



# DEPARTMENT OF TRANSPORTATION

# NEWS

## FEDERAL AVIATION ADMINISTRATION

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### FAA APPROVES NINE AIRPORT AID PROJECTS

The Federal Aviation Administration of the U.S. Department of Transportation has approved nine projects involving \$3,555,132 in Airport Development Aid Program (ADAP) funds including \$913,500 for Lincoln (Neb.) Municipal Airport and \$876,966 for Denver's Stapleton International Airport.

Other communities receiving airport aid funds are Groton, Conn.; Moline, Ill.; Owensboro, Ky.; Park River, N.D.; New York, N.Y.; Nashville, Tenn.; and Orange, Tex.

Funds for the Lincoln Airport will be used to extend and light Runway 17L (from 4000 to 5400 feet) and its parallel taxiway. Other work includes construction of a connecting taxiway between Runways 17L/35R and 14/32, T-hangar taxiways, and an access road to the general aviation apron.

Denver's Stapleton Airport will use the money to acquire two firefighting and rescue vehicles, construct a firefighting and rescue equipment building, make grading and drainage improvements to the East/West Runway complex, and prepare a site for a parallel taxiway system to Runway 8L/26R.

Of the nine airports receiving allocations, seven serve all air-space users. In addition to the airports at Lincoln and Denver, they are:

Trumbull Airport, Groton, Conn., \$500,156, reconstruct, overlay, light and mark Runway 15/33.

Quad-City Airport, Moline, Ill., \$655,600, acquire land for airport development and construct firefighting and rescue equipment building with ramp and access to the taxiway.

Owensboro-Daviess County (Ky.) Airport, \$149,410, mark and install runway lighting on Runway 17/35, install a visual landing aid on Runway 35 and runway end lights on Runway 17, and construct a lighting vault.

John F. Kennedy International Airport, N.Y., N.Y., \$206,000, place erosion pavement along portions of three runways and three taxiways, overlay portion of another taxiway and resurface portion of Runway 13R/31L

Nashville (Tenn.) Metropolitan Airport, \$11,250, install a visual landing aid on Runway 13.

The two remaining allocations are for airports serving only general aviation (non-airline) aircraft. They are:

Park River (N.D.) Municipal Airport, \$181,500, acquire land for airport development and clear zone easements, construct a NW/SE Runway (3,100 x 60 feet), a NE/SW turf runway (2,500 x 100 feet) apron, a connecting taxiway and entrance road and install wind cone, segmented circle and tiedowns.

Orange (Tex.) County Airport, \$60,750, acquire land for airport development and install runway lights on Runway 3/21, visual landing aids on both ends of the runway, a rotating beacon and lighted wind cone.

ADAP was established by the Airport and Airway Development Act of 1970. An ADAP allocation is the first step leading to a Federal grant for an airport project. Before the grant can be made, the airport sponsors must comply with all applicable Federal requirements.

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For further information:

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