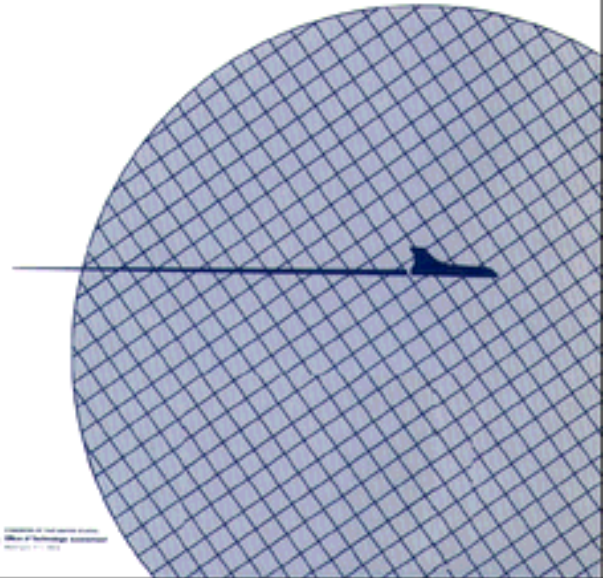


*Airport and Air Traffic Control System*

January 1982

NTIS order #PB82-207606

**AIRPORT AND  
AIR TRAFFIC  
CONTROL SYSTEM**



Library of Congress Catalog Card Number 82-600545

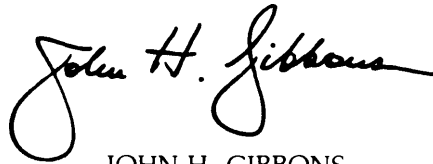
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# Foreword

Air transportation is expected to continue growing during the next two decades. In dealing with this growth it will be important to ensure safety and minimize the costs of the system to the Government and airspace users. Large investments are now anticipated in both airports and air traffic control systems, investments that require unusually long leadtimes. For these reasons the House Committee on Appropriations has requested that OTA conduct an assessment of airport capacity and related air traffic control issues.

This subject is, more than most, a moving target. There have been rapid changes in Federal Aviation Administration (FAA) plans in recent years, and these plans have been further complicated by airline deregulation and the aftermath of the Professional Air Traffic Controllers Organization strike. These events affect future plans because they influence the rate of growth and where that growth will occur. There also continue to be rapid and significant changes in the aviation, telecommunications, and data-processing technologies on which the system relies. In addition, these plans are coming before Congress during a period of increasing budgetary constraints.

This assessment is intended to provide a perspective on both airport development aid and FAA's proposed air traffic control system modernization. In both areas there are questions of how much improvement will be needed, how soon it will be needed, and how the funding of improvements will be allocated among airspace users.

A handwritten signature in black ink that reads "John H. Gibbons". The signature is fluid and cursive, with a large initial "J" and "G".

JOHN H. GIBBONS  
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