVERALL DEVELOPMENT AND SAFETY OF THESE AIRPORTS.

IN ADDITION, 9 PERCENT OF THE RESPONDENTS BELIEVED THAT ONE OR MORE OF THE ITEMS RECOMMENDED BY FAA FOR THE FIRST 5 YEARS--1978-82--SHOULD BE DEFERRED UNTIL LATER. TWENTY PERCENT OF THE RESPONDENTS, ON THE OTHER HAND, BELIEVED THAT ONE OR MORE IMPROVEMENTS RECOMMENDED BY FAA FOR FUNDING DURING THE 1983-87 PERIOD SHOULD BE FUNDED EARLIER, IN THE 1978-82 TIME PERIOD.

PROGRAM ADMINISTRATION AND PRIORITIES

WITH RESPECT TO FAA'S APPLICATION PROCEDURES FOR AIRPORT DEVELOPMENT GRANTS, WE RECEIVED THE FOLLOWING RESPONSES:

- 56 PERCENT BELIEVED THAT INSTRUCTIONS FOR APPLYING FOR AIRPORT DEVELOPMENT GRANTS WERE VERY CLEAR AND UNDERSTANDABLE WHILE 13 PERCENT DISAGREED.
- 47 PERCENT BELIEVED THAT TOO MUCH INFORMATION WAS REQUESTED ON THE APPLICATION AND SUPPORTING DOCUMENTS WHILE 26 PERCENT DISAGREED.
- 72 PERCENT BELIEVED FAA ASSISTANCE IN APPLYING FOR A GRANT WAS HELPFUL WHILE ONLY 5 PERCENT DISAGREED.
- 58 PERCENT BELIEVED THAT IT TOOK TOO LONG TO OBTAIN A GRANT WHILE 16 PERCENT DISAGREED.
- 60 PERCENT BELIEVED THE TIME, EFFORT, AND DOLLARS NEEDED TO APPLY FOR A GRANT WERE SUBSTANTIAL WHILE 15 PERCENT DISAGREED.

TO PLACE THESE RESPONSES IN PROPER PERSPECTIVE, IT SHOULD BE NOTED THAT 12 PERCENT OF THE RESPONDENTS HAD NOT APPLIED FOR AN AIRPORT DEVELOPMENT GRANT SINCE 1970, THUS THE ABOVE PERCENTAGES WOULD CHANGE IF BASED ON ONLY THOSE WHO APPLIED.

EIGHTY-FOUR (84) OF THE 124 AIR CARRIER RESPONDENTS (68 PERCENT) SAID THAT FAA HAD ENCOURAGED THEM TO USE THEIR ENTITLEMENT FUNDS ACCORDING TO PRIORITIES WHILE 30 (5 PERCENT) SAID THAT FAA HAD NOT.

FIFTY-FOUR (54) OF THE 124 AIR CARRIER RESPONDENTS (44 PERCENT) SAID THEY HAD NOT ALWAYS USED THE FUNDS THAT WERE AVAILABLE TO THEM BASED ON THEIR PASSENGER ENPLANEMENTS (ENTITLEMENT FUNDS) IN THE YEAR THE FUNDS BECAME AVAILABLE. REASONS FOR NOT USING THE FUNDS WERE NOT ALWAYS STATED. TWENTY-THREE RESPONDENTS STATED THEY HAD NOT YET USED THEIR ENTITLEMENT FUNDS BECAUSE PROJECTS AT THEIR AIRPORT REQUIRED MORE THAN ONE YEAR'S ENTITLEMENT FUNDS AND 3 RESPONDENTS INDICATED THAT THEY HAD NO IMMEDIATE USE FOR THE FUNDS.

AGAIN I WANT TO EMPHASIZE THAT, AS ADDITIONAL RESPONSES TO OUR QUESTIONNAIRE ARE RECEIVED, THE RESULTS WILL BECOME MORE CONCLUSIVE AND USEFUL.

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MR. CHAIRMAN, THIS CONCLUDES MY PREPARED STATEMENT. WE WILL BE PLEASED TO RESPOND TO ANY QUESTIONS THAT YOU OR OTHER MEMBERS OF THE SUBCOMMITTEE MAY HAVE.

AIRPORT DEVELOPMENT SURVEY
U. S. GENERAL ACCOUNTING OFFICE

INSTRUCTIONS

Thru this questionnaire the U. S. General Accounting Office seeks to obtain information about the effect of some FAA programs on airports which are part of the National Airport System Plan. Please answer each of the following questions as completely as possible.

Space has been provided at the end of the questionnaire for any comments you have concerning this questionnaire or any other related topics.

The questionnaire is numbered only to permit us to delete your name from our mailing list when we receive your questionnaire and thus avoid sending an unnecessary follow-up request.

Please return this questionnaire in the enclosed stamped self-addressed envelope within 5 days of receiving it. If you have any questions, please call Mr. George L. Jones (816) - 374-4641.

NOTE: In filling out this questionnaire, please disregard the numbers in parenthesis to the right of a question/item; they are included to facilitate keypunching.

RESPONDENT INFORMATION:

PERSON FILLING
OUT QUESTIONNAIRE: _____

TITLE: _____

TELEPHONE () _____
(area code) (number)

Section I - The Airport Development Aid Program (ADAP)

1. Since 1970 has your airport applied for a development grant under the Airport Development Aid Program? (6)
 - 1. Yes
 - 2. No (Skip to question 8)

2. Does your airport currently have an application pending with FAA? (7)
 - 1. Yes
 - 2. No

3. Excluding any application which is currently pending, has your airport ever been denied a grant? (8)
 - 1. Yes
 - 2. No

4. Were your applications for Federal assistance prepared by a consulting firm rather than by you or a member of your staff? (9)
 - 1. Yes
 - 2. No

5. Please indicate the extent of your agreement or disagreement with each of the following statements concerning FAA application procedures for ADAP grants. (Check one block for each statement.)

| | <u>Strongly agree</u> 1. | <u>Agree</u> 2. | <u>Uncertain</u> 3. | <u>Disagree</u> 4. | <u>Strongly disagree</u> 5. | |
|---|---------------------------------|--------------------------|--------------------------|--------------------------|------------------------------------|------|
| A. Instructions for filling out the application were very clear and understandable. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (10) |
| B. Too much information was requested on the application and supporting documents. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (11) |
| C. Assistance provided by Federal Aviation Administration officials was helpful. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (12) |
| D. The entire procedure of applying and obtaining a grant (or being rejected) took longer than it should. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (13) |
| E. The time, effort, and dollars we devoted to applying for a grant were substantial. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (14) |

6. Has the FAA's application procedure ever caused lengthy delays in the installation of needed safety equipment at your airport? (15)

1. Yes
2. No (Skip to question 8)

7. If yes, please specify the equipment delayed and the length of the delay (from date of application for grant).

| <u>Equipment</u> | <u>Length of Delay</u> |
|------------------|------------------------|
| 1. _____ | _____ months |
| 2. _____ | _____ months |
| 3. _____ | _____ months |

8. Please indicate the priority of the following potential airport needs at YOUR AIRPORT. (Check one for each listed need.)

| | <u>Very high priority</u> 1. | <u>High priority</u> 2. | <u>Medium priority</u> 3. | <u>Low priority</u> 4. | <u>Very low priority</u> 5. | <u>Unknown</u> 6. | |
|---|-------------------------------------|--------------------------------|----------------------------------|-------------------------------|------------------------------------|--------------------------|------|
| A. Safety needs relating to aircraft operating areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (16) |
| B. Other than safety needs relating to aircraft operating areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (17) |
| C. Vehicle parking | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (18) |
| D. Ground access needs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (19) |
| E. Needs relating to noise pollution | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (20) |
| F. Needs relating to air pollution | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (21) |
| G. Terminal needs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (22) |
| H. Other needs (Please specify) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (23) |
| _____ | | | | | | | |
| _____ | | | | | | | |
| _____ | | | | | | | |

9. In your opinion, what is the likelihood that in the next 10 years your airport will receive funds through the Airport Development Aid Program to meet each of the listed needs? (Check one for each need.)

| | <u>Extremely good</u> 1. | <u>Good</u> 2. | <u>Fair</u> 3. | <u>Poor</u> 4. | <u>Extremely poor</u> 5. | <u>Not applicable to my airport</u> 6. | |
|---|---------------------------------|--------------------------|--------------------------|--------------------------|---------------------------------|---|------|
| A. Safety needs relating to aircraft operating areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (24) |
| B. Other than safety needs relating to aircraft operating areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (25) |
| C. Vehicle parking | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (26) |
| D. Ground access needs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (27) |
| E. Needs relating to noise pollution | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (28) |
| F. Needs relating to air pollution | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (29) |
| G. Terminal needs | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (30) |
| H. Other (as specified in <u>question 8</u> above) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (31) |

10. How satisfied are you with what has been accomplished at your airport through the Airport Development Aid Program (ADAP)?
- 1. Very satisfied (32)
(Skip to question 12)
 - 2. Satisfied (33)
(Skip to question 12)
 - 3. Neither satisfied nor dissatisfied (34)
(Skip to question 12)
 - 4. Dissatisfied
 - 5. Very dissatisfied

11. If you are not satisfied, please tell us why by checking each of the following statements which applies to your airport: (Check all that apply.)

- My airport has requested but not received funds. (3)
- My airport has not requested funds due to the unlikelihood of receiving them. (34)
- My airport has not requested funds due to the red tape required. (35)
- My airport has received funds, but they were not sufficient. (36)
- Some of the important needs at my airport are not eligible for funding under the Airport Development Aid Program. (37)
- FAA standards require more development than my airport needs. (38)
- FAA standards require more development than my community can afford. (39)
- Other (Please specify) (40)

- 12A. Are there any important needs at your airport which are not eligible for funding under the Airport Development Aid Program?
- 1. Yes (41)
 - 2. No
 - 3. Don't know

B. If yes, what are those needs?

13. If yours is an air carrier airport, has FAA encouraged you to use your entitlement (enplanement) funds according to any priorities?
- 1. My airport is not an air carrier airport (42)
 - 2. Yes
 - 3. No

- 14A. Has your airport used ADAP funds to procure air navigation aids?
- 1. Yes (43)
 - 2. No (Skip to question 15)

- B. If yes, were these aids eligible for the FAA Facilities and Equipment Program?
- 1. Yes (44)
 - 2. No
 - 3. Don't know } (Skip to question 15)

- C. If yes, were these aids purchased thru ADAP funds, primarily because: (Check one.) (45)
- 1. Our management preferred to use ADAP funds
 - 2. FAA encouraged us to use ADAP funds

15. Please indicate the funding priority which you believe FAA gives to the following types of projects. (Check one for each type of project.)

| | Very high priority 1. | High priority 2. | Medium priority 3. | Low priority 4. | Very low priority 5. | Unknown 6. | |
|---|-----------------------------|--------------------------|--------------------------|--------------------------|----------------------------|--------------------------|------|
| A. Parking facilities | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (46) |
| B. Ground access projects | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (47) |
| C. Projects relating to safety of aircraft operating areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (48) |
| D. Noise pollution projects | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (49) |
| E. Air pollution projects | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (50) |
| F. Terminal development | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (51) |
| G. Projects (other than those relating to safety) concerning aircraft operating areas | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (52) |

16. If yours is an air carrier airport, have you always used your entitlement (enplanement) funds in the year they became available? (53)
- 1. My airport is not an air carrier airport (Skip to question 18)
 - 2. No, my airport has not always used entitlement funds in the year they became available
 - 3. Yes, my airport has always used entitlement funds in the year they became available (Skip to question 18)

17. If no, why were the funds not used in the year they became available? (54)
- 1. Because of delays due to environmental requirements
 - 2. Because of a lack of local funding
 - 3. Because our proposed projects required more than one year's entitlement
 - 4. Because we had no immediate use for the funds
 - 5. Other (Please specify) _____

Section II - The Planning Grant Program

18. Has your airport ever applied for a planning grant (as opposed to a development grant)? (55)
- 1. Yes
 - 2. No (Skip to Section III)
 - 3. Don't know (Skip to Section III)

19. Has your airport ever received a planning grant? (56)
- 1. Yes
 - 2. No (Skip to Section III)
 - 3. Don't know (Skip to Section III)

20. If yes, how satisfied are you with the effect of the grant on planning for the development of your airport? (57)
- 1. Very satisfied (Skip to section III)
 - 2. Satisfied (Skip to section III)
 - 3. Neither satisfied nor dissatisfied (Skip to section III)
 - 4. Dissatisfied
 - 5. Very dissatisfied

21. If not satisfied, why not?

Section III - The National Airport System Plan

To qualify for planning and development grants, an airport must be included in the National Airport System Plan. The Plan is a document prepared by FAA to identify airport development projects of potential national interest. The original plan was published in 1972 and FAA is currently preparing an undated version. Because your airport is included in the revised plan, we would like to obtain some information on your airport's input into the plan.

22. During the past year has FAA contacted you or anyone associated with your airport (by letter, telephone, personal interview, etc.) to request your comments on the recommended development needs of your airport during the next 10 years?
1. Yes (58)
2. No

23. Does anyone associated with your airport know what projects FAA recommended for your airport?
1. Yes (59)
2. No

24. Regarding development items recommended by FAA for your airport, which of the following statements applies? (Check one.) (60)
1. Items recommended by FAA plus some additional items are needed at my airport
2. All items recommended by FAA are needed at my airport. No additional items are needed.
3. One or more items listed by FAA are not needed at my airport; but some items are needed other than those listed.
4. One or more items listed by FAA are not needed at my airport. No additional items are needed.

25. FAA recommends some items be developed during the 1978-82 time period and other items during the 1983-87 time period. Do you agree or disagree with the following statements concerning the timing FAA has recommended for the projects at your airport? (Check one for each statement.)

| <u>Agree</u> 1. | <u>Disagree</u> 2. | <u>Don't Know</u> 3. | |
|--------------------------|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | All items recommended by FAA are likely to be completed by the end of <u>1987</u> . (61) |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | One or more items recommended by FAA during the <u>1978-82</u> period should be deferred until later (62) |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | One or more items recommended by FAA during the <u>1983-87</u> period should be developed earlier. (63) |

26. When you determined the development needs for your airport, did local community leaders (other than those who manage your airport) provide input? (64)
1. Yes, a great deal
2. Yes, some
3. None
4. Don't know

27. What are the attitudes of the local communities around your airport toward the development plans you have for your airport? (65)
1. Generally favorable (Skip to question 29)
2. Generally unfavorable
3. Don't know (Skip to question 29)

28. If generally unfavorable, please briefly explain what, in your opinion, the community is opposed to and why.

29. Generally, FAA uses number of based aircraft and travel time to the nearest airport already listed in the National Airport System Plan in determining whether a general aviation airport is to be placed in the National Airport System Plan? Do you agree or disagree with this criteria? (66)

- 1. Agree (Skip to Section IV)
- 2. Disagree
- 3. Don't know (Skip to Section IV)

30. If you disagree, what do you believe the criteria should be, or on what should it be based?

- 70 31 -

Section IV - Land Use Planning and Zoning Around Your Airport

31. Please indicate the number and type of governmental entities that have jurisdiction for land use planning and zoning of land bordering your airport.

- A. Number of city governments _____ (67-68)
- B. Number of county governments _____ (69-70)
- C. Number of other authorities (Please specify these other authorities.) _____ (71-72)

32. How would you assess the cooperation given your airport by the authorities who have jurisdiction over land bordering your airport? (73)

- 1. Very cooperative
- 2. Cooperative
- 3. Neither cooperative nor uncooperative
- 4. Uncooperative
- 5. Very uncooperative

33. How adequate is land use planning and zoning bordering your airport? (74)

- 1. Adequate (Skip to Section V)
- 2. Inadequate
- 3. Don't know (Skip to Section V)

34. If you believe land use planning and zoning of land bordering your airport has been inadequate, please tell us the effect on your airport now and in the future. (Check one for each statement.)

| | True now and likely to be true in the future | True now, but not likely to be true in the future | Not true now, but probably true in the future | Not true now and not likely to be true in the future | |
|--|--|---|---|--|------|
| | 1. | 2. | 3. | 4. | |
| A. People near my airport are unreasonably endangered | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (75) |
| B. My airport is hindered in making future expansion nearly impossible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (76) |
| C. The successful completion of an environmental impact statement is more difficult | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (77) |
| D. Significant Federal and local dollars already invested in my airport could be placed in jeopardy, or may be wasted, because expansion of my airport is no longer possible | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | (78) |

Section V - General Information

35. Has a master plan been completed for development on and around your airport? (6)
1. Yes
2. No

36. Have public hearings concerning your airport been held during the last two years? (7)
1. Yes
2. No (Skip to question 38)

37. If yes, what was the subject of the hearings? (Check all that apply.)
- Environmental issues (8)
- Zoning of land bordering your airport (9)
- Safety conditions (10)
- Other (Please specify) (11)
- _____
- _____
- _____

38. Do you favor allowing states, rather than FAA, to administer the Airport Development Aid Program for general aviation airports? (12)
1. Yes
2. No (Skip to question 40)
3. No opinion (Skip to question 40)

39. If yes, why?
- _____
- _____
- _____
- _____
- _____

40. If you have any comments about this questionnaire, any of the subjects addressed, or other related subjects, please give your views in the space provided below. (13)
- Card No. 2 (80)

STATISTICAL DATA ON GAO QUESTIONNAIRE

| Class of <u>airport</u> | <u>Number of questionnaires sent</u> | <u>Questionnaires received as of 1/5/78</u> | |
|----------------------------|--|---|----------------------------------|
| | | <u>Number</u> | <u>Percent of total sent</u> |
| Large air carriers | 35 | 24 | 69 |
| Other air carriers | 171 | 100 | 58 |
| Commuters | 122 | 80 | 66 |
| Relievers | 112 | 73 | 65 |
| General aviation | <u>295</u> | <u>123</u> | 42 |
| Total | <u>735</u> | <u>400</u> | 54 |

QUESTION 22

During the past year has FAA contacted you or anyone associated with your airport (by letter, telephone, personal interview, etc.) to request your comments on the recommended development needs of your airport during the next 10 years?

| <u>Class of airport</u> | <u>Total questionnaires received</u> | <u>Yes</u> | | <u>No</u> | |
|-------------------------|--------------------------------------|---------------|-------------------------|---------------|-------------------------|
| | | <u>Number</u> | <u>Percent of total</u> | <u>Number</u> | <u>Percent of total</u> |
| Large air carrier | 24 | 19 | 79 | 3 | 13 |
| Other air carrier | 100 | 73 | 73 | 23 | 23 |
| Commuters | 80 | 57 | 71 | 21 | 26 |
| Relievers | 73 | 58 | 80 | 14 | 19 |
| General aviation | <u>123</u> | <u>56</u> | <u>46</u> | <u>60</u> | <u>49</u> |
| Total | <u>400</u> | <u>263a/</u> | <u>66</u> | <u>121a/</u> | <u>30</u> |

QUESTION 23

Does anyone associated with your airport know what projects FAA recommended for your airport?

| <u>Class of airport</u> | <u>Total questionnaires received</u> | <u>Yes</u> | | <u>No</u> | |
|-------------------------|--------------------------------------|---------------|-------------------------|---------------|-------------------------|
| | | <u>Number</u> | <u>Percent of total</u> | <u>Number</u> | <u>Percent of total</u> |
| Large air carrier | 24 | 18 | 75 | 3 | 13 |
| Other air carrier | 100 | 68 | 68 | 28 | 28 |
| Commuters | 80 | 52 | 65 | 25 | 31 |
| Relievers | 73 | 55 | 75 | 17 | 23 |
| General aviation | <u>123</u> | <u>51</u> | <u>41</u> | <u>62</u> | <u>50</u> |
| Total | <u>400</u> | <u>244a/</u> | <u>61</u> | <u>135a/</u> | <u>34</u> |

a/Yes and no responses do not equal total of questionnaires received because not all respondents answered these questions.