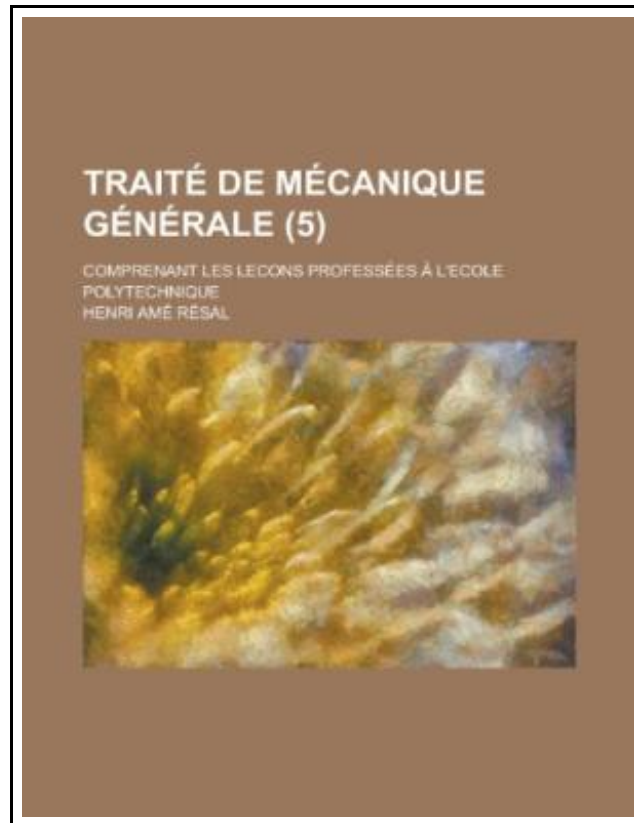


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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 36 pages. Original publisher: Washington, D. C. : U. S. General Accounting Office, 2003 OCLC Number: (OCoLC)52589374 Subject: National Airspace System (U. S.) Excerpt: . . . have received a total of about 325 million, which they have used primarily to help build runways, purchase navigational aids, and maintain 7 pavements and airfield lighting. Most of the state aviation officials and general aviation airport managers we surveyed said the grants were useful in meeting their needs, and some suggested that the 150, 000 grant limit be increased so that general aviation airports could undertake larger projects. However, a number of state officials cautioned that an increase in the general aviation entitlement grant could cause a decrease in the state apportionment fund, which states use to address their aviation priorities. Another option would be to increase or eliminate the cap on passenger facility charges. This option would primarily benefit larger airports, because passenger facility charges are a function of the volume of passenger traffic. However, under AIP, airports that collect passenger facility charges must forfeit a certain percentage of their AIP formula funds. These funds are subsequently divided between the small airport fund, which is to receive 87. 5 percent, and the discretionary fund, which is to receive 12. 5 percent. Thus, smaller airports would benefit indirectly from any increase in passenger facility charges. In our 1999 report on 8 passenger facility charges, we estimated that a small increase in passenger facility charges would have a modest effect on passenger traffic. At that time, we estimated that each 1 increase would reduce passenger levels by about 0. 5 to 1. 8 percent, with a midrange estimate of 0. 85 percent. Since AIR-21 raised the cap on passenger facility...



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