

A historical and legislative perspective

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Introduction

- The relatively short but very rich history of civil aviation has made dramatic impacts on society.
- The growth of civil aviation in general, and airports in particular, has paralleled industrial, technical, economic, and sociopolitical events and has been associated with legislation to adapt to an ever-changing world.
- This section highlights the growth of aviation and airports through a legislative perspective including decisions and other acts of Congress that have financially, technically, economically, and politically regulated the industry through its first 100 years.

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The formative period of aviation and airports: 1903-1938

- **The Birth of Civil Aviation: 1903–1913**
- **World War I: 1914–1918**
- **Early Airmail Service: 1919–1925**
- **The Air Commerce Act: 1926–1938**
- **The Civil Aeronautics Act: 1938–1939**

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Airport growth: World War II and the postwar period

- As a result, Congress in 1940 authorized the appropriation of \$40 million for the **Development of Landing Areas for National Defense (DLAND)**.
- In 1940, the Army Air Corps started an aggressive expansion program.
- During the same period, the CAA spent \$9.5 million for the development of landing areas in the United States solely for the use of civil aviation.
- As a result, more than 500 airports constructed for the military by the CAA were declared military surplus after the war ended and were subsequently handed over to the authorities of cities, counties, and states for civil aviation use.

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Airport growth: World War II and the postwar period

- To perform this survey, an advisory committee composed of representatives of interested civil and military federal agencies, state aviation officials, airport managers, airline representatives, and others, was appointed.
- The first survey and report, made in 1939, did not result in congressional action, but a revised plan and recommendations submitted in November 1944 were influential in calling attention to the private airport deficiencies of inadequate distribution and inadequate facilities.
- This 1944 plan became known as the first **National Airport Plan (NAP)**.

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The Federal Airport Act: 1946

- After the war, Congress formalized legislation considering the National Airport Plan and established the first formal continuous federal airport funding programs with the signing of the **Federal Airports Act of 1946** on May 13, 1946.
- This federal aid program, known as the **Federal-Aid Airport Program (FAAP)**, provided that the federal government would pay as much as 50 percent of the cost of moderate to major airport construction projects, with the balance of the costs paid by the airport sponsor, typically the local municipality, county, or state.

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The Federal Airport Act: 1946 (cont.)

1. The airport would be available for public use without unjust discrimination.
2. The airport would be suitably operated and maintained.
3. The aerial approach would be cleared and protected and future hazard would be prevented.
4. Proper zoning would be provided to restrict the use of land adjacent to the airport.
5. All facilities developed from federal aid would be made available to the military.
6. All project accounts would be kept in accordance with a standard system.
7. All airport records would be available for inspection by an agent of the administrator upon reasonable request.

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Airport modernization: the early jet age

- The Airways Modernization Act of 1957
- The Federal Aviation Act of 1958
- The Department of Transportation: 1967
- The Airport and Airway Development Act of 1970
- The National Airport System Plan
- The Airport and Airway Development Act Amendments of 1976

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Airport modernization: the early jet age

ADAP Spending (millions), 1971-1975

FY	Amount Permitted under 1970 Act (authorizations)	Amount Approved by Congress Each Year (appropriations)	Amount Actually Spent by FAA (obligations)
1971	\$280	\$170	\$170
1972	280	280	280
1973	280	280	207
1974	310	300	300
1975	310	335	335
Total	\$1,460	\$1,365	\$1,292

Source: FAA.



Airport modernization: the early jet age

ADAP Spending (millions), 1976-1980

FY	Air Carrier Airports	General Aviation Airports	Total
1976	\$435	\$65	\$500
1977	440	70	510
1978	465	75	540
1979	495	80	575
1980	525	85	610
Total	\$2,360	\$375	\$2,735

Source: FAA.



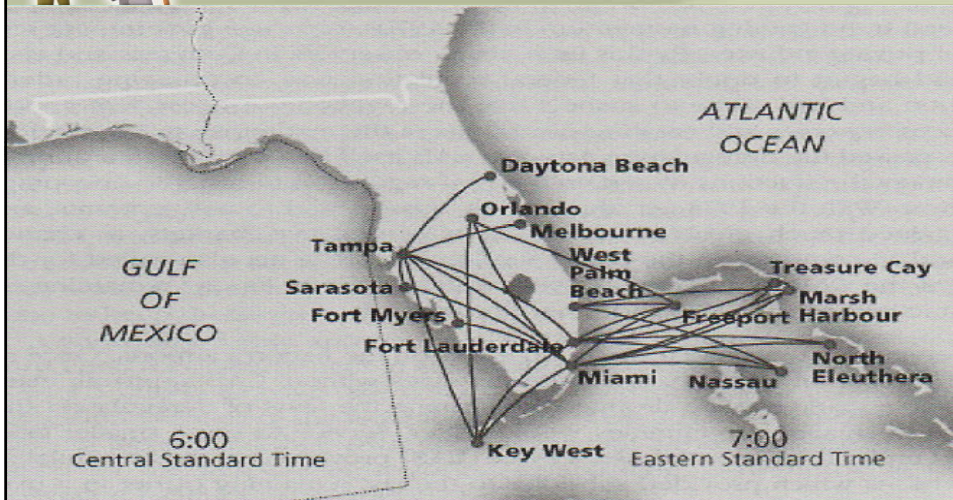
Airport legislation after airline deregulation

- The Deregulation Acts of 1976 and 1978
- The Airport and Airway Improvement Act of 1982
- The Aviation Safety and Capacity Expansion Act of 1990
- Military Airport Program (MAP)
- The Aviation Security Improvement Act of 1990
- The Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992
- The AIP Temporary Extension Act of 1994
- The Federal Aviation Administration Authorization Act of 1994
- The Federal Aviation Reauthorization Act of 1996

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Airport legislation after airline deregulation



Point-to-point route network.

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Airport legislation after airline deregulation

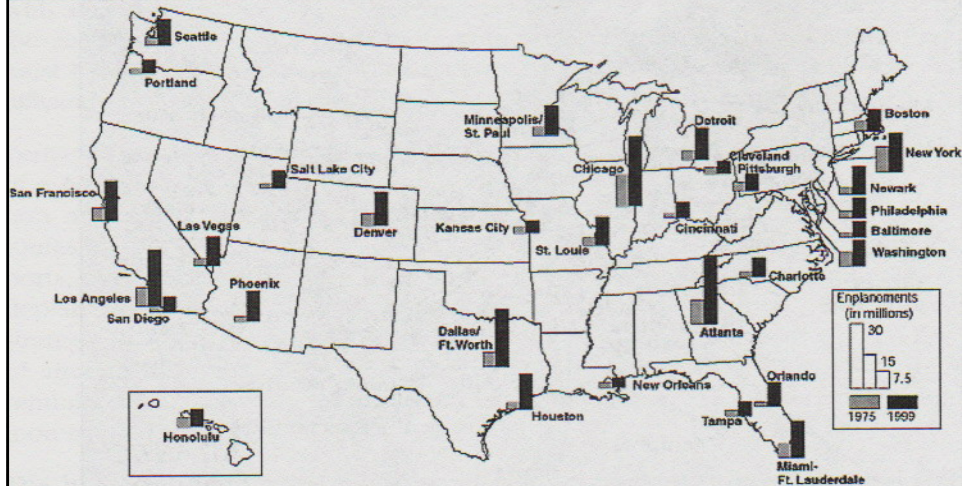


Hub and spoke route network.

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Airport legislation after airline deregulation



Enplanement levels pre-versus Post deregulation at selected airports.



Airport legislation after airline deregulation

AIP Funding by Airport Type (millions), 1982-1998

FY	Congressional Authorization	Appropriations by Type of Airport				Total Appropriations
		Primary	Nonprimary Commercial	General Aviation	Reliever	
1982	\$460.0	\$312.3	\$31.5	\$62.4	\$48.2	\$454.4
1983	800.0	465.0	69.2	155.1	98.7	788.0
1984	993.5	502.8	62.0	146.5	103.6	814.9
1985	987.0	623.4	52.4	154.1	110.1	940.0
1986	1,017.0	542.0	58.9	146.5	100.8	848.2
1987	1,017.2	525.6	72.2	155.8	129.7	883.3
1988	1,700.0	1,082.9	47.7	190.9	135.1	1,456.6
1989	1,700.0	1,013.5	43.9	178.0	171.2	1,406.6
1990	1,700.0	1,010.6	43.7	168.5	138.0	1,360.8
1991	1,800.0	1,210.1	45.5	248.7	211.1	1,715.4
1992	1,900.0	1,203.4	56.4	249.2	166.5	1,675.5
1993	2,025.0	1,296.4	41.2	199.1	180.6	1,717.3
1994	2,070.3	1,316.1	41.4	181.1	133.2	1,671.8
1995	2,161.0	1,166.3	32.5	157.6	85.7	1,442.1
1996	2,214.0	1,025.3	27.8	145.6	105.6	1,304.3
1997	2,280.0	1,209.3	57.7	140.1	114.6	1,521.7
1998	2,347.0	956.7	39.1	185.5	127.8	1,309.1
Subtotal	\$27,172.0	\$15,461.7	\$823.1	\$2,864.7	\$2,160.5	\$21,310.0
		72.6%	3.9%	13.4%	10.1%	100.0%
	Planning funds and state block grants, 1982-1998				\$754.1	
	Total					\$22,064.1



Airports in the twenty-first century: From peacetime prosperity to terror insecurity

Most Congested Airports, 2000

Airport	Total Flights	Percent Delayed	No. of Delays
Newark	463,000	7.89	36,553
LaGuardia	368,311	7.73	28,474
O'Hare	897,290	5.48	49,202
San Francisco	441,606	4.79	21,187
JFK	355,677	3.80	13,547
Atlanta	909,840	3.59	32,737
Philadelphia	480,279	3.02	14,516
Boston	502,822	2.98	14,989
Phoenix	570,788	2.08	11,919
Detroit	559,509	2.05	11,522

Source: Federal Aviation Administration.

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Airports in the twenty-first century: From peacetime prosperity to terror insecurity

- **AIR-21: the Wendell H. Ford Aviation Investment and Reform Act for 21st Century**
- **The Aviation and Transportation Security Act of 2001**
- **Future legislation: AIR-21 reauthorization**

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Airports in the twenty-first century: From peacetime prosperity to terror insecurity

Major Airport Expansion Projects, 1988-2003

Project	Project Budget, \$billions
Chicago O'Hare runway reconfiguration/expansion	6.6
Hartsfield Atlanta runway/terminal expansion	5.4
Newark International Airport expansion	3.8
Washington Dulles International Airport	3.4
Seattle Tacoma International Airport runway expansion	3.3
Minneapolis St. Paul International Airport	3.1
Dallas/Fort Worth Airfield terminal expansion	2.6
San Francisco International Airport expansion	2.4
Las Vegas McCarran International Airport	2.0
Baltimore Washington International Airport	1.8
Cleveland Hopkins International Airport	1.1



Airports in the twenty-first century: From peacetime prosperity to terror insecurity



United Airlines Flight 175 crashes into the south tower of the World Trade Center, September 11, 2001. (Photo courtesy www.cnn.com.)

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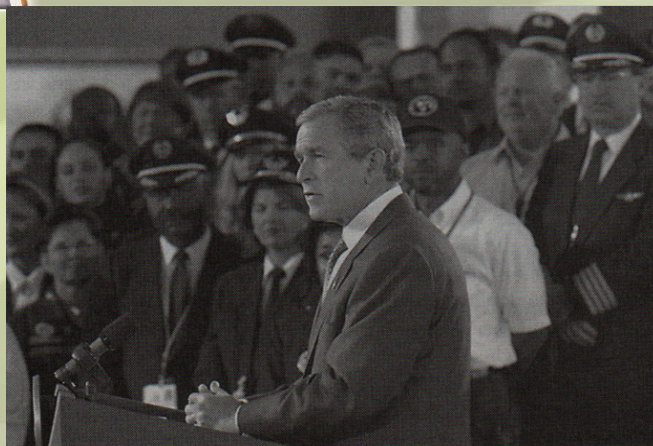
Airports in the twenty-first century: From peacetime prosperity to terror insecurity



Aircraft inbound to the United States grounded at Halifax International Airport,²¹ September 12, 2001. (Courtesy Halifax international Airport.)



Airports in the twenty-first century: From peacetime prosperity to terror insecurity



President George W. Bush at the signing of the Aviation and Transportation Security Act at Ronald Reagan Washington International Airport, November 19, 2001. (Source: TSA)

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Concluding remarks

- The following years of the twenty-first century are expected to bear witness to continuing and additional threats to the security of the air transportation system, but also to the creation and implementation of new technologies that effectively address these threats.
- Whatever the future of civil aviation legislation brings, it will no doubt be developed on the basis of the rich history that is the first 100 years of civil aviation.
- It is the historical formation of legislation based on technological, economic, and political events, as well as concerns for system efficiency, capacity, safety, and security that must be understood to best manage and create legislation for the future of civil aviation.

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Key acts of legislation

- 1925 Kelly Act
- 1926 Air Commerce Act
- 1938 Civil Aeronautics Act
- 1946 Federal Airport Act
- 1957 Airways Modernization Act
- 1958 Federal Aviation Act
- 1966 Department
- 1970 Airport and Airway Development Act/Airport and Airway Revenue Act
- 1976 Airport and Airway Development Act Amendments
- 1976 Air Cargo Deregulation Act
- 1978 Airline Deregulation Act
- 1979 Aviation Safety and Noise Abatement Act

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Key acts of legislation

- 1982 Airport and Airway Improvement Act
- 1982 Continuing Appropriations Act
- 1983 Surface Transportation Assistance Act
- 1987 Airport and Airway Safety and Capacity Expansion Act
- 1990 Aviation Safety and Capacity Expansion Act
- 1992 Airport and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act
- 1994 AIP Temporary Expansion Act
- 1994 Federal Aviation Administration Authorization Act
- 1996 Federal Aviation Administration Reauthorization Act
- 2000 Air-21: Wendell H. Ford Aviation Investment and Reform Act for the 21st Century
- 2001 Aviation and Transportation Security Act

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Key Organizations and administrations

- Bureau of Air Commerce
- Works Progress Administration (WPA)
- Civil Aeronautics Authority
- Civil Aeronautics Board (CAB)
- Civil Aeronautics Administration (CAA)
- Airways Modernization Board
- Federal Aviation Agency (FAA)
- Department of Transportation (DOT)
- National Transportation Safety Board (NTSB)
- Transportation Security Administration (TSA)

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Key plans, programs, and policies

- DLAND (Development of Landing Areas for National Defense)
- NAP (National Airport Plan)
- FAAP (Federal-Aid Airports Program)
- Airport and Airway Trust Fund
- PGP (Planning Grant Program)
- ADAP (Airport Development Aid Program)
- NASP (National Airport System Plan)
- NAS (National Airspace System)
- EAS (Essential Air Service Program)
- AIP (Airport Improvement Program)
- NPIAS (National Plan of Integrated Airport Systems)
- DBE (Disadvantaged Business Enterprise) Program
- PFC (Passenger Facility Charge)
- MAP (Military Airport Program)

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