



U.S. Department of  
Transportation

16226  
**News:**

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

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FOR RELEASE FRIDAY  
May 23, 1986

FAA 18-86  
Contact: Lowell Johnson  
Tel.: (202) 426-3831

**AIRPORT GRANT ALLOCATIONS  
ISSUED FOR SECOND QUARTER**

The Federal Aviation Administration approved \$159,442,933 in allocations under the Airport Improvement Program (AIP) during the second quarter of Fiscal Year 1986. The money went for 254 planning and development projects in 44 states and Guam.

Fiscal Year 1986 airport program funding is currently established by Congress at an \$885.2 million level. Although funds are drawn from the Aviation Trust Fund, which is financed by aviation user fees, Congress approves annual funding levels.

Of the \$159.4 million, \$95,332,220 went for 77 projects at primary airports. Another \$36,017,918 was allocated for 115 projects at general aviation airports and \$17,074,074 for 22 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$9,932,488 for 32 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were eight airport system plan studies totalling \$1,086,233.

Included in the allocations are projects which will receive current and future year funds.

- more -

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JANUARY 01, 1986 TO MARCH 31, 1986

ALABAMA	\$2,115,170	MISSOURI	\$12,560,054
ALASKA	\$5,358,224	NEBRASKA	\$133,200
ARIZONA	\$892,232	NEW MEXICO	\$681,000
ARKANSAS	\$1,191,060	NEVADA	\$890,000
CALIFORNIA	\$13,640,371	NEW YORK	\$14,652,279
COLORADO	\$16,620,179	NORTH CAROLINA	\$6,055,785
CONNECTICUT	\$669,000	NORTH DAKOTA	\$2,397,828
FLORIDA	\$8,544,399	OHIO	\$991,895
GEORGIA	\$4,718,685	OKLAHOMA	\$660,000
GUAM	\$1,937,104	OREGON	\$2,200,725
IDAHO	\$351,421	PENNSYLVANIA	\$2,105,523
ILLINOIS	\$3,498,413	SOUTH CAROLINA	\$3,268,312
INDIANA	\$1,701,158	SOUTH DAKOTA	\$1,381,500
IOWA	\$82,890	TENNESSEE	\$6,302,981
KANSAS	\$4,071,150	TEXAS	\$3,575,765
KENTUCKY	\$2,515,080	UTAH	\$4,470,695
LOUISIANA	\$2,100,000	VERMONT	\$78,818
MAINE	\$836,190	VIRGINIA	\$4,800,128
MARYLAND	\$2,440,792	WASHINGTON	\$2,998,612
MASSACHUSETTS	\$1,872,890	WEST VIRGINIA	\$1,584,900
MICHIGAN	\$3,991,584	WISCONSIN	\$4,908,845
MINNESOTA	\$175,000	WYOMING	\$1,666,715
MISSISSIPPI	\$1,754,381		
		<b>TOTAL</b>	<b>\$159,442,933</b>

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# News:

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

FOR RELEASE WEDNESDAY  
May 28, 1986

FAA 22-86  
Contact: Jo Ann Sloane  
Tel.: (202) 426-8521

## FAA UPGRADES FIRE SAFETY STANDARDS FOR AIRCRAFT CARGO COMPARTMENTS

The Federal Aviation Administration has adopted stringent new fire safety standards for the cargo and baggage compartments in all future transport aircraft types.

The rule, by setting new fire test criteria for the liners used in cargo and baggage compartments will require the use of more flame resistant materials than are allowed under present regulations. The liners protect the structural integrity of the airplane from the effects of fire. However, FAA tests of typical materials currently used in cargo holds have demonstrated that only fiberglass meets the new criteria.

Another change in the new rule restricts the size of so-called Class D cargo compartments to 1,000 cubic feet in order to limit the supply of oxygen available to feed a fire. There currently is no limitation on size.

Although the rule does not affect aircraft already in service, FAA said it is considering additional regulatory action to address this issue. As of now, the rule will cover only those aircraft for which a type certificate application is made by the manufacturer after the rule's effective date, June 16, 1986.

The rule will require the ceiling and sidewall liner materials in Class C and D cargo compartments to meet the new fire test criteria. FAA classifies cargo and baggage compartments into five categories, based primarily on the ease of crewmember access and the capability of the compartment to contain a fire. Generally, Class A, B, and E compartments are located in the main aircraft cabin and Class C and D are below the main cabin. Class C compartments have both fire detectors and fire extinguishing equipment, whereas Class D compartments have outside air circulating through them and use the principle of shutting off the air supply to suppress a fire.

The FAA action is based on a notice of proposed rule making that was published in the Federal Register on August 8, 1984. The final rule was published in the May 16, 1986, Federal Register.

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# News:

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

182.31

FOR RELEASE THURSDAY  
June 5, 1986

FAA 24-86  
Contact: John Leyden  
Tel.: (202) 426-8521

## FAA ANNOUNCES WINNERS IN 1986 AVIATION AWARENESS CONTEST

The national winners of the Federal Aviation Administration's 1986 Aviation Awareness Contest for elementary, junior and senior high school students have been announced by FAA Administrator Donald D. Engen.

Alan Blount of Palisade, Colo., is the winner in the senior category (grades 10-12) for his paper entitled "Aviation in My Community." He will receive a \$1,000 check from the Air Traffic Control Association (ATCA) and a \$500 college scholarship from the National Business Aircraft Association (NBAA).

The winner of the junior high category is 13-year-old Brooks Thomas of Stillwater, Okla. A seventh-grade student of Stillwater Middle School, Brooks will receive a \$500 check from the Air Traffic Control Association. He also wrote on the subject of "Aviation in My Community."

The elementary school winner is 11-year-old David Hershey of Omaha, Neb., who wrote about "Eppley Airfield: It's More Than Just Planes." For his efforts, David also will receive a check for \$500 from the Air Traffic Control Association.

Joining FAA in sponsoring the third annual Aviation Awareness Contest was National Association of State Aviation Officials, with ATCA and NBAA providing cash and scholarship awards to the winning students. In addition, the Aircraft Owners and Pilots Association (AOPA) will award a \$250 check to each sponsoring teacher of the national winners for their assistance in encouraging and guiding their students.

Along with the scholarship and monetary awards, winning students will receive free, introductory flight instruction. AOPA member flight instructors will provide each state contest winner with an hour of flight instruction. In addition, the Cessna Aircraft Corporation will provide a complimentary flight lesson to each of the regional winners.

In winning their respective categories, the winners survived three levels of competition—state, regional, and national.

To enter the contest, students were to conduct original research about how aviation affects their community and then write a report, as a learning activity, on the topic of "Aviation in My Community."

Serving as national judges were prominent journalists, educators, and representatives of the aviation industry.

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# News:

Office of the Assistant Secretary for Public Affairs  
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182.37

FOR RELEASE FRIDAY  
July 11, 1986

FAA 25-86  
Contact: Jennifer Hillings  
Tel.: (202) 426-4570  
John Leyden  
Tel.: (202) 426-8521

## LARGER AIRCRAFT MARKINGS WOULD HELP IN DRUG INTERDICTION, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole today announced that the Federal Aviation Administration (FAA) has proposed three rule changes that would aid in identifying aircraft involved in drug smuggling.

One rule would require all aircraft flying into and out of the U.S. to display 12-inch high national and registration marks (N-numbers). The second would require aircraft to have an externally-mounted identification plate. The third would require that operators of aircraft modified with supplemental fuel tanks in the passenger or baggage compartment carry documentation proving the tanks were installed in compliance with FAA regulations.

Dole said, "Larger markings would make it easier for airborne law enforcement officers patrolling coastal waters to spot aircraft thought to be carrying drugs into this country. External identification plates will help authorities recognize aircraft that have been stolen and possibly used to smuggle drugs into the U.S."

Current FAA regulations allow some aircraft to have registration markings only three inches high, which makes them difficult to read at a distance. Although the FAA rules were changed in Nov. 1981 to require the larger 12-inch markings, the smaller markings were "grandfathered" until the airplane was repainted or the numbers were changed. The new proposal would override the grandfather clause and require display of the 12-inch markings when an aircraft is operating in an Air Defense Identification Zone or Defense Early Warning Identification Zone, where Customs or other law enforcement officers are most likely to attempt air-to-air identification.

The identification plates would have to be readable to a person standing outside the aircraft while it is on the ground. It would allow law enforcement officers to cross check the serial number of an aircraft with FAA records to determine if the N-numbers had been changed in order to conceal the ownership of the aircraft or hide the fact that it had been stolen. This now can be done only by gaining access to the interior of the aircraft.

The proposed requirement that aircraft operators carry documentation covering the installation of extra fuel tanks would also help spot aircraft used for smuggling. Operators of aircraft equipped with extra fuel tanks that do not have the documentation would be suspect.

FAA estimates that the proposal for 12-inch registration markings would affect between 3,900 and 13,500 airplanes and helicopters. The requirement for externally-mounted identification plates would affect an estimated 79,300 to 82,000 aircraft.

The FAA proposal was published as a Notice of Proposed Rulemaking in the Federal Register.

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# News:

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

FOR RELEASE FRIDAY  
July 18, 1986

FAA 27-86  
Contact: Jennifer Hillings  
Tel.: (202) 366-4570  
John Leyden  
Tel.: (202) 267-8521

FAA IMPROVED INSPECTION  
SYSTEM IN 1985, DOLE SAYS

Secretary of Transportation Elizabeth Hanford Dole said today that during fiscal 1985, the Federal Aviation Administration (FAA) "significantly expanded its inspections of the nation's airlines and improved the efficiency of its inspector work force."

In an annual report to Congress, the Department of Transportation's FAA details continuing improvements in the national aviation system.

Dole said, "The report explains in detail what FAA did in 1985 to make flying safer, more efficient, and more convenient for travelers. These actions included modernization of the air traffic control system, improvements in air traffic management, and tightening of security measures."

Since 1983, there has been exponential growth in the airline industry. In light of these pressures and dramatic changes in the structure of the industry, Secretary Dole embarked on a program to ensure that FAA operations fit the environment of industry growth. The Secretary cited these major actions discussed in the report:

- FAA has made dramatic changes in the way inspections are conducted. A complete overhaul of the inspection system followed a series of major DOT inspections and reviews ordered by Dole. FAA, taking a tougher approach with carriers, now conducts periodic in-depth inspections of each major air carrier.

- FAA has adopted a series of improved air traffic control procedures to handle increased traffic, improve safety and controller productivity, and reduce delays.

- Dole said, "We have made a concerted effort to update safety-related regulations designed to save lives in aircraft fires and survivable accidents." She said cabin safety rules that have been adopted recently include more stringent flammability standards for airline seat coverings, emergency escape path lighting in airliners, and smoke detectors and automatic fire extinguishers in airline lavatories.

(more)

● FAA made major strides last year in implementing a cost-effective \$12.2 billion modernization of the air traffic control and air navigation system. It has now awarded two-thirds of the major equipment contracts for the massive long-term program. Dole said, "The NAS plan puts us ahead of the curve by assuring that the entire system will be able to meet the capacity needs of the 1990s and beyond."

In 1985, FAA awarded contracts to provide new-generation computers that will give controllers extra capacity to handle growing air traffic safely and efficiently; for new-technology radar beacon systems that will give controllers more accurate position information on aircraft under their control, and for new radar equipment that will improve a controller's ability to monitor aircraft on the ground.

To systematize inspections, FAA has given field offices, for the first time, a broad work program setting out minimum numbers and kinds of inspections to be performed. In another fundamental change, FAA is completely revising its 30-volume inspector handbook for the first time in 28 years.

Other safety rules adopted updated the flight time limitations and rest requirements for airline flight crews and, in early 1986, imposed restrictions on drug and alcohol use by flight crew members and required improved medical kits to be carried aboard airline aircraft. Dole also proposed to Congress an increase in civil penalties for safety violations from \$1,000 to \$10,000 per violation to promote safety compliance.

After an upsurge in terrorist activity last year, Dole ordered tough new security measures, including expansion of the federal air marshal program, increased security training for airline ground and in-flight personnel, and designation of both in-flight and ground security coordinators on all flights.

Last year, the Secretary went to the International Civil Aviation Organization to seek stronger international security standards. With help from other nations, the new standards were adopted and are now being followed throughout the world. Dole has proposed legislation that would make it a crime to enter U.S. airport secured areas without authority and to require pre-employment background checks of new employees who would have access to such secured areas.

The report to Congress is titled "National Airway System Annual Report, Fiscal Year 1985." Copies are available from the FAA Office of Aviation Policy and Plans (APO-120), Room 933, 800 Independence Ave., S.W., Washington, D.C. 20591, (202) 426-3220.



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# News:

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Washington, D.C. 20590

182.49

FOR RELEASE FRIDAY  
August 22, 1986

FAA 32-86  
Contact: Stephen Hayes  
Tel.: (202) 267-3883

## FAA ANNOUNCES FINE AGAINST PAN AMERICAN

The Federal Aviation Administration (FAA) announced today that Pan American World Airways agreed to pay \$1.95 million in full settlement of enforcement actions associated with violations of the Federal Aviation Regulations.

The deficiencies were discovered between March 10 and May 9, 1986, during a special in-depth inspection of the airline conducted by a team of FAA airworthiness and flight operations inspectors. The inspectors worked under the auspices of the FAA's Eastern Region headed by Joseph M. Del Balzo.

FAA Administrator Donald D. Engen said Pan American is taking prompt action to correct the deficiencies, and the agency is assured the airline continues to operate in a safe manner.

"To that end," he continued, "Pan American has revamped and expanded its quality control organization, reorganized planning and production control, reorganized its maintenance organization, and increased its engineering staff. The increases when complete will total over 200 management, engineering, and support personnel."

"These actions are very positive." Engen added, "However, Congress has mandated, and the public expects full accountability for an air carrier's failure to comply with the Federal Aviation Regulations."

Del Balzo said the violations involved Pan American's failure to follow the mechanical reliability requirements of its approved maintenance program, operating aircraft on which required repairs had not been made, installing parts that had exceeded their approved service life prior to acceptable demonstrations that the life could be increased, and not making required inspections within the required time limits.

- more -

Other violations included making repairs without using approved technical data, failing to report maintenance discrepancies to the FAA as required, failing to keep adequate maintenance records, and failing to keep an accurate list of people authorized to perform maintenance.

A small number of deficiencies were also found in the areas of training programs, records systems, dispatch procedures, and flight and duty time limitations. These are being addressed in a separate effort.

Earlier this month, the FAA cited its inspection findings to Pan American and initially proposed a penalty of \$3.9 million. As is standard practice, the FAA then conducted technical discussions with Pan American and provided the air carrier an opportunity to present any additional information to the agency. As a result of these discussions and information provided by Pan American concerning the nature of some violations and the circumstances surrounding them, the FAA determined that \$1.95 million was an equitable penalty. The airline's agreement to pay this amount does not constitute an admission of the violations.

The FAA inspection that uncovered the violations was conducted as part of the agency's Flight Standards National Inspection Plan under which all of the airlines operating large jet aircraft are being given in-depth inspections on a regular and continuing basis.

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# News:

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

182.55

FOR RELEASE TUESDAY  
September 2, 1986

FAA 33-86  
Contact: John Leyden  
Tel.: (202) 267-8521

## FAA ANNOUNCES NATIONWIDE TOLL-FREE CONSUMER HOTLINE

Following a year of testing, the Federal Aviation Administration (FAA) has opened a nationwide, toll-free Consumer Hotline that the public can use to report complaints about aviation safety or FAA services.

Secretary of Transportation Elizabeth Hanford Dole said, "The FAA Consumer Hotline in its first year of testing on a regional basis helped the agency respond quickly to more than 700 telephone inquiries, and promises to cut even more paperwork and delays now that it is operational on a nationwide basis."

"Individuals calling the Consumer Hotline number (800-FAA-SURE) can expect a prompt return call from an appropriate FAA official," she added.

FAA Administrator Donald Engen established the Consumer Hotline because, he said, "I want to know what problems consumers are experiencing with FAA and the industry across the board, how we are responding to those problems (within our purview) and how we can improve FAA policies, programs and procedures to enhance our service to the public."

Engen noted that calls about low-flying aircraft outnumbered other complaints during the first six months of the test operation. As a result, he added, the agency published a brochure entitled "How You Can Help FAA Identify Unauthorized Low-Flying Aircraft." Copies have been distributed to FAA field facilities and also are available to anyone calling the FAA Consumer Hotline.

Launched on a test basis in August 1985 in FAA's Southern Region, the Consumer Hotline allows citizens to comment on such issues as carry-on baggage, airport security procedures, child safety seats for use on airplanes, and aviation noise. Comments also are invited on the services FAA provides to aircraft operators and other airspace users. These include airmen examinations, aircraft certification, and facility operations.

-more-

However, the FAA Consumer Hotline cannot respond to consumer complaints concerning airline "service" problems, such as smoking sections on aircraft, lost luggage, flight cancellations, or ticket refunds. FAA recommends consumers with complaints or inquiries about such issues first contact the airline's consumer affairs or customer relations office — frequently located at their corporate headquarters. Consumer who remain dissatisfied may contact the Office of Intergovernmental and Consumer Affairs in the U.S. Department of Transportation. The telephone number is 202-366-2220.

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# News:

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

182.56

FOR RELEASE TUESDAY  
October 21, 1986

FAA 38-86  
Contact: Jennifer Hillings  
Tel.: (202) 366-4570  
John Leyden  
Tel.: (202) 267-8521

## FAA AWARDS CONTRACTS FOR AIR TRAFFIC CONTROL VOICE SWITCHING SYSTEM

Secretary of Transportation Elizabeth Hanford Dole today announced award of two contracts to develop competing prototypes of a computer-based switching system to control voice communications for en route air traffic control.

She said the Federal Aviation Administration contracts were awarded to AT&T Technologies Inc. of Greensboro, N.C., and the Harris Corp. of Melbourne, Florida.

Dole said, "The new electronic system will be faster, more flexible and reliable, and cheaper to operate and maintain than the existing electro-mechanical system."

The contracts cover the first phase of a two-step procurement that will culminate in selection of one contractor to produce the Voice Switching and Control System (VSCS). The AT&T contract is valued at \$33.9 million and the one to Harris at \$33 million.

"The VSCS is a critical element in the FAA's National Airspace System (NAS) Plan for modernizing the air traffic control system," the Secretary said. "The present voice communication system has evolved over many years in response to specific requirements and most of the equipment represents 1950's technology. Although it is still safe and reliable, we need to bring modern technology to bear in order to meet the expanded communications needs of the future."

The VSCS will provide controllers at FAA's air route traffic control centers with computer-controlled voice switching for air/ground communications between pilots and controllers as well as intercom and interphone communications within and between air traffic control facilities.

FAA Administrator Donald D. Engen said the VSCS is an integral part of the NAS Plan, including the Advanced Automation System for controlling air traffic in the 1990s and beyond. "The Advanced Automation System will introduce a new era in air traffic control in which computers play an increasingly important role in decisionmaking," he added. "But to be fully effective, we also need a voice communications capability that reflects the same advanced level of technology."

- more -

Engen said the VSCS will replace banks of electro-mechanical relays, tube-type amplifiers and other largely obsolete equipment with computer-based, solid state consoles.

Both contracts allow 35 months for development of the prototypes. The company selected to produce the equipment will build and install 25 systems, with 23 going to the air route traffic control centers. The other two will go to the FAA Technical Center in Atlantic City and the FAA Academy in Oklahoma City.

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# News:

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

182.67

FOR RELEASE WEDNESDAY  
October 29, 1986

FAA 41-86  
Contact: Donna M. Eaton  
Tel.: (202) 267-8521

## FAA ISSUES NEW LIST OF TECHNICAL REPORTS

The Federal Aviation Administration has published a new list of 47 scientific and technical aviation reports available to the public.

The list covers the period from January 1986 through June 1986 and updates an earlier list released on February 27, 1986.

Subjects include: aircraft safety and airport technology, aviation medicine, communications and surveillance, environment, weather, and other items.

Registered federal government agencies and their contractors may order individual reports from the Defense Technical Information Center (DTIC), Building 5, Cameron Station, Alexandria, Virginia 22314. The public may order individual reports from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Virginia 22161. A price list and list of the publications are attached.

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(Effective October 1, 1985)

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AIRCRAFT SAFETY AND AIRPORT TECHNOLOGY

DOT/FAA/CT/86-1  
AIRPORT CAPACITY ENHANCEMENT PLAN.  
1986, 182p.

ADA 166 686

DOT/FAA/PM/85-33  
RUNWAY RUBBER REMOVAL SPECIFICATION  
DEVELOPMENT. FINAL REPORT. 10/86, 58p.

ADA 166 771

DOT/FAA/CT/85-12  
ANTIMISTING KEROSENE: DEVELOPMENT OF A  
CONTINUOUS 10 GPM IN-LINE BLENDER.  
FINAL REPORT. 10/85, 29p.

ADA 162 244

DOT/FAA/PM/84-14  
EVALUATION OF THE FAA DESIGN PROCEDURES FOR  
HIGH TRAFFIC VOLUME PAVEMENTS. 10/85, 141p.

ADA 163 341

FAA/DL5-86-1  
THE CONCEPT OF ALMOST-PARALLEL IFR APPROACHES  
TO PARALLEL RUNWAYS. 3/86, 53p.

ADA 166 485

DOT/FAA/CT/84-30  
THE ROLE OF AIRCRAFT PANEL MATERIALS IN CABIN  
FIRES AND THEIR PROPERTIES. 6/85, 119p.

ADA 168 251

DOT/FAA/PM/85-32  
RUNWAY RUBBER REMOVAL SPECIFICATION DEVELOPMENT:  
FIELD EVALUATION RESULTS AND DATA ANALYSIS.  
INTERIM REPORT. 7/84 - 7/85; 7/85, 111p.

ADA 167 801

FAA/ARP/86-1  
FOURTH ANNUAL REPORT OF ACCOMPLISHMENTS  
UNDER THE AIRPORT IMPROVEMENT PROGRAM.  
1985, 132p.

ADA 168 121

DOT/FAA/CT/85-33  
GALLEY AND OVERHEAD COMPARTMENT EXPERIMENT  
RESULTS -- FULL-SCALE TRANSPORT CONTROLLED  
IMPACT DEMONSTRATION. FINAL REPORT.  
6/82 - 12/85; 12/85, 58p.

ADA 168 237

DOT/FAA/CT/TN/85-58  
TECHNICAL SUPPORT OF THE WALL ST./BATTERY  
PARK CITY HELIPORT MLS PROJECT. 12/85, 79p.

ADA 165 073

AVIATION MEDICINE

DOT/FAA/AM/85-9  
CHARACTERISTICS OF MEDICALLY DISQUALIFIED  
AIRMAN APPLICANTS IN CALENDAR YEARS  
1982 AND 1983, 24p.

ADA 162 209

DOT/FAA/AM/85-8  
DRUGS OF ABUSE IN AVIATION FATALITIES:  
1. MARIJUANA. 8/85, 5p. ADA 161 911

DOT/FAA/AM/85-11  
DEVELOPMENT AND EVALUATION OF A PROTOTYPE  
LIFE PRESERVER. 9/85, 66p. ADA 163 224

DOT/FAA/AM/85-13  
THE EFFECT OF VISUAL TASKLOAD ON CRITICAL  
FLICKER FREQUENCY (CFF) CHANGE DURING  
PERFORMANCE OF A COMPLEX MONITORING TASK.  
10/85, 22p. ADA 163 673

DOT/FAA/AM/85-12  
ALCOHOL REHABILITATION OF AIRLINE PILOTS.  
10/85, 15p. ADA 163 076

DOT/FAA/AM/85-10  
EVALUATION OF A PASSENGER MASK MODIFIED  
WITH A REBREATHER BAG FOR PROTECTION FROM  
SMOKE AND FUMES. 10/85, 24p. ADA 162 473

REVIEW OF PART 67 OF THE FEDERAL AIR  
REGULATIONS AND THE MEDICAL CERTIFICATION  
OF CIVILIAN AIRMEN. VOL. II 499 p. 1985 ADA 166 465

REVIEW OF PART 67 OF THE FEDERAL AIR  
REGULATIONS AND THE MEDICAL CERTIFICATION  
OF CIVILIAN AIRMEN. VOL. I 275P. 1985 ADA 166 464

DOT/FAA/AM/86-1  
INHALATION TOXICOLOGY: V. EVALUATION OF  
RELATIVE TOXICITY TO RATS OF THERMAL DECOMPOSITION  
PRODUCTS FROM TWO AIRCRAFT SEAT FIRE-BLOCKING  
MATERIALS. 11/85, 16p. ADA 165 034

COMMUNICATIONS AND SURVEILLANCE

DOT/FAA/PM/84-19  
TCAS II ATCRBS SURVEILLANCE ALGORITHMS.  
PROJECT REPORT (ATC-131). 1/86, 42p. ADA 163 354

DOT/FAA/ES/83-11  
EVALUATION OF THE FEASIBILITY OF CONSOLIDATING  
REMOTE ELECTROMAGNETIC RADIATING FACILITIES.  
FINAL REPORT. 4/84, 200p. ADA 166 584

DOT/FAA/AP/86-02  
 OPERATIONS CONCEPT FOR THE TCCC MAN-MACHINE  
 INTERFACE. 3/86, 805p. ADA 166 899

DOT/FAA/PM/84-30  
 THE IMPACT OF A TRAFFIC ALERT AND COLLISION  
 AVOIDANCE SYSTEM ON THE AIR TRAFFIC CONTROL  
 RADAR BEACON SYSTEM AND THE MODE S SYSTEM  
 IN THE LOS ANGELES BASIN. 5/85, 134p. ADA 166 914

DOT/FAA/PM/85-28  
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SHEAR DETECTION WITH SPECIAL EMPHASIS ON THE  
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# News:

Office of the Assistant Secretary for Public Affairs  
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FOR RELEASE FRIDAY  
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FAA 44-86  
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FAA APPORTIONS \$613 MILLION  
IN AIRPORT FUNDS IN FY 1987

The Federal Aviation Administration today announced plans for distributing nearly \$613.5 million in fiscal year 1987 entitlement funds to the nation's airports for planning and development projects.

A total of \$1 billion will be distributed during the fiscal year under the Airport Improvement Program (AIP). Funds for which no entitlement exists under the governing statute will be distributed on a discretionary basis.

Under the program, authorized by Congress in the Airport and Airway Improvement Act of 1982, the entitlement funds are apportioned to primary airport sponsors at the start of each fiscal year on the basis of population and area. Funding for the program comes from the Airport and Airway Trust Fund, which is financed by aviation user fees.

For fiscal 1987, which began Oct. 1, FAA is apportioning approximately \$480.8 million of the entitlement funds for 269 "primary" airports which serve large air carriers. Approximately \$118.8 million is being apportioned to the 50 states, the District of Columbia, and Puerto Rico for general aviation airports and \$1.2 million to non-primary airports in the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands, and the Pacific Trust Territory. An additional \$12.7 million is being apportioned to certain airports in Alaska.

Today's announcement is intended to let state and local governments and other airport sponsors know how much in federal funding is expected to be available in the next year. The current year's entitlement funds will remain available to designated sponsors through Sept. 30, 1989. FAA is asking sponsors to submit preapplications for projects by Jan. 31, 1987, if they plan to use funds during the fiscal year.

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

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