



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-49 185.1

FOR RELEASE WEDNESDAY
January 3, 1990

FAA 01-90
Contact: Fred Farrar
Tel.: (202) 267-8521

EXPLOSIVES DETECTION SYSTEM TO BE INSTALLED AT THE MIAMI AIRPORT

The Federal Aviation (FAA) Administration has reached an agreement with Pan American World Airways for installation of an advanced technology Thermal Neutron Analysis (TNA) explosives detection system at Miami International Airport. Installation, check out and calibration of the equipment is expected to be completed in the next few weeks.

The system being installed in the Pan Am baggage area at Miami is one of six purchased by FAA from Science Applications International Corp. of Santa Clara, Calif., for operational testing of its capabilities in different airport environments. Experience gained from these tests will be used to "fine tune" the system for maximum detection of explosive devices and minimal false alarm rates under varying conditions.

The first TNA system became operational at the TWA terminal at New York's JFK International Airport in September 1989. FAA issued regulations that became effective in October requiring U.S. airlines to install explosives detection systems for screening checked luggage at foreign and domestic airports that handle U.S. international flights.

TNA is the first explosives detection system to meet FAA's operational requirements for detection rate, false alarm rate, and ease of use. The equipment is capable of detecting all known military and commercial explosives, including the plastic explosives believed to have been used in the Dec. 21, 1988, bombing of Pan American Flight 103 over Lockerbie, Scotland.

The system uses a flow of low energy thermal neutrons which penetrate the materials in luggage much better than X-rays. The neutrons cause these materials to emit characteristic gamma rays which are analyzed by a sophisticated signal processor that determines the amount and location of key elements in the suitcase, particularly nitrogen. Although nitrogen is present in many materials, a high nitrogen density almost always indicates the presence of explosives. In these cases, the suspect piece of luggage is routed through an automated X-ray system. Luggage which still alarms the system is subjected to further clearance procedures.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
January 5, 1990

FAA 03-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSES \$70,000 FINE AGAINST DELTA AIR LINES FOR OPERATING "UNAIRWORTHY" AIRCRAFT

The Federal Aviation Administration has proposed a \$70,000 civil penalty against Delta Air Lines for operating an "unairworthy" jet in regular passenger service from Fresno, Calif., to Los Angeles on June 17.

The agency has proposed to revoke all pilot certificates held by the Delta captain responsible for the flight and the aircraft dispatcher's certificate of the Delta dispatcher who allowed the flight to continue despite the aircraft's mechanical problem.

In letters sent December 15 to the airline and the two employees, FAA said Delta Flight 1575 departed Fresno on a flight plan for Reno, Nev., its scheduled destination, and then immediately diverted to Los Angeles where maintenance facilities were available to repair a malfunctioning rudder control system.

During taxi prior to takeoff, FAA said, the Delta captain had requested authorization to hold in the run up area to check out the rudder system and had spent 20 to 30 minutes on the ground performing various tests and checks in coordination with the company's Atlanta maintenance and dispatch facility in an unsuccessful effort to fix the problem.

According to the FAA letters, the captain and the dispatcher then "devised a course of action to takeoff the aircraft from Fresno with a flight plan and dispatch release to Reno with no intent to fly to Reno but instead on takeoff to immediately divert to Los Angeles because of the mechanical discrepancy..."

During the time the airplane was holding at Fresno, the crew did not communicate with the control tower. This, together with the unexplained diversion of the flight after takeoff, prompted FAA to treat the flight as a possible hijacking and give it special handling.

The Boeing 727 has three rudder control units, including the standby, and the aircraft minimum equipment list specifies that all three must be operative prior to takeoff. The malfunctioning unit on the aircraft involved in the incident was the "A" system which powers the lower rudder. The "B" system powers the upper rudder. An inoperative system could cause control problems under certain circumstances such as landing during crosswind conditions.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, January 5, 1990

FAA 02-90
Contact: JoAnn Sloane
Tel.: (202) 267-8521

GRIGGS NAMED FAA ASSOCIATE ADMINISTRATOR FOR AIRPORTS

Federal Aviation Administrator James B. Busey today announced the appointment of Leonard L. Griggs Jr., the former director of the St. Louis airport, as the agency's new Associate Administrator for Airports.

"With 10 years of hands-on experience running a major commercial airport, Leonard Griggs brings unique qualifications to his new job," Busey said. "We look to him to provide the kind of leadership in our airport programs that this nation will require in the 1990s if we are going to meet the continuing demands for increased capacity."

The appointment is effective Jan. 8. He replaces Robert Donohue who resigned from FAA to return to the private sector.

In his new position, Griggs will be responsible for the administration of the \$1.4 billion Airport Aid Program as well as the direction of the various airport safety and technical programs.

Griggs served as director of Lambert-St. Louis International Airport, as well as Chairman of the Airport Commission from 1977 to 1987. He received FAA's Outstanding Airport Director Award in 1984.

From 1987 to 1988, Griggs was a vice president at Ross & Baruzzini, Inc., with responsibility for transportation-related development and coordination. In 1988, he became a vice president at Bangert Brothers Construction Co. in St. Louis, where he was responsible for market development, aviation projects and governmental affairs. He also has taught a course on airport planning and management at St. Louis University.

The 58-year-old Griggs is a graduate of the U.S. Military Academy at West Point and served with the U.S. Air Force from 1954 to 1977, rising to the rank of colonel. He also earned a master's degree in aeronautical engineering from the Air Force Institute of Technology in 1960 and another master's in international affairs from George Washington University in 1967. He also is a graduate of both the Naval and Army War Colleges.

He is married and has four daughters.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Wednesday, February 21, 1990

FAA 06-90
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA ADMINISTRATOR ANNOUNCES PROCUREMENT REALIGNMENT

James B. Busey, Administrator of the Federal Aviation Administration (FAA), today announced a realignment of the agency's procurement system to stay ahead of the demands expected to be placed on it in the 1990s.

"This realignment," Busey said, "will streamline and strengthen the agency's procurement process as it enters a decade of intensive capital investment to modernize and upgrade the nation's aviation system."

"An indication of this," Busey continued, "lies in the \$2.5 billion that the fiscal 1991 budget request is seeking for FAA facilities and equipment spending. This is far more than was ever envisioned when the existing procurement system was established."

Busey said that he is establishing a new Executive Directorship for Acquisitions to conduct oversight of the upgraded procurement effort. He plans to have John A. Burt run the new office.

Burt, who has a master's degree in aeronautical engineering, is a retired Navy captain and decorated combat pilot with extensive procurement experience.

Busey said that Burt "will be empowered to speak for me on all acquisition matters, set and enforce procurement policy, and influence logistics planning and the establishment of requirements."

The new directorship will be made up of offices of independent operational test and evaluation, aviation system acquisition review, program appraisal, procurement policy, total quality management, minority business enterprise, and acquisition implementation.

In addition, Busey said, the agency's airport capacity function will be transferred to the Executive Director for System Operations and renamed the Office of System Capacity and Requirements.

"This change," Busey said, "moves the vital airport capacity function to an organization in which capacity improvements can be more effectively realized."

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"And the agency's equipment design capabilities will be strengthened to provide a stronger relationship between research and development on one hand and facilities and equipment programs on the other.

"Included in the move will be improved access for program managers to top management," Busey said.

Also, the Associate Administrator for Airports and the Associate Administrator for Policy, Planning, and International Aviation will be given more access to top management by making them Assistant Administrators who will report directly to the Administrator, Busey said.

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**Federal Aviation
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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
March 1, 1990

FAA 08-90
Contact: Fred Farrar
Tel.: (202) 267-3441

BUSEY KEYNOTES FAA AVIATION FORECAST CONFERENCE

"Internationalism: Planning for the 1990s" will be the theme when the Federal Aviation Administration (FAA) holds its 15th Annual Forecast Conference Friday at the Mayflower Hotel in Washington, D.C.

The conference opens at 8:30 a.m. in the main ballroom with a keynote address by James B. Busey, the Administrator of the FAA.

More than 600 people are expected to hear U.S., Asian and European experts discuss their perspective on the issue of globalization and its impact on the commercial aviation industry.

John M. Rodgers, Director of the FAA Office of Policy and Plans, will give the FAA Forecast Overview, and Nariman Behraves, Senior Vice President, the WEFA Group, will deliver the Economic Overview. Futurist Joseph F. Coates will deliver the luncheon address.

Panelists scheduled to speak at the day-long conference are: George W. James, President, Airline Economics, Inc.; Kjell Fredheim, Vice President, Intercontinental Airlines; Richard Albrecht, Executive Vice President, Commercial Division, the Boeing Co.; Gerald Johnston, President, McDonnell Douglas Corp.; Max Bleck, President, Beech Aircraft Corp.; Karel Van Miert, Commissioner, Commission on the European Communities; Keith Mack, Director General, EUROCONTROL; and Michael Bishop, Chairman, British Midland Airways.

Copies of the FAA Forecast for Fiscal Years 1990-2001 will be available at the conference.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, March 1, 1990

FAA 09-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSES CHANGES IN CIVIL PENALTY PROGRAM

In a move designed to strengthen its civil penalty program, the Federal Aviation Administration (FAA) initiated a rulemaking today proposing several changes to its rules of practice for the civil penalty demonstration program.

The program, authorized by Congress in December 1987 for a two-year period, permits the FAA to adjudicate civil penalty cases not to exceed \$50,000. The program was renewed for a 4-month period which runs out on April 30, 1990.

"I want to make sure that we remain vigilant on safety without losing sight of procedural fairness," FAA Administrator James Busey said. "I have heard the substantial criticism of the program since the day I entered office. We made a commitment to the Congress to reexamine these rules. We have completed our review, and want to be responsive. I look forward to a wide-ranging participation by all parties during this comment period."

Secretary of Transportation Samuel K. Skinner added: "As a former U.S. Attorney, I fully understand the benefits of a program of administrative adjudication, as well as the importance of both the perception and reality of fundamental fairness. The proposed changes to this important program should go a long way toward resolving everyone's concerns."

Skinner also indicated that he will put into place whatever resources are necessary to properly administer this program. "Jim Busey and I look forward to working with the Congress to make this program permanent," Skinner stated.

In a Notice of Proposed Rulemaking, FAA asks for comment on several issues that have been raised by critics of the rules governing civil penalty practices. For example, objections were raised to the issuance of an order of civil penalty in enforcement cases. The critics contend that the issuance of such an order before a hearing could discourage alleged violators from contesting the allegations.

Objections also were raised against the agency's use in a subsequent enforcement action of admissions made in a previous civil penalty action.

With today's proposal, FAA is reopening the rulemaking in order to respond to concerns that have been raised. FAA will hold a public meeting on the matter March 12 in the Third Floor Auditorium at FAA Headquarters. Written comments on the proposed rule must be received before March 30, 1990.

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U.S. Department of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
March 5, 1990

FAA 11-90
Contact: JoAnn Sloane
Tel.: (202) 267-8521

PUBLIC MEETINGS ON NUCLEAR OVERFLIGHT BAN PROPOSAL

The Federal Aviation Administration (FAA), in conjunction with the Department of Energy, will hold a series of public meetings in March and April to consider a proposal to limit flights over nine Department of Energy nuclear weapons facilities.

The restrictions, which would prohibit flights over the facilities at lower than specified altitudes, were requested by the Department of Energy for security and safety reasons.

The proposal would establish or modify prohibited areas over the Rocky Flats plant, Golden, Colo.; Y-12 plant, in Oak Ridge, Tenn.; Lawrence Livermore National Laboratory, Livermore, Calif.; Portsmouth Gaseous Diffusion plant, Piketon, Ohio.; Los Alamos National Laboratory, N.M.; Idaho National Engineering Laboratory, Idaho Falls, Idaho.; Hanford Site, Richland, Wash.; Savannah River Plant, Aiken, S.C.; and the Pantex plant, Amarillo, Texas.

The public meetings will be held on March 15 in Columbus, Ohio; March 20 in Oak Ridge, Tenn.; March 21 in Augusta, Ga.; March 27 in Westminster, Colo.; March 28 in Albuquerque, N.M.; March 29 in Amarillo, Texas; April 3 in Richland, Wash.; April 4 in Idaho Falls, Idaho.; and April 5 in Livermore, Calif.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
March 5, 1990

FAA 12-90
Contact: Fred Farrar
Tel.: (202) 267-8521

BUSEY ANNOUNCES CHANGES AFFECTING PRIVATE PILOTS

Administrator James B. Busey of the Federal Aviation Administration (FAA) today announced a proposed series of improvements in the way the agency fosters compliance with its regulations by the nation's private pilots.

Busey, in a speech in Washington, D.C., to members of the general aviation community, said he wants to bring a new flexibility to the FAA's compliance and enforcement programs.

"We've got to allow our inspectors to use discretion and judgment, but not at the expense of enforcement," he said.

Busey said the proposed changes in the compliance program are the result of a top-to-bottom review of the way the FAA deals with enforcement and compliance.

"A good deal of misunderstanding about the enforcement process exists" in the general aviation community, Busey said, and this has led to mistrust. As a result, the proposed recommendations are designed to do two key things: improve the FAA's system for ensuring compliance and answer general aviation's criticisms.

Among the changes are recommendations that would:

- o Re-energize the agency's accident prevention program — its primary means of communication and education in general aviation.
- o Establish new training programs for inspectors, with added emphasis on better communications and improved human relations.
- o Handle some violations through administrative rather than legal actions.
- o Re-examine the agency's sanction guidelines to make them more consistent with the new approach.

Busey said that there are a number of tools available to help reach an effective safety partnership with general aviation. Among them are good communications, training, education, counseling, and efficient enforcement.

Putting these all together in the proper "mix" will help achieve the goal desired by both the FAA and general aviation pilots, Busey said.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 6, 1990

FAA 14-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA REQUIRES ALTITUDE REPORTING DEVICES OVER OFF-SHORE WATERS

The Federal Aviation Administration (FAA) today issued a regulation requiring private aircraft flying into or out of the country through Air Defense Identification Zones to be equipped with altitude-reporting transponders.

The regulation is aimed at making it easier for law enforcement agencies to spot aircraft engaged in drug smuggling and at reducing the risk of mid-air collisions in these over-water areas.

Altitude reporting transponders are electronic devices which show an aircraft's altitude on an air traffic controller's radar screen.

Air Defense Identification Zones cover the coastal waters of the United States and are monitored by the military to get advanced warning of the approach of hostile aircraft.

The action, which is the latest in a series intended to assist law enforcement agencies in stemming the drug trade while increasing the margin of safety, complies with the Anti-Drug Abuse Act of 1988.

The regulation will be published in the Federal Register of March 7 and must be complied with after Dec. 30, 1990.

Law enforcement agencies have access to radar systems that display the altitudes reported by the transponders. By comparing the displayed information with required items of flight plan information, they can eliminate as suspect many aircraft with which they previously had to be concerned.

They can then concentrate their efforts on the others, particularly those that are not reporting altitude information.

Also, the FAA will be able to increase safety by keeping law abiding aircraft clear of those that are not showing reported altitudes — aircraft that may be suspected of being on smuggling flights and whose pilots may resort to other unsafe flying practices.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
March 8, 1990

FAA 15-90
Contact: JoAnn Sloane
Tel.: (202) 267-3447

FAA SURVEYING AIRCRAFT OWNERS ON AIRCRAFT USE, AVIONICS

The Federal Aviation Administration (FAA) is surveying some 30,000 general aviation aircraft owners for information on aircraft usage and equipment.

The questionnaire, which is being sent to randomly selected pilots, contains questions on flight hours, how the aircraft is used, the types of electronic and other equipment on the plane, and the rate of fuel consumption.

The FAA uses the data to monitor general aviation activity so as to anticipate and meet the demand for services, assess the impact of regulatory changes, and implement measures designed to assure continued system safety for all users.

General aviation covers all civil, non-airline flying including private, business and corporate aviation, as well as various commercial activities such as pipeline patrol, agricultural and air taxi.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 6, 1990

FAA 13-90
Contact: Fred Farrar
Tel.: (202) 267-3441

NEW ADS TO INSURE SAFETY OF OLDER JET AIRCRAFT

The Federal Aviation Administration (FAA) has adopted three Airworthiness Directives (ADs), proposed last May, requiring extensive structural modifications to older Boeing 727s, 737s, and 747s, to ensure the continued safety of these aircraft.

These are the first in a series of comprehensive directives dealing with the safety of older aircraft. Similar ADs covering aircraft produced by other manufacturers will follow.

At the same time, the agency issued related proposals that would require the implementation of corrosion control programs for the three types of aircraft as well as the Boeing 707.

The actions reflect a fundamental change, adopted in 1988, in the agency's philosophy for maintaining the airworthiness of older aircraft.

Historically, the agency has relied primarily on repetitive structural inspections to identify needed repairs due to corrosion and cracking. These inspections become more frequent and demanding as aircraft get older and approach their manufacturer's "economic design goal," the point in an aircraft's life at which the cost of maintenance is expected to increase significantly.

Under the new approach, the agency is requiring the airlines to make strengthening modifications to basic critical structures to prevent fatigue problems as aircraft reach their economic design goal. In addition, some parts, such as landing gear, must be replaced after a specified number of flight hours or cycles.

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The ADs will immediately affect 115 U.S.-registered Boeing aircraft -- 67 B727s, 28 B737s, and 20 B747s. The estimated cost to modify these 115 aircraft is \$142 million over a four-year period. Additional aircraft will be covered as they accumulate time-in-service and reach the threshold for modification.

The affected aircraft are those that have passed their original economic design goal. These are 20 years or 60,000 flights for the B727, 20 years or 75,000 flights for the B737, and 20 years or 20,000 flights for the B747.

Today's action stems from an accident in April of 1988 in which an Aloha Airlines Boeing 737 with almost 90,000 flights lost 18 feet of the top of its fuselage but managed to land safely. Although metal fatigue was the primary cause of the failure, corrosion was also found in a subsequent check of the aircraft.

As a result of the accident, the FAA sponsored an international conference on aging aircraft the following June to discuss the problem and possible solutions.

Following the conference, a joint government/industry task force was organized under the leadership of the Air Transport Association and the Aerospace Industries Association to develop a modification program for aging aircraft.

The first of the work groups organized under the task force reported on Feb. 28, 1989, with a recommended program of modifications for the Boeing 727, 737, and 747. The recommendations were translated into comprehensive service bulletins for each aircraft by Boeing and then reviewed carefully by FAA before issuance of proposed ADs in May 1989.

The same working group then turned to the task of coming up with corrosion control programs for the Boeing aircraft. These, plus one for the Boeing 707, were issued today in the form of proposed ADs.

Due to the magnitude of the modification program, FAA anticipates that the work will be staggered over a period of time and generally coordinated with other scheduled maintenance.

For example, FAA estimates that the B727 program will require 17,357 man hours per airplane; the B737, 14,335 man hours; and the B747, 35,000 man hours.

In the interim, safety will be provided by the individual operator's structural inspection program, regular maintenance, inspections and modifications required by previous ADs, increased FAA surveillance, and the special Supplemental Structural Inspection Program for older aircraft.

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U.S. Department of
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News: ³⁶ m-49

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
March 8, 1990

FAA 16-90
Contact: Fred Farrar
Tel.: (202) 267-3441

BUSEY NAMES DARLENE FREEMAN DEPUTY
CHIEF OF AVIATION STANDARDS

Federal Aviation Administrator James B. Busey today announced the appointment of Darlene Freeman as Deputy Associate Administrator for Aviation Standards.

Busey said, "Darlene Freeman's excellent service with FAA, both in the Eastern region and in Washington, has prepared her well for her new assignment."

Busey said that in the new post, she will be second-in-command of the FAA organization responsible for the offices of Civil Aviation Security, Aviation Medicine, Accident Investigation, and the Aviation Standards National Field Office.

Freeman has served as Deputy Director of the Office of Civil Aviation Security since May of 1988.

Prior to that, she was Regional Counsel for the FAA's Eastern Region in New York — the first woman to hold the position of an FAA regional counsel. From 1987 to 1988, she served as special counsel to the FAA administrator.

Freeman joined the FAA in 1977 as an attorney in the office of the Chief Counsel. She was graduated magna cum laude in 1972 from Trinity College in Washington, D.C., and was elected to Phi Beta Kappa. She received her law degree from the Georgetown University Law Center in 1977. Freeman is a native of Puerto Rico.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE FRIDAY
March 9, 1990

FAA 17-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSES NEW RULES FOR DRUG ENFORCEMENT ASSISTANCE

The Federal Aviation Administration (FAA), in an effort to help stem the flow of drugs into this country, has proposed new requirements for the registration of aircraft and the certification of pilots as well as new procedures pertaining to fuel system modifications.

The proposed actions, which are in response to the Federal Aviation Drug Enforcement Assistance Act of 1988, are aimed at discouraging the use of private (general aviation) aircraft in drug smuggling.

The agency said that law enforcement records show that in 1988, half of the illegal drugs seized were brought into this country by small private aircraft.

The FAA proposes to change the requirements for aircraft registration to discourage registration under a false name and operation of aircraft without actually intending to register the aircraft.

The new procedures would require each applicant to furnish a number of positive identification documents, such as a driver's license number for an individual or a tax identification number for business. A residential or business address must also be provided.

Each application would have to contain a certificate of True Copy/Identification verified by either an FAA official or a notary public.

The proposal also establishes expiration dates for aircraft registration certificates and sets up a timely system for tracking transfers of ownership. The procedures for issuance of registration numbers and special markings will be clarified and amended.

Requirements for the issuance of pilot certificates will be changed to ensure positive identification at the time of application. Acceptable types of identification will include driver licenses, government ID cards, passports, and certain other forms of ID.

The pilot certificate itself would have to be renewed every three years.

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The changes are intended to prevent smugglers from applying for pilot certification under false names.

The agency is also proposing that records of all fuel system modifications be automated and accessible through computer terminals by aircraft registration numbers. Such modifications are popular with smugglers because they give the aircraft increased range.

The automated records would give law enforcement authorities a quick method of checking on which modifications have been approved and which ones have not.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Monday, March 12, 1990

FAA 18-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSES CHANGE IN DC-10 TO PREVENT LOSS OF CONTROL

The Federal Aviation Administration today issued a proposed Airworthiness Directive (AD) that would require modification of the DC-10's hydraulic system to prevent loss of control in the event of major damage to the system.

The modification would preserve enough hydraulic power following damage to the system to enable the flight crew to safely fly and land the airplane. It would have to be made within six months on the DC-10-10 and within a year on all other models of the DC-10.

The modification was previously proposed by the McDonnell Douglas Corp., which manufactures the DC-10. It recently was flight tested by the FAA and proved workable.

The action is in response to the accident last July 19 in which the fan disk on the center engine of a DC-10-10 disintegrated and fragments from the disk disabled the hydraulic system.

The flight crew managed to retain some control of the aircraft, but it crashed during an attempted landing at Sioux City, Iowa. Of the 296 people aboard, 111 were fatally injured and 185 survived.

The proposed modification entails installing devices in the hydraulic system that would keep the hydraulic fluid from leaking out in the event hydraulic lines in the tail section are cut by flying debris, as was the case in last July's accident.

If all of the hydraulic lines were severed, the control surfaces on the tail section (the rudder, which enables the pilot to make turns, and elevators which permit the pilot to climb or descend) would be inoperable, but other control surfaces — particularly the ailerons on the wings (which make it possible to keep the wings level) — would continue to function.

With the proposed modification, the flight crew could still keep the wings level through the use of the ailerons. Assuming hydraulic lines to the horizontal stabilizer trim remained intact, the crew would also have full control over the angle and rate of descent.

If hydraulic lines to the rudder were cut, the flight crew would be able to maintain directional control by increasing the thrust of one or the other of the wing-mounted engines.

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In an earlier action aimed at preventing a recurrence of the accident, the FAA ordered ultrasonic inspection of DC-10 fan disks for possible casting defects. Such a defect is suspected of being the cause of the fan disk failure.

The proposed AD was published today as a Notice of Proposed Rulemaking in the Federal Register. Comments on the proposal will be accepted through May 1, 1990.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 13, 1990

FAA 19-90
Contact: JoAnn Sloane
Tel.: (202) 267-3447

FAA APPROVE GRANTS TO 6 COLLEGES AND UNIVERSITIES

FAA Administrator James B. Busey today announced the award of \$1 million in grants to six colleges and universities in support of aviation education programs.

The airway science grants will be used for such projects as the acquisition of flight simulators, meteorological equipment, and air traffic control simulators for airway science programs at the institutions.

The FAA-sponsored academic program was initiated in 1983 to further the development of aviation education. A total of 39 institutions have FAA-approved programs for students, and another 20 schools are in the process of achieving approval.

The grant recipients are:

* Daniel Webster College, Nashua, N.H., \$146,635 to acquire air traffic control simulation equipment;

* Dowling College, Oakdale, Long Island, N.Y., \$129,265 to purchase meteorological equipment;

* Embry-Riddle Aeronautical University, Daytona Beach, Fla., \$200,000 for equipment for an Airway Science Simulation Laboratory;

* Metropolitan State University, Denver, Colo., \$200,000 to acquire flight simulation equipment;

* National University, San Diego, Calif., \$173,735 to acquire air traffic control simulation equipment and meteorological equipment; and

* Parks College of Saint Louis University, Cahokia, Ill., \$150,365 to purchase air traffic control simulation equipment.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
March 15, 1990

FAA 21-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ADOPTS TIGHTER STANDARDS FOR AIRPORT SECURITY PERSONNEL

The Federal Aviation Administration today approved a new program designed to improve the standards for hiring, training, and testing personnel who conduct security screening of airline passengers.

The standards were developed by the airline industry in close cooperation with the FAA during the past year. They are part of a continuing effort to increase the effectiveness and efficiency of passenger screening, a key link in the overall airport and airline security system.

The standards are designed to establish the level of professionalism expected of the screening employees and to underline the significance of the screening function.

The agency said that it plans to make it mandatory for all airlines to adopt the new standards.

FAA Administrator James B. Busey termed the new standards "an important step forward in assuring the safety of the airline passenger. Carefully selected, well trained and motivated passenger screeners are crucial to the success of our campaign to minimize the criminal threat against the airlines."

The standards will involve task-oriented aptitude testing to identify those people who are best suited to be passenger screeners, proactive measures to preclude illegal drug use, and a standard entry level educational requirement. Additionally, some airlines are implementing employee incentive awards to honor enhanced job performance. Busey has urged the airlines to take the necessary steps to ensure that quality people are recognized and retained.

The training standards also include a 12-hour national training program developed by the airlines and the FAA. The program is designed to ensure that all screeners are qualified before they enter on-the-job training. Supervisors also must complete an 8-hour supervisory training program.

Mandatory security screening procedures, which include the inspection of all passengers and their carry-on items, have been in effect since 1973. As a result, over 10 billion persons have been screened and more than 45,000 weapons detected.

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U.S. Department of
Transportation

M-49

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

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FOR IMMEDIATE RELEASE
Monday, March 19, 1990

FAA 23-90
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA UNVEILS \$22.7 BILLION PLAN TO MODERNIZE NATION'S AVIATION SYSTEM

Federal Aviation Administrator James B. Busey today announced a \$22 billion, five-year plan to boost airport and airway capacity, increase safety, and keep the Federal Aviation Administration's (FAA) air traffic control modernization on track.

The legislation, sent to Congress today, is the "The Airport and Airway Expansion Act of 1990," commonly called the FAA reauthorization bill. The proposed legislation is the first major action taken by DOT to implement the national transportation policy since it was announced March 8.

In addition, Busey outlined internal improvements which will strengthen and streamline the agency's personnel, procurement and regulatory procedures. The improvements include:

- o increased delegation of contracting authority from the Secretary of Transportation to the Administrator,
- o realignment of the agency's procurement system to deal more efficiently with projected spending increases,
- o streamlining the contract review process to eliminate duplication of work and refine procurement requirements that have built delay into the system,
- o increased authority over the establishment of senior executive positions and the compensation of senior agency managers.

Today's legislative proposal is designed to provide "the tools the FAA will need to meet the aviation challenges of the 1990s," Busey said in a speech before a joint meeting of the Airport Operators Council International and the American Association of Airport Executives. The internal improvements "return the greatest degree of autonomy to the FAA while ensuring that the Secretary of Transportation's proper oversight responsibilities are fulfilled," he said.

- more -

Highlights of the proposal, which covers the fiscal years 1991 through 1995, includes requests for:

- o \$7.7 billion for federal grants to small and large airports to handle the growing number of users and increase safety and security.
- o \$13.5 billion for facilities and equipment to insure that major new modernization programs are funded as quickly as possible.
- o \$970 million for research, engineering and development — a 13 percent and R&D increase over similar funding over the past five years.

Overall, capital funding would increase by 73% in the next five years compared to what was made available over the last five years.

The FAA reauthorization legislation calls for new approaches to generate revenue for vital airport projects and greater spending from the Airport and Airway Trust Fund over the next five years.

It would permit localities to assess "passenger facility charges" to give local airports greater flexibility in generating and using revenue for airport projects.

It also would provide modest increases in federal aviation user fees to meet modernization costs and make sure that the people who use the nation's airways pay their fair share of the costs.

These changes include an increase in the passenger ticket fee to 10 percent from 8 percent; freight waybill fee to 6 percent from 5 percent; aviation gasoline fee to 15 cents a gallon from 12 cents; and jet fuel fee to 18 cents a gallon from 14 cents.

The proposal calls for paying for 85 percent of the FAA's budget with trust fund revenues. Under the proposal, the fund's uncommitted balance would be decreased from an estimated \$7.6 billion at the end of the 1990 fiscal year to less than \$3 billion at the end of the 1995 fiscal year.

Studies have shown that while 85 percent of the FAA's budget goes to provide service to air carrier passengers, shippers and general aviation, only 57 percent of FAA's total budget has been appropriated from the trust fund into which these users pay.

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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY

March 14, 1990

FAA 20-90

Contact: Fred Farrar

Tel.: (202) 267-8521

FAA CHIEF HONORS TWO SAFETY INSPECTORS FOR ACTIONS AGAINST NORTHWEST PILOTS

Transportation Secretary Samuel K. Skinner and FAA Administrator James B. Busey today commended two FAA safety inspectors for their role in the apprehension of a Northwest Airlines flight crew alleged to have violated federal air regulations against drinking and flying.

"Secretary Skinner and I want to congratulate you for a thorough and professional investigation that reflects credit on yourself and the Federal Aviation Administration," Busey said at a ceremony in his office. The inspectors —Douglas R. Solseth and Verl W. Addison — were awarded plaques of commendation.

Later, the investigators visited with Skinner, who told them that "I and the entire Department of Transportation are proud of you and the job you did."

Solseth and Addison worked together on March 8 to conduct an investigation that was triggered by an anonymous telephone call reporting that the Northwest crew had been seen drinking in a bar in Moorhead, Minn., near Fargo, N.D.

Word of the tip was received by Addison, who advised the crew that they could be in violation of a federal air regulation that prohibits consumption of alcohol eight hours prior to a flight if the allegations were true.

The crew denied the allegation and made its scheduled flight to Minneapolis.

Addison immediately alerted Solseth by telephone and Solseth, accompanied by a police officer, met the crew which was arrested and subjected to blood alcohol tests. The next day, the FAA revoked the crew members' pilot licenses, based on the results of the tests and corroborating information from eyewitnesses.

Busey told Solseth and Addison that "you are both shining examples of how aviation safety inspectors serve above and beyond the call of duty. Thank you for a job well done."

In honoring Solseth, Busey said "your actions required personal courage and a strong sense of duty. The highly professional manner in which you did your job is a credit to yourself and to the Federal Aviation Administration."

To Addison he said "your response and subsequent investigation of this crew's disregard for basic safety regulations resulted in immediate corrective action. You conducted your investigation in a highly professional manner."

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U.S. Department of
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News:

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
March 14, 1990

FAA 22-90
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA ANNOUNCES ACTION PLAN AIMED AT SHARPENING ANTI-ALCOHOL AND ANTI-DRUG ENFORCEMENT

The FAA's investigation into the alleged violation by Northwest Airlines flight crew of federal air regulations against drinking and flying today resulted in a six point action plan designed to tighten the agency's drug and alcohol enforcement investigation procedures.

FAA Administrator James B. Busey said the plan emphasizes the responsibilities of both FAA inspectors and air carriers to assure full compliance with the rules and regulations barring alcohol and drug use by flight crews.

As part of the action plan, Busey today sent a message to all Flight Standards employees stressing the importance of investigating anonymous tips regarding alcohol or drug use by flight crews. Under the new procedures, the inspectors also will be required to notify the appropriate airline management to allow the airline to institute its own investigation.

"In cases where you receive information sufficient to warrant further investigation of the allegations, it is imperative that you promptly share with the carrier the information you have received and the steps you intend to pursue. Airline management shall be given pertinent information and shall be urged to assist the agency in the investigation," Busey said in a letter to FAA inspectors.

-more-

The FAA will issue shortly "a quick reference guide" which outlines procedures to be followed in the event of alcohol or drug violations. The agency also will institute a new training program for investigating drug and alcohol violations. Other points in the plan were:

- inclusion of a drug and alcohol enforcement procedures session in an already scheduled training program for about 3,000 inspectors.

- distribution of a video training tape in which Administrator Busey will re-emphasize the tightened investigative procedures.

- completion by September 3 of a revised training program which will focus all drug and alcohol information in a single training module.

The action plan was the result of an FAA investigation into an incident March 8 in which the crew of a Northwest Airlines flight was alleged by an anonymous phone caller to have been drinking before a flight from Fargo, N.D. to Minneapolis.

The crew denied the allegation, but blood alcohol tests led the FAA on Friday to revoke the licenses of all three crewmembers.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
March 27, 1990

FAA 24-90
Contact: Fred Farrar
Tel.: (202) 267-8521

BUSEY INVITES AIRLINES TO CONDUCT SELF-AUDIT OF COMPLIANCE

The Federal Aviation Administration (FAA) today announced a major new program designed to encourage the nation's airlines to improve safety through a strict program of self-audit.

The voluntary approach is based on the "time honored principle -- and statutory mandate -- that the primary responsibility for monitoring and ensuring compliance lies with the airline," FAA Administrator James B. Busey said in a speech to the Aero Club of Washington, D.C.

Busey described the program this way: If an airline discovers an inadvertent violation, corrects the problem, reports it promptly to the FAA, and puts in place a permanent correction, the FAA will not penalize the airline.

"I'm offering an incentive to encourage executives of airline companies to monitor personally the safety of their operations as closely as they monitor the bottom line," he said.

Busey termed high-level corporate oversight as the key to the success of the internal evaluation effort.

"It means providing continuous review of policies, practices, procedures, and systems to maximize safety.

"This may involve designating a safety auditor or setting up a separate safety department reporting directly to the airline chief executive officer. Or it may result in some other structure that becomes an integral part of everyday management."

At the same time, Busey warned that the FAA will closely monitor the implementation of the new policy.

"Make no mistake," he continued. "Our FAA inspectors will continue to conduct regular inspections and surveillance. And they will expect and demand 100 percent compliance with the rules and regulations."

-more-

Busey said the new policy recognizes that the FAA, with its limited number of inspectors, "cannot police every aspect of the industry, cannot crawl through the belly of every aircraft, look over the shoulder of every pilot, or personally screen every passenger and every piece of luggage that flies in the system."

Busey said the new policy was adopted after six months of meetings with the people who will be affected. Represented at those meetings were 39 large airlines, 30 commuter airlines, four airline associations, 25 FAA field offices, and all nine FAA regions.

Earlier this month Busey announced a revised compliance and enforcement policy affecting the general aviation segment of the industry.

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Office of the Assistant Secretary for Public Affairs
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M-49

FOR RELEASE TUESDAY
March 27, 1990

FAA 26-90
Contact: Fred Farrar
Tel.: (202) 267-8521

NEW DENVER AIRPORT GIVEN FEDERAL BOOST

In a move designed to signal the Bush Administration's commitment to expanding aviation system capacity, Secretary of Transportation Samuel K. Skinner announced approval of a \$90 million Federal Aviation Administration grant for construction of a major new airport in Denver. In addition, Skinner noted that he has submitted to Congress a draft Letter of Intent for \$351 million for the airport from Fiscal 1991 through Fiscal 1999—the largest ever Federal airport commitment of its kind.

Skinner made the announcement at a meeting with Denver Mayor Federico Pena and members of the Colorado Congressional delegation.

"Today we are making good on our promise" Skinner said. "As President Bush noted in announcing the National Transportation Policy, this country needs to expand capacity now to ensure that generations to come continue to enjoy safe, efficient and competitive travel into the 21st century. This project is a giant step in that direction."

FAA Administrator James Busey added that the Federal Government was making this major grant "because we are convinced we will be getting a big return on our investment. Because of the new Denver airport, our system-wide delays are projected to be reduced by four to five percent in 1995."

(more)

The \$90 million Fiscal 1990 grant, the largest in FAA history, includes \$54 million in discretionary funds and \$36 million in multi-year entitlement money, including entitlements for fiscal years 1990, 1991 and 1992.

Last September 27, Skinner announced a \$60 million grant, the first awarded by FAA, for the new airport to be built on a 53 square-mile parcel of land 18 miles northeast of downtown Denver.

The combination of the Letter of Intent, the \$90 million announced today and last September's grant adds up to a \$501 million commitment from the Federal government for the new airport.

Skinner said, "We've conditioned the Letter of Intent to require the imposition of a passenger facility charge (PFCs) at Denver — once the law allows it." He said PFCs will "give the whole system a tremendous boost." They would be an option for airports that could produce a new stream of revenues for needed improvements, he said. PFCs could generate \$1 billion a year, which could help to reduce airline delays.

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**U.S. Department of
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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, March 27, 1990

FAA 25-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA REVOKES LICENSES OF USAIR PILOT INVOLVED IN FATAL AIRLINE ACCIDENT

The Federal Aviation Administration (FAA) announced today that it has revoked the airline pilot licenses of the captain of a USAir 737 for actions in connection with a fatal accident last Sept. 20 at New York's LaGuardia airport.

The agency said the failure of the captain to fully complete the pre-takeoff checklist and perform other required actions during the takeoff run resulted in the aircraft going off the end of the runway and into the East River. Two passengers were killed and several were injured.

FAA Administrator James B. Busey said that "the lack of professionalism and dedication to safety exhibited by this captain cannot, and will not, be tolerated on an airline flight deck."

Information received shortly after the accident cast doubt on the qualifications of the captain and the co-pilot — both of whom initially failed to cooperate in the investigation — to hold pilot licenses. As a result, the agency issued emergency orders suspending the licenses pending a successful demonstration of their flying skills.

The investigation has now been completed and the Administrator has determined that the captain does not possess the care, skill, judgment, and responsibility required to hold an airline transport pilot license or a commercial pilot license.

In an Emergency Order of Revocation dated March 19, the agency said that the captain was responsible for performing the pre-takeoff checklist while taxiing to the runway.

The checklist, the order said, calls for a check of the various trim settings, including the rudder trim. But, the order continued, during taxi "you failed to correct the rudder trim which was in the full left position."

The full left setting of the trim pulled the aircraft to the left during the takeoff run and contributed to the decision to abort the takeoff at an unsafe speed.

Also contributing to the decision was that more power was generated by the right engine than by the left engine, which intensified the movement to the left.

-more-

The difference in thrust, the order said, resulted from the captain's failure to monitor the power levels in both engines and correct any differences, as called for by the USAir flight manual.

The captain has 20 days from receipt of the order to appeal it before an Administrative Law Judge of the National Transportation Safety Board.

Meanwhile, the FAA has taken action leading to correction of the circumstances that permit the rudder trim to be inadvertently altered.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
March 28, 1990

FAA 27-90
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR FIRST QUARTER

The Federal Aviation Administration approved \$76,817,150 in allocations under the Airport Improvement Program (AIP) during the first quarter of Fiscal Year 1990. The money went for 92 planning and development projects in 31 states.

A \$1.425 billion level is available for the FY 1990 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the nearly \$77 million allocated in the first quarter, \$42,750,406 went for 26 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. Another \$19,019,840 was allocated for 44 projects at general aviation airports and \$11,417,000 was approved for 10 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$3,084,860 for seven projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were five airport system plan studies totaling \$545,044.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

OCTOBER 01, 1989 TO DECEMBER 31, 1989

ALABAMA	\$573,110	MISSISSIPPI	\$564,935
CALIFORNIA	\$8,000,000	MONTANA	\$1,282,061
COLORADO	\$2,121,854	NEW JERSEY	\$383,000
CONNECTICUT	\$337,500	OHIO	\$3,652,300
FLORIDA	\$12,985,300	OKLAHOMA	\$1,293,000
GEORGIA	\$22,791,466	OREGON	\$1,232,700
IDAHO	\$1,736,455	SOUTH CAROLINA	\$125,940
ILLINOIS	\$1,349,400	SOUTH DAKOTA	\$630,000
INDIANA	\$1,721,600	TENNESSEE	\$750,600
IOWA	\$202,500	TEXAS	\$1,490,000
KANSAS	\$1,196,978	UTAH	\$302,745
KENTUCKY	\$487,412	VERMONT	\$1,170,000
LOUISIANA	\$300,000	WASHINGTON	\$3,286,155
MAINE	\$2,330,000	WISCONSIN	\$1,991,950
MASSACHUSETTS	\$1,877,000	WYOMING	\$551,189
MICHIGAN	\$100,000		
		TOTAL	\$76,817,150



U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-49

FOR IMMEDIATE RELEASE
Wednesday, April 4, 1990

FAA 29-90
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA CHIEF PLEDGES TO KEEP SEEKING MORE SOPHISTICATED BOMB DETECTORS

Federal Aviation Administrator James B. Busey today pledged to keep the agency in the forefront of a drive to develop more sophisticated explosive detection devices for use in the war against terrorism.

"I can assure you that I am committed to doing all that we can" to prevent a repetition of such tragedies as the bombing of Pan American flight 103, Busey said in testimony before the Presidential Commission on Aviation Security and Terrorism.

He also said that "I want to express my sorrow over the Pan Am 103 bombing along with my personal sense of indignation and outrage. . ."

Busey said that he is aware of the concerns of some members of the commission that the Thermal Neutron Analysis (TNA) system -- the most sophisticated explosive detection device to be developed so far -- has not been tested enough.

But he added that while TNA is not perfect and is not the ultimate answer, "it is the best that we and the American public have going for us.

"As a public servant, I feel a deep sense of personal responsibility for assuring that the public has the level of protection that we can provide for it today, instead of waiting an undetermined period of time for something that might prove better."

He went on to say, however, that he recognizes the need for the development of additional technologies in the explosive detection area and that the FAA would be at the forefront in that effort.

To that end, he said, the agency is requesting \$26.4 million for security research and development in fiscal year 1991.

He added that we also "need to improve the capability of our passenger and baggage screening systems and we are taking steps in that direction."

He said that a project now underway at the Baltimore-Washington International Airport that uses a systems approach to security should provide valuable data by tying all the elements of a model security program into one system at one location.

-more-

Busey went on to say that the FAA's security staff will be increased by 120 positions in the current fiscal year and by 164 positions in fiscal year 1991.

"Some of our new personnel will assist us in dealing with security issues overseas, others will enable us to do a better job of formulating policy and overseeing a national program, and still others will add to our front-line forces who perform the day-to-day inspections of airports and air carriers in the United States."

Busey added that while he is pleased with the progress that has been made in fighting terrorism aimed at civil aviation, he is still not satisfied.

"None of us should be. Much remains to be done to come to grips with one of the more vexing problems of our time.

"I fully recognize that fact, and you have my assurance that my staff and I are doing all we can to address this problem with timely, reasonable, and effective solutions."

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M-49⁶³

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
April 4, 1990

FAA 28-90
Contact: Dick Stafford
Tel.: (202) 267-3444

FAA MANDATES NEW SCHEDULE FOR INSTALLING ANTI-COLLISION, WINDSHEAR DEVICES ON AIRLINE AIRCRAFT

Administrator James B. Busey of the Federal Aviation Administration (FAA) today announced revised schedules that require all airline aircraft with more than 30 passenger seats to be equipped with windshear warning and anti-collision devices by Dec. 30, 1993.

The new schedule will phase in the installation of Traffic Alert and Collision Avoidance System (TCAS II) and airborne windshear warning devices over a period of four years.

Windshear is a sudden change in wind speed and/or direction that can cause an aircraft to stall or lose altitude rapidly. It poses a special hazard during take-offs and landings when pilots may lack the speed and altitude necessary to recover from an encounter. TCAS II is a device which automatically warns pilots of a potential conflict with another aircraft and tells them what to do to avoid the threat.

The schedules for the windshear and TCAS II systems are being issued together so that the two systems can be installed at the same time.

The new installation schedule for TCAS II and windshear systems applies to aircraft with more than 30 passenger seats as follows:

Dec. 30, 1990

At least 20 percent of all covered airplanes, if the certificate holder operates more than 30 such airplanes. For those with fewer than 30, this does not apply. But the following (1991) deadline does apply.

Dec. 30, 1991

50 percent of all covered airplanes.

Dec. 30, 1993

100 percent of all covered airplanes.

-more-

The TCAS II system, which will also be required on aircraft used by all foreign air carriers operating in U.S. airspace by Dec. 30, 1993, is the result of a lengthy research and development program by the FAA and the industry. The device sends out a signal that triggers the transponder carried by other aircraft in the general area. The TCAS II computer then determines whether one or more other aircraft represent a potential threat and presents this information on a cockpit display. If the threat potential intensifies and a collision appears likely, the system will provide the pilot with an appropriate vertical avoidance maneuver, such as "climb" or "descend."

TCAS II can only issue avoidance instructions if the other aircraft is equipped with a "Mode C" or the new "Mode S" transponder that provides information on altitude along with position data. In cases where both aircraft are equipped with TCAS II, the two units coordinate with each other in providing avoidance maneuvers.

The windshear warning device warns pilots when they encounter unexpected low-altitude windshear situations and provides them with information needed to escape safely. Windshear has been implicated in at least five fatal airline accidents in which more than 500 people died over the past decade.

For older aircraft, the revised rule calls for installation of windshear warning devices but exempts them from the requirement for windshear flight guidance systems, which tell the pilot what course of action to take when windshear is encountered by an aircraft. The windshear requirements will not apply to foreign carriers operating in U.S. airspace.

Although the windshear alert system will not be required for airlines that operate smaller aircraft (those with fewer than 30 seats), these carriers will be required to train their flight crews in windshear recognition, avoidance and recovery.

FAA estimates that the TCAS installation will affect 3,364 existing U.S. commercial airplanes and an additional 3,100 airplanes that are expected to be added to the fleet by the year 2003. Estimated cost of equipping these aircraft is put at \$806.3 million in 1987 dollars.

The agency estimates that the windshear installation will be required on approximately 1910 airline aircraft at a total cost of \$406.5 million in 1987 dollars.

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News: M-49⁶⁸

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
April 11, 1990

FAA 30-90
Contact: JoAnn Sloane
Tel.: (202) 267-3447

FAA TO SURVEY HELICOPTER USAGE

The Federal Aviation Administration (FAA) is conducting a special survey of all registered helicopters to determine the number of hours flown last year and the nature of the flights.

The survey, which is the first to seek such data on helicopters alone, reflects the increasing role of rotorcraft in U.S. aviation and will enable the FAA to better anticipate operators' needs for air traffic services.

Questionnaires were mailed late in March to the owners and operators of all civil helicopters registered in this country. They ask if the helicopter is still in use and, if so, how many hours it flew in 1989.

The survey also asks whether the helicopter was used for passenger, cargo, law enforcement, medical evacuation, or other types of flights, and the number of landings at facilities that can only be used by rotorcraft, such as offshore oil rigs.

The results will give the agency data on the impact of increased use of helicopters on the national air space system and will enhance FAA's ability to forecast rotorcraft activity.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-49 20

FOR RELEASE TUESDAY
April 17, 1990

FAA 31-90
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA, BRITISH AGREE TO PLACE BOMB DETECTION UNIT AT LONDON'S GATWICK AIRPORT

The Federal Aviation Administration (FAA) and the British Airports Authority have signed an agreement to install an explosives detection system at London's Gatwick Airport.

The system -- known as Thermal Neutron Analysis (TNA) -- is designed to detect explosives hidden in checked luggage and to trigger an alarm.

"TNA cannot guarantee security," FAA Administrator James B. Busey said. "But it is the latest and best technology that we have and it is a needed weapon in what is a growing arsenal in the struggle against terrorism.

"There remains, nevertheless, a need to encourage the development of additional technologies in the explosives detection area and the FAA intends to remain the catalyst in this effort."

The TNA, which is the first device of its kind to be used at an airport outside the United States, is expected to be delivered to Gatwick in early May and become operational in time for the peak summer travel season.

U.S. aircraft departing Gatwick for this country will have first priority in the use of the device. Next will be other airlines leaving Gatwick for this country.

The detector, which is the third of six that the FAA is buying for operational testing in the field from Science Applications International Corporation of Santa Clara, Calif., will be operated by the British Airports Authority, with technical assistance from the manufacturer.

One device was installed at the John F. Kennedy Airport in New York at the TWA international terminal in September of 1989 and has screened approximately 58,000 bags. Another was installed at the Miami airport at the Pan American terminal in February 1990 and is expected to begin screening checked luggage this month.

The agreement leading to the Gatwick installation formalizes an agreement in principle reached between the Secretary of Transportation of the United States and the Secretary of State for Transportation of the United Kingdom in London last year.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Tuesday, April 17, 1990

FAA 32-90
Contact: Fred Farrar
Tel.: (202) 267-3443

FAA ISSUES FINAL RULE, NPRM, ON CIVIL PENALTY PROGRAM

The Federal Aviation Administration (FAA) today published a final rule amending parts of its civil penalty rules of practice.

Under the FAA's Civil Penalty Assessment Demonstration Program, the agency may assess penalties for violations of FAA regulations in cases involving less than \$50,000.

The program was authorized by Congress in December 1987 for a two-year period. Congress then re-authorized it for a four-month period ending April 30, 1990.

The major change contained in the final rule would allow, at the discretion of the FAA, compromise settlements without requiring a finding of a violation. The agency's civil penalty rules of practice had been criticized as being unfair.

Secretary of Transportation Samuel K. Skinner said today's final rule would strengthen the FAA's civil penalty program. "This final rule should put to rest any remaining doubt that the FAA would move swiftly and fairly to ensure procedural fairness in the civil penalty program. Jim Busey and I view this program as a vital arrow in our quiver to combat the threat of hijacking and terrorism in the skies."

In a related action, the FAA issued a Notice of Proposed Rulemaking proposing the rules of practice, including the latest amendments, in order to respond to a court of appeals decision invalidating the existing rules of practice on procedural grounds.

There is a 30-day comment period on the proposal.

The FAA also delayed the effectiveness of its final rule and notified its attorneys to hold all pending cases in abeyance and open no new cases until further notice.

"These actions are responsive to the court's decision and will, I am confident, allow us to continue our civil penalty program with the shortest possible delay," FAA Administrator James B. Busey said. "I look forward to working with the Congress to make this program a permanent fixture on our front to ensure the safety and security of the traveling public."

A decision on whether to require a finding of violation will be made on a case-by-case basis in order to promote deterrence and accountability.

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Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 23, 1990

FAA 33-90
Contact: JoAnne Sloane
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**FAA PROPOSES GROUND WARNING SYSTEM
FOR TURBO-PROP AIRCRAFT**

The Federal Aviation Administration (FAA) today issued a proposed regulation that would require all turbo-prop airplanes with 10 or more seats to be equipped with ground proximity warning systems. FAA Administrator James B. Busey said "this move will enhance the safety of passenger operations in small turbo-prop airplanes."

The proposal, which would primarily affect commuter aircraft, is the result of a study of accidents in which fully qualified crews have flown into the ground with no apparent awareness of impending disaster. A ground proximity warning system sounds an alarm for the pilot when an aircraft that is not in a landing configuration (with flaps and wheels down) goes below a certain minimum altitude.

A study conducted by the Department of Transportation's Transportation Systems Center and recommended by the National Transportation Safety Board showed that 66 percent of the 41 accidents occurring between 1970 and 1988 and involving altitude control could have been prevented if the aircraft had been equipped with the warning system.

The FAA has required the warning devices on large jet airplanes since 1974, and on small jets since 1978.

Warning devices were not required on turbo-prop aircraft because it was believed at the time that they had a greater ability to respond quickly in situations where altitude control was inadvertently neglected.

The proposed rule, which would affect 695 airplanes, will be published in the Federal Register.

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U.S. Department of
Transportation

M-49 81

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
April 30, 1990

FAA 34-90
Contact: Shirley Miller
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FAA ISSUES APPORTIONMENTS OF \$814.3 MILLION IN AIRPORT FUNDS

The Federal Aviation Administration (FAA) will be distributing \$814.3 million in formula funds to the nation's airports in fiscal year (FY) 1990 for airport planning and development projects and for noise compatibility planning and programs.

Announcement of these apportionments has been delayed due to uncertainty regarding the definitive funding level for FY 1990. A series of legislative actions early in fiscal 1990, including Continuing Resolutions and Gramm-Rudman-Hollings sequestration, caused the funding level to change significantly several times. These apportionments reflect the funding levels resulting from the Omnibus Reconciliation Act of 1989 and the President's New Final Sequestration Order. These funds, authorized by Congress in the Airport and Airway Improvement Act of 1982, as amended, have been apportioned under Title V of Public Law 97-248, as amended.

Under the program, funds are apportioned to primary airport sponsors on the basis of passenger enplanements, to sponsors of cargo airports in proportion to the landed weight of cargo aircraft at each such airport, to states according to population and area, and to insular areas. Funding comes from the Airport and Airway Trust Fund, which is financed by aviation user fees such as those on passenger tickets, freight way bills, and gasoline and jet fuel used in general aviation.

For FY 1990, FAA is apportioning approximately \$605.2 million for primary airports, which serve large air carriers throughout the country (Table I). Approximately \$157.4 million is being apportioned to the 50 states, the District of Columbia, and Puerto Rico for general aviation airports, and \$1.6 million is being apportioned to airports in the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands, and the Pacific Trust Territory (Table II). An additional \$10.3 million is being apportioned to certain airports in Alaska. In FY 1990, the sponsors of cargo airports will receive approximately \$39.8 million (Table III).

This announcement is intended to give state and local governments and other airport sponsors planning estimates of federal airport support which will be available in FY 1990. The current year's entitlement funds will remain available to designated sponsors through Sept. 30, 1992.

Tables listing apportioned amounts for primary airport sponsors and the state allocations for other eligible airports are attached.

Table I

AIRPORT IMPROVEMENT PROGRAM
DISTRIBUTION OF \$605,171,017 FOR PRIMARY
AIRPORT DEVELOPMENT FOR FISCAL YEAR 1990

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA		CITY OF VISALIA	\$ 300,000
CITY OF BIRMINGHAM	\$ 2,010,216	CONTRA COSTA COUNTY	455,182
CITY OF MOBILE	1,396,424	COUNTY OF KERN	719,943
MONTGOMERY AIRPORT AUTHORITY	943,532	COUNTY OF SACRAMENTO	2,581,829
CITY OF TUSCALOOSA	300,000	COUNTY OF SAN JOAQUIN	474,027
COLBERT COUNTY		COUNTY OF VENTURA	300,000
AND LAUDERDALE COUNTY	300,000	CITY OF SOUTH LAKE TAHOE	540,550
DOTHAN-HOUSTON COUNTY AIRPORT AUTHORITY INC.	484,234	HUMBOLDT COUNTY	490,110
HUNTSVILLE-MADISON COUNTY AIRPORT AUTHORITY	1,512,989	IMPERIAL COUNTY	300,000
ALABAMA TOTAL	6,947,395	MONTEREY PENINSULA AIRPORT DISTRICT	1,043,409
ALASKA		ORANGE COUNTY	2,804,139
CITY AND BOROUGH OF JUNEAU	1,062,350	SAN DIEGO UNIFIED PORT DISTRICT	4,841,613
CITY OF KENAI	563,997	SAN LUIS OBISPO COUNTY	480,891
STATE OF ALASKA	12,332,472	SANTA MARIA PUBLIC AIRPORT DISTRICT	334,066
ALASKA TOTAL	13,958,819	SONOMA COUNTY	300,000
ARIZONA		BURBANK-GLENNDALE-PASEDENA AIRPORT AUTHORITY	2,356,242
CITY OF FLAGSTAFF	366,358	INDIAN WELLS VALLEY AIRPORT DISTRICT	300,000
CITY OF PHOENIX	7,577,033	CALIFORNIA TOTAL	60,729,904
CITY OF TUCSON	2,297,946	COLORADO	
COUNTY OF MOHAVE	300,000	CITY AND COUNTY OF ALAMOSA	300,000
STATE OF ARIZONA	1,300,655	CITY AND COUNTY OF DENVER	11,097,273
YUMA COUNTY	500,578	CITY OF COLORADO SPRINGS	1,790,146
ARIZONA TOTAL	12,342,570	CITY OF GRAND JUNCTION AND COUNTY OF MESA	817,630
ARKANSAS		CITY OF PUEBLO	469,716
CITY OF FAYETTEVILLE	687,258	COUNTY OF GUNNISON	302,492
CITY OF FORT SMITH	597,090	DURANGO CITY LA PLATA COUNTY	583,419
LITTLE ROCK MUNICIPAL AIRPORT COMMISSION	1,946,368	MONTROSE COUNTY	300,000
TEXARKANA AIRPORT AUTHORITY	306,719	PITKIN COUNTY	983,200
ARKANSAS TOTAL	3,537,435	ROUTT COUNTY	669,673
CALIFORNIA		TELLURIDE REGIONAL AIRPORT AUTHORITY	300,000
CITY AND COUNTY OF SAN FRANCISCO	11,019,167	COLORADO TOTAL	17,613,549
CITY OF CHICO	300,000	CONNECTICUT	
CITY OF FRESNO	1,533,067	CITY OF BRIDGEPORT	437,434
CITY OF LONG BEACH	1,746,981	CITY OF NEW HAVEN	396,687
CITY OF LOS ANGELES	18,344,641	STATE OF CONNECTICUT	3,274,990
CITY OF MODESTO	300,000	CONNECTICUT TOTAL	4,109,111
CITY OF OAKLAND	2,620,344	FLORIDA	
CITY OF PALM SPRINGS	1,447,896	COUNTY COUNCIL OF VOLUSIA COUNTY	1,545,666
CITY OF REDDING	370,648		
CITY OF SAN JOSE	3,232,393		
CITY OF SANTA BARBARA	1,192,766		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	\$ 4,156,865	CITY OF LEWISTON AND COUNTY OF NEZ PERCE	\$ 300,000
CITY OF GAINESVILLE	906,833	CITY OF POCA TELLO	300,000
JACKSONVILLE PORT AUTHORITY	2,244,087	CITY OF TWINS FALLS AND COUNTY OF TWIN FALLS	300,000
CITY OF MELBOURNE	1,201,039	IDAHO TOTAL	3,567,794
CITY OF ORLANDO	6,605,940	ILLINOIS	
CITY OF PENSACOLA	1,424,023	BLOOMINGTON-NORMAL AIRPORT AUTHORITY	390,666
CITY OF TALLAHASSEE	1,561,248	BOARD OF TRUSTEES OF THE UNIVERSITY OF ILLINOIS	834,436
BOARD OF COUNTY COMMISSIONERS, LEE COUNTY	2,348,969	CITY OF CHICAGO	19,787,803
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	9,226,330	CITY OF QUINCY	300,000
HILLSBOROUGH COUNTY AVIATION AUTHORITY	4,552,348	DECATUR PARK DISTRICT	332,428
MONROE COUNTY	1,116,332	GREATER PEORIA AIRPORT AUTHORITY	938,106
PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS	2,982,873	GREATER ROCKFORD AIRPORT AUTHORITY	300,000
PANAMA CITY-BAY COUNTY AIRPORT AND INDUSTRIAL DISTRICT	652,618	METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	1,202,105
SARASOTA MANATEE AIRPORT AUTHORITY	1,933,636	SPRINGFIELD AIRPORT AUTHORITY	737,532
COUNTY OF OKALOOSA, BOARD OF COUNTY COMMISSIONERS	755,118	WILLIAMSON COUNTY AIRPORT AUTHORITY	300,000
CITY OF NAPLES		ILLINOIS TOTAL	25,123,076
AIRPORT AUTHORITY	455,582	INDIANA	
COUNTY OF PINELLAS	714,906	BOARD OF TRUSTEES PURDUE UNIVERSITY	300,000
CITY OF MIAMI	300,000	EVANSVILLE-VANDERBURGH AIRPORT AUTHORITY	1,044,308
FLORIDA TOTAL	44,684,413	FORT WAYNE BOARD OF AVIATION COMMISSIONERS	1,226,696
GEORGIA		INDIANAPOLIS AIRPORT AUTHORITY	3,035,100
CITY OF ALBANY AND DOUGHERTY COUNTY	357,950	ST. JOSEPH COUNTY AIRPORT AUTHORITY	1,336,273
CITY OF ATLANTA	16,000,000	ANDERSON BOARD OF AVIATION COMMISSIONERS	300,000
CITY OF AUGUSTA	989,417	INDIANA TOTAL	7,242,377
CITY OF MACON	378,479	IOWA	
CITY OF VALDOSTA	300,000	CITY OF BURLINGTON	300,000
CLARKE COUNTY	300,000	CITY OF CEDAR RAPIDS	1,384,113
GLYNN COUNTY	300,000	CITY OF DES MOINES	1,851,327
CITY OF COLUMBUS AND COLUMBUS AIRPORT COMMISSION	636,927	CITY OF DUBUQUE	300,000
CITY OF SAVANNAH AND SAVANNAH AIRPORT COMMISSION	1,712,368	CITY OF MASON CITY	300,000
GEORGIA TOTAL	20,975,141	CITY OF SIOUX CITY	697,195
HAWAII		CITY OF WATERLOO	423,571
STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION	18,104,266	IOWA TOTAL	5,256,206
HAWAII TOTAL	18,104,266	KANSAS	
IDAHO		WICHITA AIRPORT AUTHORITY	1,786,098
CITY OF BOISE	1,719,328	CITY OF MANHATTAN	300,000
CITY OF HAILEY	300,000		
CITY OF IDAHO FALLS	648,466		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
METROPOLITAN TOPEKA AIRPORT AUTHORITY	\$ 300,000	MASSACHUSETTS PORT AUTHORITY	\$ 8,880,747
		TOWN OF BARNSTABLE	647,759
KANSAS TOTAL	2,386,098	TOWN OF NANTUCKET	745,495
		CITY OF WORCESTER	836,420
KENTUCKY		MASSACHUSETTS TOTAL	11,822,878
CITY OF PADUCAH AND COUNTY OF MCCRACKEN	300,000	MICHIGAN	
KENTON COUNTY AIRPORT BOARD	3,971,469	CITIES OF SAGINAW AND MIDLAND AND COUNTY OF BAY	987,766
LEXINGTON-FAYETTE URBAN COUNTY BOARD; LEXINGTON-FAYETTE URBAN COUNTY AIRPORT CORP. LEXINGTON-FAYETTE	1,513,353	CITY OF DETROIT	760,705
URBAN COUNTY GOVERNMENT		CITY OF FLINT	736,338
LOUISVILLE AND JEFFERSON COUNTY AIR BOARD	2,073,048	CITY OF KALAMAZOO	979,105
OWENSBORO-DAVIESS COUNTY AIRPORT BOARD	300,000	NORTHWESTERN REGIONAL AIRPORT COMMISSION	556,353
KENTUCKY TOTAL	8,157,870	EMMET COUNTY	300,000
		HOUGHTON COUNTY	300,000
LOUISIANA		KENT COUNTY	1,793,302
AIRPORT DISTRICT #1 OF CALCASIEU PARISH	369,572	MARQUETTE COUNTY	300,000
CITY OF MONROE	672,727	MUSKEGON COUNTY	300,472
CITY OF SHREVEPORT AND GREATER SHREVEPORT AIRPORT AUTHORITY	1,304,742	CAPITAL REGIONAL AIRPORT AUTHORITY	972,072
NEW ORLEANS AVIATION BOARD AND THE CITY OF NEW ORLEANS	3,513,459	WAYNE COUNTY	7,743,310
PARISH OF LAFAYETTE	700,744	MICHIGAN TOTAL	15,729,423
PARISH OF RAPIDES	416,328	MINNESOTA	
CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE	1,428,861	CITY OF BRAINERD AND COUNTY OF CROW WING	300,000
LOUISIANA TOTAL	8,406,433	CITY OF CHISHOLM AND CITY OF HIBBING	300,000
MAINE		CITY OF BEMIDJI	300,000
CITY OF BANGOR	1,690,586	CITY OF DULUTH	696,439
CITY OF PORTLAND	1,813,260	CITY OF ROCHESTER	794,724
CITY OF PRESQUE ISLE	300,000	CITY OF INTERNATIONAL FALLS AND COUNTY OF KOOSCHICHING	300,000
STATE OF MAINE	300,000	MINNEAPOLIS-ST. PAUL METRO- POLITAN AIRPORTS COMMISSION	7,102,102
MAINE TOTAL	4,103,846	MINNESOTA TOTAL	9,793,265
MARYLAND		MISSISSIPPI	
STATE AVIATION ADMINISTRATION		CITIES OF COLUMBUS AND STARKSVILLE, WEST POINT AND COUNTY OF LOWNDES	316,274
MARYLAND DEPARTMENT OF TRANSPORTATION	4,607,260	CITY OF GREENVILLE	300,000
CITY COUNCIL OF HAGERSTOWN	300,000	GULFPORT-BILOXI REGIONAL AIRPORT AUTHORITY	580,190
SALISBURY-WICOMICO		CITY OF MERIDIAN	300,000
AIRPORT COMMISSION	495,097	CITY OF TUPELO	300,000
MARYLAND TOTAL	5,402,357	CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	1,502,670
MASSACHUSETTS		PINE BELT REGIONAL AIRPORT AUTHORITY	300,000
CITY OF NEW BEDFORD	303,373	MISSISSIPPI TOTAL	3,599,134
DUKES COUNTY	409,084		

STATE/SPONSORS	SPONSOR APPORTIONMENT
MISSOURI	
CITY OF CAPE GIRARDEAU	\$ 300,000
CITY OF COLUMBIA	432,167
CITY OF JOPLIN	300,000
CITY OF KANSAS CITY	4,432,682
CITY OF SPRINGFIELD	1,004,461
CITY OF ST. LOUIS	7,901,472
MISSOURI TOTAL	14,370,782
MONTANA	
CITY OF BILLINGS	1,161,896
GALLATIN AIRPORT AUTHORITY	694,499
CITY OF GREAT FALLS	732,334
FLATHEAD COUNTY MUNICIPAL AIRPORT AUTHORITY	430,971
HELENA AND LEWIS AND CLARK COUNTY AIRPORT BOARD	397,576
COUNTY OF MISSOULA	831,865
BUTTE-SILVER BOW CITY/COUNTY GOVERNMENTS	300,000
MONTANA TOTAL	4,549,141
NEBRASKA	
HALL COUNTY AIRPORT AUTHORITY	300,000
SCOTTS BLUFF COUNTY	300,000
LINCOLN AIRPORT AUTHORITY	1,063,161
NORTH PLATTE AIRPORT AUTHORITY	300,000
OMAHA AIRPORT AUTHORITY	2,084,536
NEBRASKA TOTAL	4,047,697
NEVADA	
CITY OF ELKO	300,000
CITY OF RENO	2,425,179
CLARK COUNTY	6,459,890
NEVADA TOTAL	9,185,069
NEW HAMPSHIRE	
CITY OF LEBANON AND LEBANON REGIONAL AIRPORT AUTHORITY	300,000
CITY OF MANCHESTER	1,033,061
NEW HAMPSHIRE TOTAL	1,333,061
NEW JERSEY	
COUNTY OF MERCER	300,000
ATLANTIC CITY	1,619,293
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	8,722,505
NEW JERSEY TOTAL	10,641,798
NEW MEXICO	
CITY OF ALBUQUERQUE	2,819,604

STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF ROSWELL	\$ 300,000
CITY OF FARMINGTON	455,655
NEW MEXICO TOTAL	3,575,259
NEW YORK	
BROOME COUNTY	895,692
CHAUTAUQUA COUNTY	300,000
CITY OF SYRACUSE	2,389,971
CLINTON COUNTY	300,000
COUNTY OF ALBANY	2,045,388
COUNTY OF CHEMUNG	698,890
COUNTY OF MONROE	2,214,990
COUNTY OF ONEIDA	300,000
COUNTY OF WESTCHESTER	1,262,932
DUCHESS COUNTY	300,000
NIAGARA FRONTIER TRANSPORTATION AUTHORITY	2,549,319
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	20,489,072
TOMPKINS COUNTY	723,512
TOWN OF HARRIETSTOWN	300,000
TOWN OF ISLIP	1,756,828
TOWN OF EAST HAMPTON, N.Y.	300,000
DEPT. OF MARINE AND AVIATION	300,000
N.Y. CITY DEPT. OF REAL ESTATE	300,000
NEW YORK STATE DEPARTMENT OF TRANSPORTATION	300,000
NEW YORK TOTAL	37,726,594
NORTH CAROLINA	
CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH-DURHAM AIRPORT AUTHORITY	3,756,994
CITY OF ASHEVILLE	1,107,670
CITY OF CHARLOTTE	6,141,567
CITY OF FAYETTEVILLE	952,760
CITY OF HICKORY	306,571
COUNTY OF CRAVEN	452,036
FORSYTH COUNTY	300,000
GREENSBORO-HIGH POINT AIRPORT AUTHORITY	2,017,733
LENOIR COUNTY-CITY OF KINSTON	491,265
NEW HANOVER COUNTY	905,117
ROCKY MOUNTAIN-WILSON AIRPORT AUTHORITY	300,000
ONslow COUNTY	672,316
PITT COUNTY, CITY OF GREENVILLE, AND PITT COUNTY- CITY OF GREENVILLE AIRPORT AUTHORITY	424,616
NORTH CAROLINA TOTAL	17,828,645

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
NORTH DAKOTA		JOHNSTOWN-CAMBRIA COUNTY	
CITY OF BISMARCK	\$ 732,035	AIRPORT AUTHORITY	\$ 300,000
CITY OF FARGO, NORTH DAKOTA		LANCASTER AIRPORT AUTHORITY	343,879
MUNICIPAL AIRPORT AUTHORITY	900,622	LEHIGH-NORTHAMPTON AIRPORT	
CITY OF GRAND FORKS	589,337	AUTHORITY	1,414,465
CITY OF MINOT	538,595	READING MUNICIPAL	
		AIRPORT AUTHORITY	509,959
NORTH DAKOTA TOTAL	2,760,589	COUNTY OF VENANGO	300,000
OHIO		WILLIAMSPORT MUNICIPAL AIRPORT	
AKRON CANTON REGIONAL AIRPORT		AUTHORITY	376,678
AUTHORITY	1,331,000	PENNSYLVANIA STATE UNIVERSITY	503,740
CITY OF CLEVELAND	3,807,161	WESTMORELAND COUNTY AUTHORITY	300,000
CITY OF COLUMBUS	2,565,070		
CITY OF DAYTON	2,922,231	PENNSYLVANIA TOTAL	22,070,963
CITY OF TOLEDO AND		RHODE ISLAND	
TOLEDO-LUCAS COUNTY		STATE OF RHODE ISLAND	2,688,488
PORT AUTHORITY	1,164,831		
CITY OF YOUNGSTOWN	391,752	RHODE ISLAND TOTAL	2,688,488
ERIE-OTTAWA-SANDUSKY REGIONAL			
AIRPORT AUTHORITY	300,000	SOUTH CAROLINA	
OHIO TOTAL	12,482,045	CHARLESTON COUNTY AVIATION	
OKLAHOMA		AUTHORITY	1,832,011
CITY OF LAWTON	467,210	CITY OF FLORENCE	377,684
CITY OF OKLAHOMA CITY	2,347,013	GREENVILLE SPARTANBURG	
TULSA AIRPORTS IMPROVEMENTS		AIRPORT COMMISSION	1,744,800
TRUST	2,254,749	RICHLAND-LEXINGTON AIRPORT	
OKLAHOMA TOTAL	5,068,972	COMMISSION	1,745,664
OREGON		HORRY COUNTY AND HORRY COUNTY	
CITY OF EUGENE	1,055,699	AIRPORT COMMISSION	1,090,094
CITY OF KLAMATH FALLS	300,000	BEAUFORT COUNTY	460,944
JACKSON COUNTY	770,700		
CITY OF NORTH BEND	300,000	SOUTH CAROLINA TOTAL	7,251,197
CITY OF REDMOND	399,558		
THE PORT OF PORTLAND	3,284,606	SOUTH DAKOTA	
OREGON TOTAL	6,110,563	CITY OF ABERDEEN	300,000
PENNSYLVANIA		CITY OF PIERRE	300,000
BLAIR COUNTY AIRPORT AUTHORITY	300,000	CITY OF RAPID CITY	812,263
BRADFORD REGIONAL AIRPORT		CITY OF SIOUX FALLS	1,011,054
AUTHORITY, COUNTY OF ELK,			
COUNTY OF WARREN, COUNTY OF		SOUTH DAKOTA TOTAL	2,423,317
MCKEAN	300,000	TENNESSEE	
CITY OF PHILADELPHIA	6,398,660	THE CITIES OF BRISTOL,	
COMMONWEALTH OF PENNSYLVANIA	1,736,658	JOHNSON CITY, KINGSPORT,	
COUNTY COMMISSIONERS, LUZERNE		TENNESSEE AND BRISTOL,	
AND LACKAWANNA COUNTIES	976,342	VIRGINIA AND COUNTIES	
COUNTY OF ALLEGHENY	7,177,316	OF SULLIVAN AND WASHINGTON,	
CLEARFIELD-JEFFERSON COUNTIES		TENNESSEE	978,718
AIRPORT AUTHORITY	300,000	CITY OF CHATTANOOGA	1,183,112
ERIE MUNICIPAL AIRPORT		CITY OF JACKSON AND MADISON	
AUTHORITY	833,266	COUNTY	300,000
		CITY OF KNOXVILLE	1,773,765
		CITY OF MEMPHIS AND	
		MEMPHIS-SHELBY COUNTY	
		AIRPORT AUTHORITY	4,505,870

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	\$ 3,598,063	PENINSULA AIRPORT COMMISSION SHENANDOAH VALLEY AIRPORT COMMISSION METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	\$ 688,100 300,000 10,736,945
TENNESSEE TOTAL	12,339,528	VIRGINIA TOTAL	19,059,298
TEXAS		WASHINGTON	
CITY OF ABILENE	467,225	CITIES OF PULLMAN, WASHINGTON AND MOSCOW, IDAHO	300,000
CITY OF AMARILLO	1,535,615	CITY OF YAKIMA	536,281
CITY OF AUSTIN	2,616,397	PORT OF CHELAN COUNTY AND PORT OF DOUGLAS COUNTY	300,000
CITY OF CORPUS CHRISTI	1,445,062	PORT OF PASCO	805,740
CITY OF DALLAS	2,977,020	PORT OF SEATTLE	6,179,861
CITY OF EL PASO	2,294,801	CITY OF SPOKANE AND COUNTY OF SPOKANE	1,870,437
CITY OF HARLINGEN	1,698,384	CITY AND COUNTY OF WALLA WALLA	300,000
CITY OF HOUSTON	9,975,907	PORT OF BELLINGHAM	725,621
CITY OF LAREDO	300,000	PORT OF PORT ANGELES	451,771
CITY OF LUBBOCK	1,744,565	PORT OF FRIDAY HARBOR	300,000
CITY OF MCALLEN	916,144	WASHINGTON TOTAL	11,769,711
CITY OF MIDLAND	1,761,446	WEST VIRGINIA	
CITY OF SAN ANGELO	373,456	BENEDUM AIRPORT AUTHORITY	300,000
CITY OF SAN ANTONIO	3,000,491	CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY	1,087,302
CITY OF TYLER	428,329	CITY OF MORGANTOWN	300,000
CITY OF WACO	300,000	MERCER COUNTY AIRPORT AUTHORITY INC.	300,000
COUNTY OF VICTORIA	300,000	COUNTY COURT OF WOOD COUNTY	368,300
GREGG COUNTY	300,000	RALEIGH COUNTY AIRPORT AUTHORITY	300,000
JEFFERSON COUNTY	595,733	TRI-STATE AIRPORT AUTHORITY	666,117
TEXAS A&M UNIVERSITY	433,472	COUNTY COURT OF GREENBRIER COUNTY	300,000
CITIES OF DALLAS AND FORT WORTH	15,818,784	WEST VIRGINIA TOTAL	3,621,719
CITY OF WICHITA FALLS	392,236	WISCONSIN	
CITY OF KILLEEN	300,000	BROWN COUNTY	1,035,128
TEXAS TOTAL	49,975,067	CITY OF EAU CLAIRE	300,000
UTAH		CITY OF LA CROSSE	592,904
SALT LAKE CITY CORPORATION	4,599,223	COUNTY OF DANE	1,511,497
CITY OF ST. GEORGE	300,000	CITY OF RHINELANDER AND ONEIDA COUNTY	300,000
UTAH TOTAL	4,899,223	MARATHON AND PORTAGE COUNTIES	688,644
VERMONT		MILWAUKEE COUNTY	2,660,396
CITY OF BURLINGTON	1,603,147	WINNEBAGO COUNTY	300,000
VERMONT TOTAL	1,603,147	COUNTY OF OUTGAMIE	806,114
VIRGINIA		WISCONSIN TOTAL	8,194,683
CHARLOTTESVILLE-ALBERMARLE AIRPORT BOARD	743,223	WYOMING	
CITY OF DANVILLE	300,000	CITY OF CHEYENNE	304,387
CITY OF LYNCHBURG	629,320		
NORFOLK PORT AND INDUSTRIAL AUTHORITY	2,401,694		
CAPITAL REGION AIRPORT COMMISSION	1,964,472		
CITY OF ROANOKE	1,295,544		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF CODY	\$ 300,000		
CITY OF RIVERTON	300,000		
CITY OF ROCK SPRINGS AND COUNTY OF SWEETWATER	300,000		
NATRONA COUNTY	600,725		
SHERIDAN COUNTY	300,000		
TOWN OF JACKSON AND COUNTY OF TETON	715,959		
COUNTY OF CAMPBELL AND GILLETTE-CAMPBELL COUNTY AIRPORT BOARD	300,000		
WYOMING TOTAL	3,121,071		
50 STATES TOTAL	592,290,987		
AMERICAN SAMOA			
GOVERNMENT OF AMERICAN SAMOA	420,326		
AMERICAN SAMOA TOTAL	420,326		
GUAM			
GUAM AIRPORT AUTHORITY	1,855,321		
GUAM TOTAL	1,855,321		
N. MARIANNA ILS			
MARIANNA ISLANDS AIRPORT AUTHORITY	1,153,419		
N. MARIANNA ILS TOTAL	1,153,419		
PUERTO RICO			
PUERTO RICO PORTS AUTHORITY	5,943,076		
PUERTO RICO TOTAL	5,943,076		
TRUST TERRITORY			
TRUST TERRITORY OF THE PACIFIC ISLANDS	300,000		
TRUST TERRITORY TOTAL	300,000		
VIRGIN ISLANDS			
VIRGIN ISLANDS PORT AUTHORITY	3,207,888		
VIRGIN ISLANDS TOTAL	3,207,888		
TOTAL OTHER	12,880,030		
TOTAL, STATES AND TERRITORIES	\$605,171,017		

Table II

Airport Improvement Program

Distribution of \$159,000,000 to States and Insular Areas for
Airport Planning and Development for Fiscal Year 1990

STATE	STATE APPORTIONMENT	STATE	STATE APPORTIONMENT
ALABAMA	2,446,035	MONTANA	3,400,096
ALASKA	12,720,596	NEBRASKA	2,184,481
ARIZONA	3,357,904	NEVADA	2,628,151
ARKANSAS	1,915,351	NEW HAMPSHIRE	512,766
CALIFORNIA	11,485,780	NEW JERSEY	2,698,357
COLORADO	3,205,720	NEW MEXICO	3,034,998
CONNECTICUT	1,183,154	NEW YORK	7,153,170
DELAWARE	254,466	NORTH CAROLINA	3,135,250
DISTRICT OF COLUMBIA	220,155	NORTH DAKOTA	1,728,793
FLORIDA	4,655,426	OHIO	4,650,609
GEORGIA	3,125,947	OKLAHOMA	2,525,358
HAWAII	468,074	OREGON	2,969,404
IDAHO	2,102,347	PENNSYLVANIA	5,042,720
ILLINOIS	5,145,045	PUERTO RICO	1,169,295
INDIANA	2,655,105	RHODE ISLAND	350,399
IOWA	2,195,805	SOUTH CAROLINA	1,734,242
KANSAS	2,561,103	SOUTH DAKOTA	1,878,381
KENTUCKY	2,113,758	TENNESSEE	2,469,279
LOUISIANA	2,478,637	TEXAS	10,553,129
MAINE	1,116,777	UTAH	2,307,848
MARYLAND	1,703,407	VERMONT	379,808
MASSACHUSETTS	2,161,326	VIRGINIA	2,730,910
MICHIGAN	5,238,716	WASHINGTON	2,916,608
MINNESOTA	3,239,775	WEST VIRGINIA	1,183,439
MISSISSIPPI	1,890,221	WISCONSIN	3,021,280
MISSOURI	3,167,385	WYOMING	2,243,214
		U.S. TOTAL	\$157,410,000
		INSULAR AREAS	1,590,000
		GRAND TOTAL	\$159,000,000

State funds may not be used for primary and non-primary commercial service airports and airports defined as non-commuter service air carrier airports under the Airport and Airway Development Act of 1970, as amended. Funds for insular areas may be used only for other than primary airports.

Table III

AIRPORT IMPROVEMENT PROGRAM ENTITLEMENT FUND ALLOCATIONS
DISTRIBUTION OF \$39,750,000 FOR CARGO HUB AIRPORTS
FOR FISCAL YEAR 1990

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA		HAWAII	
CITY OF BIRMINGHAM	\$ 132,772	STATE OF HAWAII, DEPARTMENT OF	
CITY OF MOBILE	82,280	TRANSPORTATION	\$ 495,318
HUNTSVILLE-MADISON COUNTY		HAWAII TOTAL	495,318
AIRPORT AUTHORITY	99,434		
ALABAMA TOTAL	314,486	ILLINOIS	
ALASKA		CITY OF CHICAGO	2,697,823
STATE OF ALASKA	3,288,106	GREATER PEORIA AIRPORT	
ALASKA TOTAL	3,288,106	AUTHORITY	94,952
		ILLINOIS TOTAL	2,792,775
ARIZONA		INDIANA	
CITY OF PHOENIX	468,206	FORT WAYNE BOARD OF AVIATION	
CITY OF TUCSON	65,259	COMMISSIONERS	749,706
ARIZONA TOTAL	533,465	INDIANAPOLIS AIRPORT AUTHORITY	587,015
		TERRE HAUTE BOARD OF AVIATION	
CALIFORNIA		COMMISSIONERS	264,284
CITY AND COUNTY OF		INDIANA TOTAL	1,601,005
SAN FRANCISCO	1,003,153	IOWA	
CITY OF LOS ANGELES	2,388,731	CITY OF CEDAR RAPIDS	150,703
CITY OF OAKLAND	825,851	CITY OF DES MOINES	160,414
CALIFORNIA TOTAL	4,217,735	IOWA TOTAL	311,117
COLORADO		KANSAS	
CITY AND COUNTY OF DENVER	582,284	WICHITA AIRPORT AUTHORITY	206,904
COLORADO TOTAL	582,284	KANSAS TOTAL	206,904
CONNECTICUT		KENTUCKY	
STATE OF CONNECTICUT	244,884	COUNTY OF KENTON AND KENTON	
CONNECTICUT TOTAL	244,884	COUNTY AIRPORT BOARD	328,959
FLORIDA		LOUISVILLE AND JEFFERSON	
BOARD OF COUNTY COMMISSIONERS,		COUNTY AIR BOARD	2,581,624
BROWARD COUNTY	181,862	KENTUCKY TOTAL	2,910,583
JACKSONVILLE PORT AUTHORITY	136,878	LOUISIANA	
CITY OF ORLANDO	329,842	CITY OF SHREVEPORT AND GREATER	
BOARD OF COUNTY COMMISSIONERS,		SHREVEPORT AIRPORT AUTHORITY	100,935
DADE COUNTY	1,560,790	NEW ORLEANS AVIATION BOARD AND	
HILLSBOROUGH COUNTY AVIATION		THE CITY OF NEW ORLEANS	121,964
AUTHORITY	98,438	LOUISIANA TOTAL	222,899
FLORIDA TOTAL	2,307,810		
GEORGIA			
CITY OF ATLANTA	777,139		
GEORGIA TOTAL	777,139		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
MARYLAND		NEW YORK STATE DEPARTMENT OF TRANSPORTATION	\$ 74,672
STATE AVIATION ADMINISTRATION			
MARYLAND DEPARTMENT OF TRANSPORTATION	\$ 266,310	NEW YORK TOTAL	3,464,641
MARYLAND TOTAL	266,310	NORTH CAROLINA	
MASSACHUSETTS		CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH-DURHAM AIRPORT AUTHORITY	163,863
MASSACHUSETTS PORT AUTHORITY	698,917	CITY OF CHARLOTTE	339,038
MASSACHUSETTS TOTAL	698,917	GREENSBORO-HIGH POINT AIRPORT AUTHORITY	152,787
MICHIGAN		NORTH CAROLINA TOTAL	655,688
COUNTY OF KENT	60,601	OHIO	
COUNTY OF WAYNE	736,400	CITY OF CLEVELAND	222,010
MICHIGAN TOTAL	797,001	CITY OF DAYTON	1,507,906
MINNESOTA		RICKENBACKER PORT AUTHORITY	805,794
MINNEAPOLIS-ST. PAUL METRO- POLITAN AIRPORTS COMMISSION	464,890	OHIO TOTAL	2,535,710
MINNESOTA TOTAL	464,890	OKLAHOMA	
MISSISSIPPI		CITY OF OKLAHOMA CITY	179,150
CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	86,938	TULSA AIRPORTS IMPROVEMENT TRUST	159,197
MISSISSIPPI TOTAL	86,938	OKLAHOMA TOTAL	338,347
MISSOURI		OREGON	
CITY OF KANSAS CITY	231,695	THE PORT OF PORTLAND	558,128
CITY OF ST. LOUIS	341,830	OREGON TOTAL	558,128
MISSOURI TOTAL	573,525	PENNSYLVANIA	
NEBRASKA		CITY OF PHILADELPHIA	325,158
OMAHA AIRPORT AUTHORITY	168,733	COMMONWEALTH OF PENNSYLVANIA COUNTY COMMISSIONERS, LUZERNE AND LACKAWANNA COUNTIES	134,905
NEBRASKA TOTAL	168,733	COUNTY OF ALLEGHENY	228,598
NEVADA		PENNSYLVANIA TOTAL	688,661
COUNTY OF CLARK	86,260	SOUTH CAROLINA	
NEVADA TOTAL	86,260	RICHLAND-LEXINGTON AIRPORT COMMISSION	57,118
NEW MEXICO		SOUTH CAROLINA TOTAL	57,118
CITY OF ALBUQUERQUE	150,755	TENNESSEE	
NEW MEXICO TOTAL	150,755	CITY OF KNOXVILLE	120,702
NEW YORK		CITY OF MEMPHIS AND MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY	2,957,822
COUNTY OF MONROE	125,168		
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	3,264,801		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	\$ 85,613		
TENNESSEE TOTAL	3,164,137		
TEXAS			
CITY OF AUSTIN	173,238		
CITY OF EL PASO	239,505		
CITY OF HOUSTON	412,347		
CITY OF SAN ANTONIO	152,879		
CITIES OF DALLAS AND FORT WORTH	909,870		
TEXAS TOTAL	1,887,839		
UTAH			
SALT LAKE CITY CORPORATION	356,627		
UTAH TOTAL	356,627		
VIRGINIA			
NORFOLK PORT AND INDUSTRIAL AUTHORITY	90,294		
CAPITAL REGION AIRPORT COMMISSION	143,018		
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	253,556		
VIRGINIA TOTAL	486,868		
WASHINGTON			
COUNTY OF KING	192,210		
PORT OF SEATTLE	671,252		
CITY OF SPOKANE AND COUNTY OF SPOKANE	69,333		
WASHINGTON TOTAL	932,795		
WISCONSIN			
COUNTY OF MILWAUKEE	232,219		
WISCONSIN TOTAL	232,219		
50 STATES TOTAL	39,458,617		
PUERTO RICO			
PUERTO RICO PORT AUTHORITY	291,383		
PUERTO RICO TOTAL	291,383		
TOTAL OTHER	291,383		
TOTAL, STATES AND TERRITORIES	\$39,750,000		



U.S. Department of
Transportation

M-49 86
News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
May 2, 1990

FAA 35-90
Contact: Stan Lou
Tel.: (202) 267-8809

**AIRPORT GRANT ALLOCATIONS
ISSUED FOR SECOND QUARTER**

The Federal Aviation Administration approved \$293,149,549 in allocations under the Airport Improvement Program (AIP) during the second quarter of Fiscal Year (FY) 1990. The money went for 289 planning and development projects in 47 states and territories.

A total of \$1.425 billion is available for the FY 1990 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$293 million allocated in the second quarter, \$209,390,183 went for 92 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. The largest single approval was for \$90 million for initial construction at the new Denver International Airport which is scheduled to be open in late 1993. Another \$44,453,809 was allocated for 120 projects at general aviation airports and \$29,141,383 was approved for 46 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$8,466,161 for 18 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 13 airport system plan studies totaling \$1,698,013.

- more -

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JANUARY 01, 1990 TO MARCH 31, 1990

ALABAMA	\$6,707,287	NEBRASKA	\$3,483,733
ALASKA	\$180,000	NEVADA	\$1,500,000
AMERICAN SAMOA	\$818,148	NEW HAMPSHIRE	\$1,073,583
ARIZONA	\$9,574,902	NEW JERSEY	\$1,840,032
ARKANSAS	\$2,646,650	NEW MEXICO	\$2,578,309
CALIFORNIA	\$17,277,945	NEW YORK	\$20,094,643
COLORADO	\$92,515,844	NORTH CAROLINA	\$8,740,410
CONNECTICUT	\$4,530,000	NORTH DAKOTA	\$139,409
FLORIDA	\$14,975,335	NORTHERN MARIANA IS	\$356,620
GEORGIA	\$1,125,670	OHIO	\$5,286,100
HAWAII	\$10,534,500	OKLAHOMA	\$2,967,215
INDIANA	\$3,399,720	OREGON	\$1,929,326
IOWA	\$275,953	PENNSYLVANIA	\$4,265,726
KANSAS	\$4,676,750	SOUTH CAROLINA	\$351,764
KENTUCKY	\$1,364,243	SOUTH DAKOTA	\$947,948
LOUISIANA	\$8,531,205	TENNESSEE	\$2,441,000
MAINE	\$1,361,520	TEXAS	\$4,313,303
MARYLAND	\$1,308,942	UTAH	\$5,771,164
MASSACHUSETTS	\$627,817	VIRGINIA	\$10,866,955
MICHIGAN	\$1,323,970	WASHINGTON	\$2,467,080
MINNESOTA	\$12,327,177	WEST VIRGINIA	\$2,842,006
MISSISSIPPI	\$1,474,546	WISCONSIN	\$1,876,340
MISSOURI	\$5,537,388	WYOMING	\$691,997
MONTANA	\$3,229,374		
		TOTAL	\$293,149,549

U.S. Department
of Transportation
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Washington, D.C. 20591

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 11, 1990

FAA 36-90
Contact: Fred Farrar
Tel.: (202) 267-3441

HAMPTON UNIVERSITY GETS FAA TRAINING CONTRACT

Deputy Administrator Barry L. Harris of the Federal Aviation Administration (FAA) announced that Hampton University, Hampton, Va., has been awarded a contract to develop a prototype program designed to train promising candidates for air traffic control jobs.

"If we are successful in developing such a prototype," Harris said, "the academic world could give potential air traffic control candidates the equivalent of the training we provide at the FAA Academy and the candidates could then be sent directly to a control facility for further training."

Harris announced the contract award at a May 10 ceremony at the university attended by FAA and university officials.

The project, which will be managed by Hampton University's Airways Science Program, is specifically designed to:

- o Identify the aptitudes required for air traffic control work.
- o Determine the most effective ways people with these aptitudes can be encouraged to pursue air traffic control careers.
- o Establish an experimental Air Traffic Control Learning Skills Center to provide instruction and practical exercises in air traffic control work.
- o Assess the skills and knowledge of program graduates and compare their skills against a control group of FAA Academy graduates.

The initial funding for the contract is \$200,000 budgeted for fiscal year 1990.

The contract was awarded as part of the agency's "Flight Plan for Training," which emphasizes the use of universities and colleges to test new training and recruitment concepts. It is also in line with an Executive Order to increase opportunities for historically black colleges and universities to become involved in federal programs.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, May 31, 1990

DOT 69-90
Contact: Elaine Matrigali
Tel.: (202) 366-5571
Sam Vass
(202) 366-2009

DOT OFFICE OF INSPECTOR GENERAL REPORTS MANAGEMENT COMMITMENTS TO SAVE \$400 MILLION

The Department of Transportation's Office of Inspector General (OIG), in a semiannual report released to Congress, identified savings of \$400 million that could be obtained through recoveries and improvements in government operations. (Some of the benefits involve audit reports issued during prior periods.)

The 6-month report ending March 31, 1990, shows that the OIG issued or processed 880 audit reports which identified \$432.8 million in funds to be put to better use and unsupported costs of \$26.4 million, and questioned costs of \$29.3 million. The OIG also made recommendations on improving the operations of the Department.

Efforts are in progress to seek recoveries and to make more effective use of resources which will account for \$274 million from current reports and \$126 million from prior period reports, for a projected savings of \$400 million.

Investigations completed by the OIG resulted in 76 indictments; 67 convictions; 46 years in prison sentences; \$7.1 million in fines, court-ordered restitutions, administrative recoveries and cost avoidance; 12 suspensions and debarments; and 73 other administrative actions.

The report also highlighted several highly visible projects that will increase fraud awareness, prevention, and detection efforts. For example, continuous emphasis was placed on the results of computer matching which compared airmen records with law enforcement records in order to identify airmen who had not reported to the Federal Aviation Administration drug- and alcohol-related traffic convictions, as required when applying for or renewing airmen licenses. The OIG also began an investigation to detect any fraud connected with the submission of individual sureties or construction bid, performance, and payment bonds related to Department of Transportation-funded contracts.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-49 93

FOR IMMEDIATE RELEASE
Tuesday, June 5, 1990

DOT 70-90
Contact: Bill Mosley
Tel.: (202) 366-5571

DOT REPORTS IMPROVEMENT IN CARRIER ON-TIME, BAGGAGE PROBLEMS, COMPLAINTS, BUMPING

The nation's major airlines posted dramatic improvements in on-time performance and baggage handling in April, while consumer complaints dropped significantly, the Department of Transportation said today.

There was also a decline in the rate of passengers involuntarily denied boarding (bumped) in the first three months of 1990 compared to the same period of 1989.

The Department, releasing its monthly Air Travel Consumer Report, said the 12 largest domestic carriers reported that 82.2 percent of their flights operated on time in April, compared to a 76.5 percent performance in March. April's on-time performance record was the best since April 1989, when the airlines posted an 83.4 percent record. In compiling the data, delays caused by mechanical problems are not counted.

Mishandled baggage problems declined significantly, with reports averaging 5.85 per 1,000 passengers in April compared to 7.69 reports filed in March. April's average was the lowest since September 1988's mark of 5.71.

Consumer complaints filed with the DOT totaled 826, some 34 percent below March's total of 1,240.

Passengers were bumped from flights at a rate of 2.02 per 10,000 passengers during the first quarter of 1990, compared to a rate of 3.08 during the first quarter of 1989.

The Department again reminded consumers who want on-time performance data for specific flights to call their airline ticket offices or their travel agents. Such information is available on the computerized reservation systems used by these agents.

While providing a summary of flight data in its monthly report, the Department also maintains a file covering more than 20,000 flights available for inspection in Room 4201 of the DOT headquarters building at 400 Seventh Street, S.W., Washington, D.C. For those interested in obtaining all the flight information, computer tapes (\$150 per tape reel) and a complete computer printout (\$100 per copy) are available from DOT's Transportation Systems Center in Cambridge, Mass.

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U.S. Department of
Transportation

Dale

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

M-49

FOR RELEASE TUESDAY
July 24, 1990

FAA 37-90
Contact: Fred Farrar
Tel.: (202) 267-3441

AIRLINE FACES \$4.7 MILLION CIVIL PENALTY FOR FAILING TO TEST EMPLOYEES FOR DRUGS

The Federal Aviation Administration (FAA) today advised Conner Airlines of Miami Springs, Fla., that it faces a civil penalty of more than \$4.7 million for failing to submit a drug testing plan. FAA warned the airline that the penalty would increase by \$10,000 a day for each violation until an acceptable plan is submitted and implementation begins.

The agency added that Conner faces other enforcement action in addition to the civil penalty if it continues to fail to submit the plan.

"The FAA is serious about enforcing its drug testing regulations," said FAA Administrator James B. Busey. "Our policy is that we are more interested in compliance than in penalties," he continued. "However, I will not tolerate blatant disregard of critical safety regulations."

The agency's drug testing regulation requires all carriers that operate large aircraft to have submitted an acceptable drug testing plan by Oct. 9, 1989 and to have implemented an FAA approved plan by Dec. 18, 1989. The regulation requires the airlines to test all employees in sensitive safety or security related jobs, including all flight crew members.

All airlines were warned in September of 1989 that they were subject to civil penalties of up to \$10,000 a day for each violation if they failed to submit a plan and failed to begin testing.

Conner Airlines, a charter cargo airline operating in the U.S. and the Caribbean, has been apprised on numerous occasions of its responsibilities and the consequences of non-compliance. The airline has failed to respond to FAA compliance requests and has refused to submit a plan and to conduct required testing.

In a civil penalty letter that was hand delivered to the airline, the agency spelled out the sanctions the airline is subject to for failing to comply, but said it is willing to accept substantially less than the maximum penalty if the airline submits an acceptable plan promptly and, once approved, begins the drug testing immediately.

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U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
August 1, 1990

FAA 39-90
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR THIRD QUARTER

The Federal Aviation Administration approved \$766,192,813 in allocations under the Airport Improvement Program (AIP) during the third quarter of Fiscal Year 1990. The money went for 370 planning and development projects in 49 states and three territories.

A \$1.425 billion level is available for the FY 1990 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user fees, with Congress approving annual funding levels.

Of the \$766 million allocated in the third quarter, \$670,300,244 went for 170 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years.

Another \$50,214,045 was allocated for 113 projects at general aviation airports and \$32,411,390 was approved for 47 projects at reliever airports that help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$10,885,763 for 19 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 21 airport system plan studies totaling \$2,381,371.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

APRIL 01, 1990 TO JUNE 30, 1990

ALABAMA	\$1,193,246	NEBRASKA	\$1,675,508
ALASKA	\$26,380,236	NEVADA	\$15,809,666
ARIZONA	\$20,760,281	NEW HAMPSHIRE	\$1,892,023
ARKANSAS	\$1,537,915	NEW JERSEY	\$8,288,000
CALIFORNIA	\$15,539,619	NEW MEXICO	\$81,900
COLORADO	\$56,087,562	NEW YORK	\$30,293,611
CONNECTICUT	\$13,626,000	NORTH CAROLINA	\$3,358,609
FLORIDA	\$20,565,923	NORTH DAKOTA	\$5,616,964
GEORGIA	\$1,617,149	OHIO	\$4,852,135
GUAM	\$600,516	OKLAHOMA	\$6,215,000
HAWAII	\$16,828,687	OREGON	\$151,482
IDAHO	\$1,590,377	PENNSYLVANIA	\$49,946,744
ILLINOIS	\$1,318,500	PUERTO RICO	\$5,745,000
INDIANA	\$9,055,198	RHODE ISLAND	\$3,450,000
IOWA	\$605,786	SOUTH CAROLINA	\$1,308,682
KANSAS	\$4,859,557	SOUTH DAKOTA	\$2,467,727
KENTUCKY	\$1,643,074	TENNESSEE	\$2,229,279
LOUISIANA	\$14,744,207	TEXAS	\$20,093,846
MAINE	\$4,043,300	UTAH	\$2,151,385
MARYLAND	\$4,085,917	VERMONT	\$613,000
MASSACHUSETTS	\$3,331,289	VIRGIN ISLANDS	\$7,394,000
MICHIGAN	\$25,392,998	VIRGINIA	\$4,167,936
MINNESOTA	\$1,223,278	WASHINGTON	\$1,323,868
MISSISSIPPI	\$1,955,665	WEST VIRGINIA	\$262,500
MISSOURI	\$11,767,959	WISCONSIN	\$17,401,434
MONTANA	\$1,980,292	WYOMING	\$7,067,983
		TOTAL	\$766,192,813

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Washington, D.C. 20590

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FOR RELEASE TUESDAY
August 7, 1990

FAA 41-90
Contact: Fred Farrar
Tel.: (202) 267-3441

SYSTEM TO DETECT EXPLOSIVES NOW IN USE AT LONDON'S GATWICK AIRPORT

An automated explosives detection system is now in use at London's Gatwick Airport, screening checked luggage going aboard departing U.S. airliners.

The system, known as Thermal Neutron Analysis (TNA), screens checked luggage for all known types of commercial explosives without having to be visually monitored by attendants and sounds an alarm when explosives are detected.

The TNA system at Gatwick, one of six that have been purchased by the Federal Aviation Administration (FAA), is on loan to the British Airport Authority for a year to demonstrate its effectiveness in the airport environment there.

"This system is the leading edge of explosive detection technology," said FAA Administrator James B. Busey. "It is the best system we have at this time to defend against terrorism. I welcome the British Airports Authority to this effort."

The United Kingdom's Department of Transport also will be evaluating TNA to assess its potential for future use.

Other TNA systems are now in use for operational testing at New York's John F. Kennedy Airport and Miami International Airport. A fourth is in the final stages of installation at Dulles International Airport near Washington, D.C. FAA is negotiating with officials in Germany to set up a TNA system in Frankfurt. A sixth site has not yet been selected.

The TNA system at Gatwick will be used primarily to screen selected checked baggage of passengers departing on U.S. airlines. But other airlines will be able to use the system if it is not operating at full capacity.

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U.S. Department of
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News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE TUESDAY
August 7, 1990

FAA 41-90
Contact: Fred Farrar
Tel.: (202) 267-3441

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FOR RELEASE WEDNESDAY
September 19, 1990

FAA 42-90
Contact: Fred Farrar
Tel.: (202) 267-8521

AIR TRAFFIC WILL BE REDUCED IF BUDGET CUTS TAKE EFFECT

The Federal Aviation Administration (FAA) today warned the aviation community and the public to be prepared for budgetary cutbacks that will reduce services starting Oct. 1, including restrictions on air traffic and a decrease in security and maintenance inspections.

In briefings for industry and union officials, the FAA unveiled an air traffic contingency plan designed for use if the agency is forced to implement budget reductions, including furloughs for employees, that would be mandated by the Gramm-Rudman-Hollings act.

The planned air traffic restrictions would affect 40 key airports that collectively handle in excess of 40,000 aircraft operations a day. Airlines and other users of those airports would have to reduce their flight operations to a level that working air traffic controllers could safely handle on a given day. It is anticipated that the reductions could total 6,000 operations a day. Airports other than the 40 key airports also are likely to be affected by the cuts when flights to or from the smaller airports and the key airports are cancelled.

The details of the plan were outlined now to give airlines and other airspace users time to plan for the reductions.

"The Gramm-Rudman-Hollings reductions would cut deeply into the muscle of the Federal Aviation Administration, as well as other government agencies," said FAA Administrator James B. Busey.

"In developing this plan, however, our major concern was to assure the public that traffic would be handled safely with the least possible disruption to air travel. We also have tried to make the restrictions as equitable as possible, with particular concern for fairness to the airlines and the traveling public," Busey said.

Similar cutbacks would have to be made in other services the FAA provides to the aviation industry and the flying public, including such functions as certification of new aircraft, airline operations and maintenance inspections, security inspections, certification of new navigation aids, landing aids, and air traffic control facilities, and the processing of airport aid grants.

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The cutbacks could impact these programs by about 25 percent — the amount of time that each FAA employee would be furloughed every two weeks beginning Oct. 1 if the budget cuts go into effect. Actual cutbacks will depend on congressional action between now and Oct. 1.

Also included in the contingency plan would be a freeze on the hiring of 300 new aviation safety inspectors.

Under the plan, the FAA air traffic control facilities at each of the 40 airports have calculated the maximum amount of traffic controllers can safely handle with the number of people they will have available for work. Any traffic beyond that limit would have to be cancelled.

For example, Busey said at Chicago's O'Hare International Airport, the nation's busiest, the maximum number of landings that could be safely handled in any hour would be 70. This means that during the busiest hour, when 98 landings are scheduled, 28 would have to be cancelled — a reduction of 29 percent.

The number of takeoffs at O'Hare that controllers could handle in an hour would be 60, with 90 scheduled for the busiest hour. This means that 30 would have to be cancelled, a reduction of 33 percent.

At Los Angeles International Airport, the maximum number of landings that would be permitted would be 47. Thus, during the busiest hour when 82 landings are scheduled, 35 would have to be cancelled. This is a reduction of 43 percent.

The same figures apply to takeoffs at Los Angeles during the busiest hour.

The numbers are all calculated on the assumption that good weather conditions will prevail. When the weather is not good, the number of delays and cancellations will rise sharply.

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FOR RELEASE WEDNESDAY
September 26, 1990

FAA 43-90
Contact: Dick Stafford
Tel.: (202) 267-3444

**FAA ISSUES FINAL RULE DESIGNED
TO IMPROVE FLIGHT CREW PERFORMANCE**

The Federal Aviation Administration (FAA) today issued a final rule which is designed to foster better flight crew performance and coordination.

FAA proposed the rule in February 1989 as a result of concerns arising from several incidents of poor crew performance. The agency cited studies showing that more than 60 percent of fatal airline accidents were caused by breakdowns in cockpit communication rather than mechanical failures or lack of pilot skills. FAA noted that in many cases the flight crew was not working well together and thus did not utilize all the available cockpit resources.

The new rule will permit both large air carriers as well as commuter airlines to develop alternate training programs that incorporate the most recent advances in training methods and techniques. This is called the Advanced Qualification Program (AQP), and is spelled out in a new Special Federal Aviation Regulation (SFAR).

The AQP would provide flexibility and allow innovation in training programs, emphasizing training to proficiency, crew member performance and subject content. Current regulations, which require a specific number of "programmed" training hours, do not encourage the use of innovative training techniques. A key element of the AQP option is the requirement that airlines use Cockpit Resource Management (CRM) Training which emphasizes crew coordination and management of crew resources. Such training focuses on communication skills, coordination and decision-making.

FAA Administrator James B. Busey, at a ceremony in Washington, D.C. announcing the rule, said: "This is a bold new approach to the training of flight crew members that is sorely needed and one which I believe will enhance safety and increase cockpit efficiency."

The new program, developed by a joint industry-government task force, is aimed at bringing the professional qualifications of pilots and other crew members, aircraft dispatchers, instructors and evaluators to a level above that provided under present standards.

The new rule will allow airlines to depart from current requirements in order to encourage the use of new computer technology and educational methods. The AQP rule encourages airlines to train flight crew members to work as a team rather than as individuals.

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The rule recognizes that not all operators have expensive equipment such as flight simulators to use during training programs. Therefore, the current training rules will not be changed. The current rules will be followed by carriers who do not decide to participate in the AQP.

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FOR RELEASE FRIDAY
September 28, 1990

FAA 44-90
Contact: Paul Steucke
Tel.: (202) 267-8521

FAA AWARDS OPERATION OF RESEARCH AND DEVELOPMENT CENTER TO MITRE CORPORATION

Federal Aviation Administrator James B. Busey and MITRE Corp. President Charles A. Zraket today signed a five-year agreement for MITRE to operate as a federally funded research and development corporation.

MITRE will assist the FAA in addressing long-range evolutionary changes which are necessary for continuing the modernization of the nation's airspace system. The corporation will be designated as the FAA's Center for Advanced Aviation System Development, and will be located at MITRE's Washington Center in McLean, Va.

Busey said, "This agreement will provide us with the strategic research, development, and engineering that we need for our future airspace system. The development of new programs and systems is essential if we are to meet the aviation demands of the future."

MITRE President-elect Barry Horowitz stated, "The research center will enable MITRE to stay on the cutting edge in maintaining a state-of-the-art technology base and provide continuity in programs supporting the FAA mission."

The agreement does not affect the existing contract between FAA and MITRE. As the FAA's Air Traffic Control (ATC) system development contractor, MITRE has been supporting the agency for over 30 years, and more currently on the National Airspace System (NAS) Plan, a comprehensive effort to modernize the air traffic control system.

Included in these efforts have been the planning, development, and implementation of new host computers in en route ATC centers across the United States, as well as ongoing development of the Advanced Automation System, which is the core of the NAS.

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FOR RELEASE WEDNESDAY
October 31, 1990

FAA 46-90
Contact: Dick Stafford
Tel.: (202) 267-8521

FAA UNVEILS NEW EXPLOSIVES DETECTION DEVICE AT DULLES INTERNATIONAL AIRPORT

The Federal Aviation Administration (FAA) demonstrated its Thermal Neutron Analysis (TNA) explosives detection system at Dulles International Airport in Virginia today, the fourth such system to be installed by the FAA worldwide.

The TNA unit at Dulles will initially be used to screen baggage for United Airlines international flights. Similar systems are presently in operation at JFK International Airport in New York, Miami International in Florida and Gatwick Airport in England.

At a news conference preceding the demonstration, FAA Administrator James B. Busey said: "This device represents the best technology currently available for detecting explosives. We are continuing our efforts to develop other explosive detection systems, but for now, TNA offers invaluable protection for air travelers in our fight against international terrorism."

The TNA system emits a continuous flow of low-energy neutrons that pass through luggage or cargo and interact with chemical elements found in explosives. The device measures characteristic gamma rays given off by this interaction and when appropriate, triggers an alarm.

All functions are performed automatically, and there is no requirement for human monitoring unless an alarm is triggered and a particular bag must be inspected. This eliminates the possibility for human error, a primary goal of FAA's aviation security research and development program.

The TNA equipment, developed by Science Applications International Corp., can scan one piece of luggage every six seconds, leaving no detectable residual radiation in the luggage or its contents.

Negotiations are under way for an installation in Frankfurt, Germany. The site for the sixth and last unit of the FAA demonstration program will be named later.

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The TNA system is the result of 13 years of FAA-sponsored research and development. Extensive testing has been completed — and the FAA is now demonstrating TNA technology in actual airport operating environments in the U.S. and abroad. The demonstration program has shown that TNA can quickly and effectively screen checked baggage for all types of commercial explosives. The system is not intended for use in screening passengers or carry-on items.

In a report issued yesterday, the National Academy of Sciences concluded that a combination of the TNA and sophisticated X-ray screening is probably the best method of keeping explosives from being smuggled aboard aircraft. The academy, reporting on the results of a study funded by the FAA, said that no single type of detection technology can provide the levels of sensitivity, accuracy, and speed that the combination of TNA and X-ray screening can achieve.

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FOR IMMEDIATE RELEASE
Monday, December 17, 1990

FAA 54-90
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR FOURTH QUARTER

The Federal Aviation Administration (FAA) approved \$790,013,295 in allocations under the Airport Improvement Program (AIP) during the fourth quarter of Fiscal Year 1990. The money went for 467 planning and development projects in 48 states and five territories.

FAA Administrator James B. Busey, in announcing the allocations said, "Congress has actively supported this grant program, which is an important part of our National Airspace Plan, for many years. It has proven to be a wise investment that has given local communities the opportunity to improve safety and increase capacity at airports across the nation."

A \$1.425 billion level was available for the FY 1990 Airport Improvement Program. Funds were drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$790 million allocated in the fourth quarter, \$635,163,924 went for 198 projects at primary airports. These include multiyear projects in which sponsors commit future entitlements over two or more fiscal years. The largest single approval was a Letter of Intent (LOI) for \$185 million for capacity enhancements at the Detroit Metropolitan-Wayne County Airport. An LOI indicates the government's intent to provide future discretionary and/or entitlement funds for major capacity projects which require a significant investment. Future year funding, although identified by specified amounts in the LOI, is subject to adjustment depending on future appropriations by Congress.

Another \$69,691,639 was allocated for 143 projects at general aviation airports and \$59,340,580 was approved for 72 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$23,015,859 for 35 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 19 airport system plan studies totaling \$2,801,293.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JULY 01, 1990 TO SEPTEMBER 30, 1990

ALABAMA	\$4,683,851	MONTANA	\$4,731,878
ALASKA	\$20,810,520	NEBRASKA	\$12,342,846
AMERICAN SAMOA	\$965,000	NEVADA	\$1,741,257
ARIZONA	\$15,904,969	NEW HAMPSHIRE	\$112,500
ARKANSAS	\$5,840,000	NEW JERSEY	\$7,673,134
CALIFORNIA	\$62,262,369	NEW MEXICO	\$3,564,000
COLORADO	\$20,798,475	NEW YORK	\$33,731,350
CONNECTICUT	\$190,000	NORTH CAROLINA	\$9,277,194
DELAWARE	\$207,000	NORTH DAKOTA	\$849,380
FLORIDA	\$30,269,699	NORTHERN MARIANA I	\$771,852
GEORGIA	\$29,987,530	OHIO	\$15,409,964
GUAM	\$2,800,000	OKLAHOMA	\$16,163,906
HAWAII	\$9,963,213	OREGON	\$5,953,830
IDAHO	\$1,298,763	PENNSYLVANIA	\$31,058,755
ILLINOIS	\$61,763,821	PUERTO RICO	\$862,000
INDIANA	\$9,035,265	RHODE ISLAND	\$2,215,681
IOWA	\$8,129,462	SOUTH CAROLINA	\$2,564,993
KANSAS	\$8,513,977	SOUTH DAKOTA	\$2,989,327
KENTUCKY	\$2,011,158	TENNESSEE	\$12,763,692
LOUISIANA	\$15,145,500	TEXAS	\$50,989,120
MAINE	\$2,322,900	UTAH	\$725,998
MARYLAND	\$10,153,411	VIRGIN ISLANDS	\$1,534,360
MASSACHUSETTS	\$6,503,141	VIRGINIA	\$25,598,176
MICHIGAN	\$194,030,528	WASHINGTON	\$7,432,750
MINNESOTA	\$5,059,536	WEST VIRGINIA	\$1,815,170
MISSISSIPPI	\$3,200,675	WYOMING	\$861,854
MISSOURI	\$4,427,565		

TOTAL \$790,013,295

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