139.46

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 21, 1988

FAA 07-88
Contact: Fred Farrar
Tel.: 202/267-3441

DOT SECRETARY AND FAA WANT AIRLINES TO ADOPT NEW CREW SCHEDULING POLICIES

Secretary of Transportation Jim Burnley said today the FAA is strongly recommending that the airlines adopt crew scheduling policies that would avoid assigning two relatively inexperienced pilots to the same flight.

Burnley said the agency also is spelling out the circumstances under which the more experienced pilot should be flying the airplane.

The Secretary supported the FAA's action by noting it must do all in its power to ensure that scheduling pressures associated with rapid growth in air travel due to deregulation do not affect the margin of safety for the traveling public.

FAA Administrator Allan McArtor, in a speech today to the National Aviation Club, said he is instructing all FAA Principal Operations Inspectors to meet with the airlines to stress the importance of not putting two pilots in the same cockpit if they both have relatively little experience in the type of airplane they are flying.

They also will stress that the pilot-in-command should make all the bad weather takeoffs and landings when the co-pilot has less than 100 hours experience in the type of airplane.

McArtor added that while the agency is asking for voluntary cooperation at this time, the FAA will be monitoring the airlines' future flight crew assignments and will consider mandatory action, if necessary.

# # # #

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
January 21, 1988

FAA 02-88
Contact: John Leyden
Tel.: (202) 267-8521

HERBERT MCLURE NAMED TO TOP FAA HUMAN RESOURCE MANAGEMENT POST

Herbert R. McLure's appointment as the Federal Aviation Administration's Associate Administrator for Human Resource Management was announced today by FAA Administrator Allan McArtor. He replaces Charles E. Weithoner who retired Jan. 3 after 25 years with FAA.

McLure was previously a senior official of the U.S. General Accounting Office, responsible for evaluating FAA programs. Over the past few years, McLure appeared at more than 20 congressional hearings to present GAO evaluations of FAA efforts to hire and train air traffic controllers, improve airline safety, upgrade equipment, and monitor passenger screening. He also participated in GAO evaluations of airline deregulation and other related transportation matters.

In his new job, McLure will be responsible for all of FAA's human resource management activities including organizational effectiveness, personnel and training, and labor and employee relations. The post was created in 1984 as part of FAA's effort to improve its management and more effectively use the collective talent and strength in its work force. From 1981 to 1983, McLure directed a similar project in GAO that resulted in substantial changes in that agency's systems for motivating and rewarding employees.

McLure has been with GAO since 1964 with the exception of one year spent in private industry. He moved to Washington in 1969 and held a series of management posts in GAO. He directed GAO evaluations of transportation issues through much of the 1970s and has been GAO's Senior Associate Director for Transportation since 1985, a post that brought him into continued contact with FAA.

A native of Tempe, Ariz., McLure received his BA in accounting from Northern Arizona University and later earned an MBA in organizational behavior from George Washington University in Washington, D.C. He is a certified public accountant and received numerous citations and awards during his GAO career, including the Distinguished Service Award in 1987.

# # # #

139.48

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, January 21, 1988

FAA 05-88
Contact: John Leyden
Tel.: 202/267-8521

FAA APPLAUDS LOCAL AIRPORT INITIATIVES: CITES NEED TO INCREASE AIRPORT CAPACITY

FAA Administrator Allan McArtor today cited 10 success stories that he called outstanding examples of local planning initiatives well underway to alleviate critical airport capacity shortfalls.

Building new airports and expanding existing ones must become a national priority. "America's aviation competitiveness," McArtor said, "may be at stake because of an aging, outdated, and limited number of airports. We must start looking to the ground as well as the skies for our solutions."

Several airport initiatives are included in McArtor's Impact '88 Program, designated in part to accelerate the modernization of the nation's aviation system. FAA is working with local authorities to plan reliever airports as alternatives to commercial fields in metropolitan areas. The agency is also developing a list of critical areas where additional airport capacity is needed over the next 10 years. To support this effort, a computer model of the national airspace--designed to help local planners make capacity improvements that will enhance the national network of airports--is under development.

McArtor said he was encouraged by the increased recognition of communities around the country of the need to improve their airport facilities to meet projected traffic loads. He pointed out the following 10 "outstanding examples of local airport initiatives":

Denver -- Planning is underway for first major new airport in the United States since Dallas/Fort Worth opened in 1974. It will replace the seriously congested Stapleton International.

-more-

McArtor added that FAA is continuing efforts to improve the efficiency of the air traffic control (ATC) system through implementation of new ATC procedures, hiring more controllers and installation of new computers, radars and other equipment. He cited, as a case in point, FAA's recent implementation of additional elements of its Expanded East Coast Plan to speed flights from the New York metropolitan area to the Midwest and West Coast.

FAA's count of December flight delays of 15 minutes or more was 30,063 for a daily average of 970. This compares to 39,574 in December 1986, or 1,277 per day.

During all of 1987, there were a total of 355,717 flight delays as opposed to 417,644 in 1986. The daily average was 975 last year, down from 1,144 in 1986.

Weather was the cause of 69.2 percent of all delays in 1987, up from 68.2 percent in 1986. Traffic volumes accounted for 23 percent of delays last year with the remainder resulting from runway construction, equipment outages and other factors.

FAA counts only those delays that result from "system" problems, such as bad weather, heavy traffic volumes, air traffic control equipment problems and airport construction. It does not include delays generated by the airlines for mechanical or other reasons.

####

139.54

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
February 4, 1988

FAA 08-88
Contact: Dick Stafford
Tel.: (202) 267-3442

FAA ISSUES NOISE RULE FOR NEW HELICOPTERS

The Federal Aviation Administration today issued a regulation that for the first time establishes noise certification standards for helicopters.

Although aimed primarily at new helicopter types, the regulation also puts a cap on the noise levels of current helicopters. It prohibits changes in type design that may increase noise levels beyond specified limits. The rule will apply to all civil-type helicopters in the normal, transport, and restricted categories.

New helicopter types would have to meet the noise standards specified in the regulation as a condition for FAA certification. Noise measurements would be made under carefully controlled conditions and then compared with the criteria for takeoff, level flyover, and approach for landing. Some limited tradeoffs between these categories would be allowed.

For purposes of the rule, "new" helicopters are defined as those for which the type certificate application was made after March 6, 1986. That is the date the notice of proposed rulemaking was published in the Federal Register.

The new rule parallels the helicopter noise standards adopted by the International Civil Aviation Organization. In a related effort, FAA also has been working with the National Aeronautics and Space Administration on research and development programs to develop quieter helicopters.

# # # #

139-58

U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
February 8, 1988

FAA 09-88
Contact: Dick Stafford
Tel.: (202) 267-3444

FAA TO OPEN SPECIAL TRANSIT ROUTE FOR SMALL AIRCRAFT AT LOS ANGELES AIRPORT

The Federal Aviation Administration on March 10 will establish a special flight route through the terminal control area (TCA) surrounding Los Angeles International Airport to accommodate general aviation aircraft wishing to transit the area.

The special flight route will be subject to strict FAA operational requirements in order to assure the maximum level of safety for aircraft in or transiting the terminal control area.

Traffic will be restricted to non-turbojet aircraft operating at no more than 140 nautical miles per hour. Southeast-bound aircraft will fly at 3,500 feet MSL (mean sea level) with opposite direction traffic at 4,500 feet MSL. All operations must be in level flight while on this route. Pilots using the special flight route must carry a current Los Angeles Terminal Area chart in the cockpit and have aircraft anticollision lights and position lights turned on.

FAA Administrator Allan McArtor said the action will allow small aircraft operating under visual flight rules (VFR) to follow the designated route through the TCA without the prior approval of the Los Angeles terminal air traffic control facility, but only if the aircraft using this route is equipped with a Mode C transponder. The Mode C transponder generates a radar target with vital altitude information and tells controllers that the aircraft is operating in the Special Flight Rules Area (SFRA). All other operations within the TCA boundaries are required to have both an air traffic control clearance and the Mode C equipment.

A prior VFR corridor through the Los Angeles TCA was closed last August as part of an emergency rulemaking action to reduce the potential for midair and near midair collisions in the area.

"After careful review of all comments on the August rule and other data, we believe that the establishment of this new special flight rules area with the Mode C requirement and other restrictions will provide general aviation pilots with a safe and direct north/south route through the TCA without the need for an air traffic control clearance," McArtor added. "It will ease the work load of both pilots and controllers and expedite the movement of traffic through the Los Angeles TCA."

-more-

The new special flight rules area is part of a comprehensive FAA effort to continue to reduce the potential for near midair collisions, while providing safe and efficient routes for all types of air traffic in the Los Angeles area.

In addition to the new Special Flight Rules Area, which will pass directly over Los Angeles International Airport, FAA will establish two VFR transition routes -- one east and the other west of the airport. These routes will be dedicated to general aviation traffic, separating it from commercial traffic. They will accommodate all types of smaller aircraft including fast-moving jets. Pilots using these routes must obtain an air traffic control clearance and comply with all other TCA requirements. Implementation of these routes also is scheduled for March 10.

The two VFR transition routes are the Shoreline route between El Segundo and Marina Del Rey and the Hollywood Park route between Long Beach and Van Nuys. Both will be published on the Los Angeles Sectional and TCA charts.

Six pilot education meetings have been scheduled in the Los Angeles Airport area from Feb. 16 through March 2. All meetings will start at 7 p.m. and end at 9 p.m. Dates and locations are as follows:

February 16, 1988
Auditorium
El Segundo High School
640 Main Street
El Segundo, CA

February 18, 1988
Performing Arts Center
Birmingham High School
17000 Haynes Street
Van Nuys, CA

February 23, 1988
Merton E. Hill Auditorium
Chaffey Joint Union High School
211 West 5th Street
(5th & Euclid)
Ontario, CA

February 25, 1988
Building 6
Armed Forces Center
Katella Ave. & Lexington
Los Alamitos, CA

February 29, 1988
Santa Barbara City School
4400 Cathedral Oaks Road
Santa Barbara, CA

March 2, 1988
Marston Middle School
3799 Clairemont Drive
San Diego, CA

# # # # #

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

139.60

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
February 11, 1988

FAA 10-88
Contact: Dick Stafford
Tel.: (202) 267-8521

FAA TO HOLD 13TH ANNUAL AVIATION FORECAST CONFERENCE

"Aviation Planning in a Constrained Environment" is the theme of the Federal Aviation Administration's 13th Annual Aviation Forecast Conference scheduled for Feb. 19 in Washington, D.C.

Discussions at the conference will focus on the latest FAA forecast document which covers Fiscal Years 1988-1999. The report will be released at the meeting.

FAA Administrator Allan McArtor will open the meeting at the Mayflower Hotel in downtown Washington. The luncheon speaker is Robert Crandall, president of American Airlines.

Also on the program are three panel discussions that will look at the planning process from the perspectives of the airspace users, the airport community, and the equipment manufacturers, respectively. Participants include representatives from Delta Airlines, National Business Aircraft Association, Airline Passengers of America, Denver's Stapleton International Airport, Nashville Airport Authority, Minneapolis/St. Paul Airport Commission, McDonnell Douglas, de Havilland Aircraft and Bell Helicopter.

Registration information and forms for the conference are available from the Aviation Forecast Branch, APO-110, Office of Aviation Policy and Plans, Federal Aviation Administration, 800 Independence Ave. S.W., Washington, D.C.

# # # # #

M-49 139.63

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
February 16, 1988

FAA 12-88
Contact: Dick Stafford
Tel.: (202) 267-8521

FAA PROPOSES TO EXPAND AREAS WHERE PLANES MUST HAVE ALTITUDE DEVICES

The Federal Aviation Administration has proposed a rule that would greatly expand the areas in which aircraft are required to be equipped with altitude-reporting (Mode C) transponders.

The proposal would require all aircraft within 40 miles of some 254 airports that provide approach control radar service to have the altitude-encoding device.

The proposed rule would also require that all aircraft operating at and above 6,000 feet above the surface in controlled airspace carry such equipment. FAA is inviting comments on the merits of higher and lower floors than 6,000 feet.

The Notice of Proposed Rulemaking (NPRM) would implement recent legislation requiring the expanded use of Mode C transponders. The fiscal year 1988 continuing resolution (Public Law 100-202) required that the FAA issue such regulations, and the Airport and Airway Safety and Capacity Expansion Act of 1987 (Public Law 100-223) directs FAA to require a Mode C transponder in designated terminal airspace where radar service is provided.

FAA currently requires Mode C transponders for aircraft operating above 12,500 feet above sea level and in designated airspace, the so-called Terminal Control Area (TCA), around the 23 busiest airports. Last June, FAA also proposed a rule requiring a Mode C transponder for aircraft operating within 30 miles of a TCA airport. This would create a buffer zone around the TCA which would enable controllers to see what aircraft are in the vicinity of this busy airspace, and their position and altitude. The agency is drafting a final rule on the proposal.

Speaking about the proposal, FAA Administrator Allan McArtor said, "By taking advantage of the existing aviation technology, this rule, if adopted, will provide a significant enhancement to the safety of our nation's flying public." He added that it would ease the burden of busy controllers and greatly reduce the potential for midair and near midair collisions.

- more -

In concert with these actions, the FAA is also proposing to establish a new "common floor" for controlled airspace over the U.S. Establishing a national floor of 1,200 feet above the surface would improve safety by increasing minimum weather requirements for flights under visual flight rules (VFR) and provide controlled airspace for aircraft using area navigation for flights under instrument flight rules (IFR). Currently, the floor east of the Mississippi and in much of the West is set at 1,200 feet above the ground. The rule requests comments from the public specifically on where the new floor should be.

The requirement to have Mode C transponders has three benefits: Major among these is that aircraft altitude information can be displayed directly on a controller's radar screen, providing the exact location of aircraft. In addition, the automated radar tracking system can be programmed to warn controllers of possible conflicts, and provide low altitude warnings. Finally, a Mode C transponder in one aircraft will activate a collision avoidance system in airline aircraft that will be required to be equipped with such a device.

The NPRM, published in the Federal Register of Feb. 12, 1988, has a comment period ending on March 28, 1988.

# # # # #

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

139.73

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
March 2, 1988

FAA 13-88
Contact: Jo Ann Sloane
Tel.: (202) 267-8521

NEW FAA DRUG INTERDICTION RULES EFFECTIVE MARCH 7

The Federal Aviation Administration is reminding general aviation pilots that a new regulation takes effect March 7 requiring the display of larger aircraft registration markings in offshore airspace to aid in the identification of aerial drug smugglers.

Adopted at the request of the U.S. Customs Service, the new rule requires all aircraft flying through Air Defense Identification Zones (ADIZ) or Defense Early Warning Identification Zones (DEWIZ) to display 12-inch high registration marks. FAA currently allows some aircraft to display registration numbers only three inches high, which makes them difficult to read at a distance. Although the rules were changed in November 1981 to require the display of at least 12-inch high marks, the smaller markings were "grandfathered" until the airplane was repainted or the numbers changed. As a result, a substantial number of private planes are still displaying three-inch markings. The new rule overrides the grandfather clause.

As part of the same rulemaking action, FAA now also is requiring aircraft that do not have an exterior-mounted manufacturer's identification plate to display the aircraft model and serial number on the aircraft fuselage adjacent to the rearmost entrance or on the fuselage near the tail surface.

The information must be legible to someone standing on the ground outside the aircraft. If necessary, law enforcement officers then cross check the data with FAA records to determine if the registration number has been changed in order to conceal the ownership of the aircraft or hide the fact that it had been stolen.

A final rule change requires the pilots of all aircraft that have been modified with the addition of extended-range fuel tanks in the passenger or baggage compartment to carry FAA Form 337 with them on all flights to show agency approval of these modifications. The FAA form must be produced upon request by any FAA inspector or law enforcement officer.

# # # # #

M-49
139.76

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
March 4, 1988

FAA 15-88
Contact: Jo Ann Sloane
Tel.: (202) 267-8521

FAA PROPOSES NEW GRAND CANYON FLIGHT RESTRICTIONS

The Federal Aviation Administration has proposed new regulations that would further restrict low-level flights over the Grand Canyon National Park in accordance with recommendations made by the National Park Service.

The proposed rule would raise the ceiling of the Special Flight Rules Area over the park from the present 9,000 feet mean sea level (MSL) to 14,500 feet MSL. In addition, three flight-free zones would be established within this area.

Commercial tour operators still could obtain authorization to fly within the Special Flight Rules Area, but their flights would face additional restrictions. For example, they would have to remain outside the three flight-free zones although they could pass between them using specially designated corridors. In other areas, they would have to remain above certain minimum flight altitudes ranging from 5,000 feet MSL in the western section to 7,500 feet MSL in the area of Boundary Ridge - Supai Point, and would have to operate on routes and altitudes approved by the FAA's local Flight Standards District Office.

All other sightseeing traffic and military flights could operate through the Special Flight Rules Area only outside of the flight-free zones and at specified altitudes ranging from 6,000 feet MSL to 13,500 feet MSL.

FAA implemented the Special Flight Rules Area over the Grand Canyon National Park on April 26, 1987. In addition to limiting operations below 9,000 feet MSL, it also prohibited flights in the inner gorge and at all lower altitudes in the canyon except for emergencies and those flights necessary for the administration of the park.

Last August, Congress passed legislation requiring the Secretary of the Interior to submit recommendations to FAA that would further lessen the adverse impact of aircraft overflights at Grand Canyon and various other national parks. The FAA was directed to implement the recommendations unless they created safety problems.

Written comments will be accepted through March 25, 1988. They should be mailed in duplicate to the Federal Aviation Administration, Office of Chief Counsel, Attn.: Rules Docket (AGC-204), 800 Independence Avenue SW, Washington, D.C. 20591.

# # # # #

139.77

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
March 4, 1988

FAA 14-88
Contact: Gwen Law
Tel.: (202) 267-8731

CIVIL AIRCRAFT LANDING FACILITIES INCREASED IN 1987

The number of civil airports, heliports, and other aircraft landing facilities in the United States and its possessions increased last year to 17,015 — an increase of 433 over 1986, the Federal Aviation Administration reported today.

Despite the overall increase, the number of landing sites available for public use declined for the 15th consecutive year. The number dropped from 5,775 in 1986 to 5,723 in 1987. This was due mainly to the desires of some airport owners to restrict the use of their facilities because of concerns over such issues as liability and liability insurance. Public-use airports are open to use by any aircraft. However, private use airports are open only to pilots who have obtained prior approval to use them.

Of the 17,015 total landing facilities, there were 12,907 airports, 3,653 heliports, 388 seaplane bases and 67 STOLports (facilities for short takeoff and landing aircraft). In addition, there were 62 ultralight flightparks, 37 gliderports, and nine balloonports. Privately-owned facilities totaled 12,031. (Publicly-owned facilities increased to 4,984.)

In 1987, 401 landing facilities were reported abandoned, including 66 public-use facilities (54 airports, two heliports, and 10 seaplane bases). In 1986, 58 public-use facilities were abandoned (48 airports, four heliports, and six seaplane bases).

Of the 5,723 public-use airports, 67 percent, or 3,833, had paved runways. Runways at 3,984 public-use facilities are lighted. Airports certificated under Part 139 of the Federal Aviation Regulations total 708. Of these, 403 receive scheduled commercial service and 312 serve air carriers on an unscheduled basis.

The State of Texas continues to lead all other states with 1,687 landing areas, followed by Illinois with 913, California, 909, Pennsylvania, 744, and Ohio, 716.

-more-

U. S. CIVIL AND JOINT-USE AIRPORTS WITH RUNWAYS 10,000' AND OVER

AS OF 12/31/87

ALABAMA		
BIRMINGHAM	BIRMINGHAM MUNI	10,000'
ALASKA		
ANCHORAGE	ANCHORAGE INTL	10,897'
ANCHORAGE	ELMENDORF AFB	10,000'
COLD BAY	COLD BAY	10,415'
FAIRBANKS	FAIRBANKS INTL	10,300'
KETCHIKAN	KETCHIKAN INTL	10,000'
NAPAKIAK	NAPAKIAK	10,000'
NAPASKIAK	NAPASKIAK	15,000'
SCAMMON BAY	SCAMMON BAY	10,000'
SHELDON POINT	SHELDONS POINT	15,000'
ST MICHAEL	ST MICHAEL	10,000'
ARIZONA		
PHOENIX	PHOENIX SKY HARBOR INTL	11,001'
TUCSON	TUCSON INTL	10,994'
CALIFORNIA		
BAKERSFIELD	MEADOWS FIELD	10,850'
LONG BEACH	LONG BEACH /DAUGHERTY FIELD/	10,000'
LOS ANGELES	LOS ANGELES INTL	12,091'
OAKLAND	METROPOLITAN OAKLAND INTL	10,000'
ONTARIO	ONTARIO INTL	12,200'
SAN FRANCISCO	SAN FRANCISCO INTL	11,870'
COLORADO		
COLORADO SPRINGS	CITY OF COLORADO SPRINGS MUNI	11,021'
DENVER	STAPLETON INTL	12,000'
DENVER	CENTENNIAL	10,001'
GRAND JUNCTION	WALKER FIELD	10,501'
HAYDEN	YAMPA VALLEY	10,000'
PUEBLO	PUEBLO MEMORIAL	10,496'
DIST. OF COLUMBIA		
WASHINGTON	DULLES INTL	11,501'
FLORIDA		
MIAMI	MIAMI INTL	13,002'
MIAMI	DADE-COLLIER TRAINING AND TRANSITION	10,500'
ORLANDO	ORLANDO INTL	12,004'
ST AUGUSTINE	ST AUGUSTINE	12,000'
ST CLOUD	LAKE X	13,300'
TAMPA	TAMPA INTL	11,000'
TITUSVILLE	NASA SHUTTLE LANDING FACILITY	15,000'
GEORGIA		
ATLANTA	THE WILLIAM B HARTSFIELD ATLANTA INTL	11,889'
HAWAII		
HONOLULU	HONOLULU INTL	12,357'
ILLINOIS		
CHICAGO	CHICAGO-O HARE INTL	13,000'
INDIANA		
FORT WAYNE	FORT WAYNE MUNI/BAER FLD/	12,000'
INDIANAPOLIS	INDIANAPOLIS INTL	10,005'
KANSAS		
SALINA	SALINA MUNI	13,332'
TOPEKA	FORBES FIELD	12,819'

U. S. CIVIL AND JOINT-USE AIRPORTS WITH RUNWAYS 10,000' AND OVER

WICHITA	WICHITA MID-CONTINENT	10,300'
KENTUCKY		
LOUISVILLE	STANDIFORD FIELD	10,001'
LOUISIANA		
LAKE CHARLES	CHENNAULT INDUSTRIAL AIRPARK	10,710'
MAINE		
BANGOR	BANGOR INTL	11,439'
TURNER	TWITCHELL	10,000'
MASSACHUSETTS		
BOSTON	GENERAL EDWARD LAWRENCE LOGAN INTL	10,081'
MICHIGAN		
BATTLE CREEK	W K KELLOGG REGIONAL	10,003'
DETRCIT	DETROIT METROPOLITAN WAYNE COUNTY	10,501'
GRAND RAPIDS	KENT COUNTY INTL	10,000'
KALAMAZOO	AUSTIN LAKE	10,000'
SEBEWAING	SEBEWAING	15,000'
MINNESOTA		
DEERWOOD	LINDEY'S LANDING	10,000'
DULUTH	SKY HARBOR	10,000'
DULUTH	DULUTH INTL	10,152'
MINNEAPOLIS	MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN/	10,000'
MISSOURI		
KANSAS CITY	KANSAS CITY INTL	10,801'
ST LOUIS	LAMBERT/ST LOUIS INTL	11,019'
MONTANA		
BILLINGS	BILLINGS LOGAN INTL	10,528'
GLASGOW	VALLEY INDUSTRIAL PARK	13,500'
GREAT FALLS	GREAT FALLS INTL	10,502'
NEBRASKA		
LINCOLN	LINCOLN MUNI	12,901'
NEVADA		
LAS VEGAS	MC CARRAN INTL	12,636'
RENO	RENO CANNON INTL	10,002'
TONOPAH	TONOPAH TEST RANGE	12,000'
NEW JERSEY		
ATLANTIC CITY	ATLANTIC CITY INTERNATIONAL	10,000'
NEW MEXICO		
ALBUQUERQUE	ALBUQUERQUE INTL	13,375'
DEMING	SOLO RANCH	13,000'
ROSWELL	ROSWELL INDUSTRIAL AIR CENTER	13,000'
NEW YORK		
NEW YORK	JOHN F KENNEDY INTL	14,572'
NEWBURGH	STEWART INT'L	11,818'
NORTH CAROLINA		
CHARLOTTE	CHARLOTTE/DOUGLAS INTL	10,000'
GREENSBORO	GREENSBORO-HIGH POINT-WINSTON SALEM REGNL	10,001'
RALEIGH/DURHAM	RALEIGH/DURHAM	10,000'
OHIO		
COLUMBUS	RICKENBACKER ANGB	12,255'
COLUMBUS	PORT COLUMBUS INTL	10,701'
OKLAHOMA		
CLINTON	CLINTON-SHERMAN	13,503'

U. S. CIVIL AND JOINT-USE AIRPORTS WITH RUNWAYS 10,000' AND OVER

TULSA	TULSA INTL	10,000'
OREGON		
KLAMATH FALLS	KINGSLEY FIELD	10,301'
PORTLAND	PORTLAND INTL	11,011'
PENNSYLVANIA		
PHILADELPHIA	PHILADELPHIA INTL	10,499'
PITTSBURGH	GREATER PITTSBURGH INTL	11,500'
TEXAS		
AMARILLO	AMARILLO INTL	13,502'
DALLAS-FORT WORTH	DALLAS/FORT WORTH INTERNATIONAL	11,388'
EL PASO	EL PASO INTL	11,012'
FREER	DUVAL COUNTY RANCH CO	10,288'
HOUSTON	HOUSTON INTERCONTINENTAL	12,001'
LONGVIEW	GREGG COUNTY	10,000'
LUBBOCK	LUBBOCK INTL	11,500'
PORT LAVACA	TANNER'S	10,000'
UTAH		
SALT LAKE CITY	SALT LAKE CITY INTL	12,003'
WASHINGTON		
MOSES LAKE	GRANT COUNTY	13,501'
SEATTLE	SEATTLE-TACOMA INTL	11,900'
SEATTLE	BOEING FIELD/KING COUNTY INTL	10,001'
WISCONSIN		
SHAWANO	SHAWANO MUNI	12,000'
WYOMING		
CASPER	NATRONA COUNTY INTL	10,600'
ROCK SPRINGS	ROCK SPRINGS-SWEETWATER COUNTY	10,000'
PUERTO RICO		
AGUADILLA	BORINQUEN	11,700'
SAN JUAN	LUIS MUNOZ MARIN INTL	10,002'

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES

AS OF 12/31/87 - BY OWNERSHIP AND USAGE

STATE	STATE TOTAL	PUBLICLY OWNED									PRIVATELY OWNED								
		OPEN TO PUB.				CLOSED				TOTAL	OPEN TO PUB.				CLOSED				TOTAL
		A	H	S	C	A	H	S	C		A	H	S	C	A	H	S	C	
ALABAMA	193	98	1	-	-	1	8	-	-	108	13	-	-	-	58	29	-	1	93
ALASKA	593	278	3	-	73	34	9	-	-	397	42	4	-	25	112	5	-	8	196
ARIZONA	265	63	-	1	-	17	11	-	-	92	14	-	-	-	82	76	1	-	173
ARKANSAS	173	85	-	-	-	1	3	-	-	89	12	-	-	-	59	13	-	-	84
CALIFORNIA	909	213	2	-	3	7	90	-	1	316	56	1	-	5	281	244	3	3	593
COLORADO	333	65	-	1	-	5	25	-	-	96	19	1	-	-	129	84	4	-	237
CONNECTICUT	120	10	-	-	-	-	6	-	-	16	14	2	-	1	31	50	2	4	104
DELAWARE	35	2	1	-	-	-	1	-	-	4	8	-	-	-	11	12	-	-	31
DIST. OF COLUMBIA	15	2	-	-	-	-	5	-	-	7	-	-	-	-	-	8	-	-	8
FLORIDA	607	101	1	-	1	7	28	-	-	138	27	-	-	1	277	147	3	14	469
GEORGIA	334	103	-	-	-	4	22	-	-	129	15	-	-	-	134	52	4	-	205
HAWAII	54	13	1	-	-	-	4	-	-	18	-	-	-	-	22	14	-	-	36
IDAHO	207	108	-	-	2	10	8	-	-	128	6	-	-	1	58	13	-	1	79
ILLINOIS	913	76	-	-	-	2	32	-	-	110	44	5	-	1	592	156	-	5	803
INDIANA	538	69	1	-	4	2	10	-	-	86	42	2	-	-	328	70	2	-	444
IOWA	277	112	-	-	-	-	10	-	-	122	34	-	-	-	90	30	1	-	155
KANSAS	389	122	-	-	-	2	8	-	-	132	29	-	-	-	213	14	1	-	257
KENTUCKY	139	63	-	-	-	-	5	-	-	68	9	1	-	-	40	21	-	-	71
LOUISIANA	381	65	2	-	-	2	26	-	-	95	16	4	-	7	113	141	-	5	286
MAINE	144	37	-	-	4	-	2	-	2	45	18	1	-	18	47	6	-	9	99
MARYLAND	154	15	-	-	-	-	6	-	-	21	27	-	-	-	67	37	1	1	133
MASSACHUSETTS	158	25	-	-	-	-	8	-	-	33	21	2	-	3	29	63	1	6	125
MICHIGAN	431	122	-	-	1	2	9	-	-	134	91	2	-	2	147	51	2	2	297
MINNESOTA	477	140	-	-	-	3	4	-	-	147	10	-	-	13	237	17	1	52	330
MISSISSIPPI	194	76	-	-	-	1	9	-	-	86	17	-	-	-	78	13	-	-	108
MISSOURI	442	113	-	-	-	1	12	-	-	126	33	3	-	4	207	65	1	1	314
MONTANA	210	113	1	-	-	3	4	-	-	121	10	-	-	1	63	14	1	-	89
NEBRASKA	331	90	-	-	-	1	4	-	-	95	15	-	-	-	206	15	-	-	236
NEVADA	128	47	1	-	-	6	10	-	-	64	14	-	1	-	32	17	-	-	64
NEW HAMPSHIRE	62	15	-	-	-	-	-	-	-	15	11	1	-	1	13	19	-	2	47
NEW JERSEY	317	14	1	-	-	1	25	-	-	41	38	4	-	4	63	156	-	11	276
NEW MEXICO	174	61	1	-	1	7	5	-	-	75	8	-	-	-	81	10	-	-	99
NEW YORK	507	57	5	-	1	-	20	-	1	84	102	5	-	11	201	93	-	11	423
NORTH CARCLINA	316	74	1	-	-	4	16	-	-	95	53	-	-	-	138	26	3	1	221
NORTH DAKCTA	487	92	-	-	-	5	2	-	-	99	12	-	-	-	371	4	-	1	388
OHIO	716	100	7	-	-	3	24	-	-	134	86	14	-	-	336	142	4	-	582
OKLAHOMA	403	125	2	-	-	-	36	-	-	163	36	2	-	1	157	44	-	-	240
OREGON	366	82	-	-	-	3	13	1	-	99	22	3	-	1	175	63	2	1	267
PENNSYLVANIA	744	64	1	-	-	2	11	-	-	78	84	9	-	1	339	220	3	10	666
RHODE ISLAND	22	6	1	-	-	-	2	-	-	9	1	-	-	-	5	6	-	1	13
SOUTH CARCLINA	146	59	-	-	-	1	5	-	-	65	13	-	-	-	55	12	-	1	81
SOUTH DAKCTA	158	72	-	-	-	2	1	-	-	75	3	-	-	-	73	6	1	-	83
TENNESSEE	201	76	1	-	1	2	3	-	-	83	6	2	5	-	59	42	3	1	118
TEXAS	1,687	280	4	-	-	7	54	-	-	345	119	6	-	-	870	340	7	-	1,342
UTAH	109	48	-	-	-	4	5	-	-	57	2	-	-	-	30	20	-	-	52
VERMONT	62	12	-	-	-	-	8	-	-	20	7	1	-	-	27	5	2	-	42
VIRGINIA	308	52	1	-	-	1	20	-	-	74	23	2	1	1	145	58	2	2	234
WASHINGTON	408	100	-	-	3	3	21	-	-	127	27	-	-	8	178	66	1	1	281
WEST VIRGINIA	95	25	-	-	-	2	1	-	-	28	15	-	-	-	19	23	-	10	67
WISCONSIN	423	96	-	-	1	5	4	-	-	106	48	-	-	7	234	24	1	3	317
WYOMING	104	41	-	-	-	2	6	-	-	49	4	-	-	-	45	6	-	-	55
PUERTO RICO	27	11	-	-	-	1	2	-	-	14	-	-	-	-	5	7	-	1	13
VIRGIN ISLANDS	8	2	-	-	-	-	2	-	2	6	-	-	-	-	-	1	-	1	2
SOUTH PACIFIC	31	27	1	-	-	-	-	-	-	28	-	-	"	-	2	1	-	"	3
TOTALS:	17,015	4,009		2		166		1		4,984	1,376		7		7,356		57		12,031
			40		95		665		6			77		117		2,871		170	

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES

REPORTED ABANDONED - 1/1/87 TO 12/31/87

STATE	STATE TOTAL	ABANDONMENT TYPE				TOTAL BY OWNERSHIP								TOTAL BY USAGE							
						PUBLIC				PRIVATE				OPEN TO PUB.				CLOSED			
		A	H	S	C	A	H	S	C	A	H	S	C	A	H	S	C	A	H	S	C
ALABAMA	1	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-
ALASKA	24	16	2	-	6	18	1	-	3	6	1	-	3	8	-	-	6	8	2	-	-
ARIZONA	8	6	2	-	-	1	-	-	-	5	2	-	-	1	-	-	-	5	2	-	-
ARKANSAS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CALIFORNIA	13	7	6	-	-	1	1	-	-	6	5	-	-	-	-	-	-	7	6	-	-
COLORADO	4	4	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	4	-	-	-
CONNECTICUT	4	1	2	-	1	-	-	-	-	1	2	-	1	1	-	-	-	-	2	-	1
DELAWARE	3	2	1	-	-	-	-	-	-	2	1	-	-	1	-	-	-	1	1	-	-
DIST. OF COLUMBIA	1	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
FLORIDA	17	13	4	-	-	1	1	-	-	12	3	-	-	2	-	-	-	11	4	-	-
GEORGIA	2	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	-	-
HAWAII	1	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-
IDAHO	3	1	1	1	-	-	1	-	-	1	-	1	-	-	-	-	-	1	1	1	-
ILLINOIS	18	15	2	-	1	-	-	-	-	15	2	-	1	-	-	-	-	15	2	-	1
INDIANA	18	16	2	-	-	1	-	-	-	15	2	-	-	3	-	-	-	13	2	-	-
IOWA	9	9	-	-	-	1	-	-	-	8	-	-	-	4	-	-	-	5	-	-	-
KANSAS	7	7	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	7	-	-	-
KENTUCKY	4	3	-	1	-	1	-	-	-	2	-	1	-	1	-	-	-	2	-	1	-
LOUISIANA	13	4	7	-	2	1	1	-	1	3	6	-	1	1	-	-	2	3	7	-	-
MAINE	5	5	-	-	-	1	-	-	-	4	-	-	-	1	-	-	-	4	-	-	-
MARYLAND	7	2	3	2	-	-	1	-	-	2	2	2	-	-	1	-	-	2	2	2	-
MASSACHUSETTS	5	1	4	-	-	-	1	-	-	1	3	-	-	1	-	-	-	-	4	-	-
MICHIGAN	9	9	-	-	-	-	-	-	-	9	-	-	-	5	-	-	-	4	-	-	-
MINNESOTA	9	6	1	-	2	-	-	-	-	6	1	-	2	-	-	-	-	6	1	-	2
MISSISSIPPI	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MISSOURI	10	10	-	-	-	-	-	-	-	10	-	-	-	2	-	-	-	8	-	-	-
MONTANA	2	2	-	-	-	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-
NEBRASKA	11	11	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	11	-	-	-
NEVADA	4	4	-	-	-	2	-	-	-	2	-	-	-	1	-	-	-	3	-	-	-
NEW HAMPSHIRE	2	2	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	-	-
NEW JERSEY	6	6	-	-	-	-	-	-	-	6	-	-	-	4	-	-	-	2	-	-	-
NEW MEXICO	2	2	-	-	-	-	-	-	-	2	-	-	-	1	-	-	-	1	-	-	-
NEW YORK	10	6	3	1	-	-	2	-	-	6	1	1	-	1	-	-	-	5	3	1	-
NORTH CARCLINA	4	2	2	-	-	-	1	-	-	2	1	-	-	-	-	-	-	2	2	-	-
NORTH DAKOTA	17	17	-	-	-	1	-	-	-	16	-	-	-	1	-	-	-	16	-	-	-
OHIO	12	8	3	-	1	-	-	-	1	8	3	-	-	3	-	-	1	5	3	-	-
OKLAHOMA	5	4	1	-	-	-	-	-	-	4	1	-	-	2	1	-	-	2	-	-	-
OREGON	4	2	2	-	-	-	-	-	-	2	2	-	-	1	-	-	-	1	2	-	-
PENNSYLVANIA	55	23	30	-	2	-	3	-	-	23	27	-	2	2	-	-	-	21	30	-	2
RHODE ISLAND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH CARCLINA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH DAKOTA	10	10	-	-	-	2	-	-	-	8	-	-	-	1	-	-	-	9	-	-	-
TENNESSEE	3	1	2	-	-	-	-	-	-	1	2	-	-	-	-	-	-	1	2	-	-
TEXAS	33	20	12	-	1	2	2	-	-	18	10	-	1	1	-	-	-	19	12	-	1
UTAH	1	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
VERMONT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIRGINIA	4	4	-	-	-	-	-	-	-	4	-	-	-	2	-	-	-	2	-	-	-
WASHINGTON	10	6	3	-	1	1	-	-	-	5	3	-	1	1	-	-	1	5	3	-	-
WEST VIRGINIA	1	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
WISCONSIN	5	5	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	5	-	-	-
WYOMING	1	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
PUERTO RICO	4	-	4	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	4	-	-
VIRGIN ISLANDS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH PACIFIC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS:	401	275	184	5	17	28	16	-	5	247	88	5	12	54	2	-	18	221	2	5	7

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES ON RECORD

WITH FAA, BY LENGTH OF LONGEST LANDING AREA AS OF 12/31/87

STATE	STATE TOTAL	FACILITY TYPE A	H	S	C	UNDER 3000' A	H	S	C	3000'-3999' A	H	S	C	4000'-4999' A	S	C	5000'-5999' A	S	C	6000'-6999' A	C	7000'-7999' A	C	8000'-8999' A	C	9000'-9999' A	C	10000' & OVER A	C
ALABAMA	193	154	38	-	1	59	38	-	-	36	-	-	-	30	-	-	13	-	-	6	-	2	-	5	-	2	-	1	1
ALASKA	593	466	21	-	106	279	21	-	15	64	-	-	11	46	-	8	36	-	21	17	4	8	2	4	2	2	3	10	40
ARIZONA	265	176	87	2	-	52	87	1	-	38	-	1	-	44	-	-	18	-	-	12	-	5	-	5	-	-	-	2	-
ARKANSAS	173	157	16	-	-	62	16	-	-	47	-	-	-	22	-	-	16	-	-	8	-	1	-	1	-	-	-	-	-
CALIFORNIA	989	557	337	3	12	271	336	3	-	144	1	-	1	59	-	-	38	-	-	21	1	9	-	6	-	3	1	6	9
COLORADO	333	218	110	5	"	70	110	3	-	53	-	1	-	39	1	-	26	-	-	10	-	5	-	5	-	4	-	6	-
CONNECTICUT	120	55	58	2	5	41	58	2	1	4	-	-	1	5	-	1	3	-	1	-	-	1	-	-	-	1	-	-	1
DELAWARE	35	21	14	-	-	13	14	-	-	4	-	-	-	2	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-
DIST. OF COLUMBIA	15	2	13	-	-	-	13	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-
FLORIDA	607	412	176	3	16	191	176	3	-	106	-	-	4	46	-	2	32	-	1	11	1	10	2	8	2	1	-	7	4
GEORGIA	334	256	74	4	-	119	74	4	-	74	-	-	-	23	-	-	30	-	-	5	-	-	-	3	-	1	-	1	-
HAWAII	54	35	19	-	-	22	19	-	-	4	-	-	-	2	-	-	2	-	-	3	-	-	-	-	-	1	-	1	-
IDAHO	207	182	21	-	4	84	21	-	-	47	-	-	1	34	-	-	10	-	-	2	-	1	-	1	-	3	-	-	3
ILLINOIS	913	714	193	-	6	607	193	-	1	58	-	-	1	20	-	-	13	-	1	9	-	2	1	4	-	-	1	1	1
INDIANA	530	441	83	2	4	338	83	2	-	58	-	-	-	19	-	-	16	-	-	4	-	2	-	1	-	1	-	2	4
IOWA	277	236	40	1	-	144	40	1	-	48	-	-	-	31	-	-	4	-	-	5	-	1	-	2	-	1	-	-	-
KANSAS	389	366	22	1	-	252	22	1	-	67	-	-	-	21	-	-	15	-	-	2	-	6	-	-	-	-	-	3	-
KENTUCKY	139	112	27	-	-	61	27	-	-	15	-	-	-	17	-	-	12	-	-	4	-	1	-	-	-	1	-	1	-
LOUISIANA	381	196	173	-	12	93	173	-	-	63	-	-	2	14	-	1	15	-	1	5	1	2	-	2	-	1	-	1	7
MAINE	144	102	9	-	33	66	9	-	1	15	-	-	3	9	-	4	7	-	6	2	3	1	2	-	2	-	-	2	12
MARYLAND	154	109	43	1	1	84	42	1	-	13	1	-	-	6	-	-	4	-	-	-	-	1	-	-	1	1	-	-	-
MASSACHUSETTS	158	75	73	1	9	42	73	1	2	16	-	-	1	5	-	-	7	-	4	2	1	1	-	-	1	1	-	1	-
MICHIGAN	431	362	62	2	5	223	62	2	-	73	-	-	-	26	-	1	18	-	2	11	-	4	1	1	-	1	-	5	1
MINNESOTA	477	398	21	1	65	261	21	1	1	81	-	-	2	24	-	8	11	-	16	7	8	1	8	1	5	-	-	4	17
MISSISSIPPI	194	172	22	"	-	67	22	"	-	70	-	-	-	16	-	-	9	-	-	4	-	1	-	4	-	1	-	-	-
MISSOURI	440	354	80	1	5	244	80	1	-	74	-	-	-	14	-	-	9	-	1	6	-	3	-	1	-	1	-	2	4
MONTANA	210	189	19	1	1	58	19	1	-	73	-	-	-	33	-	-	15	-	-	1	-	-	-	2	-	4	-	3	1
NEBRASKA	331	312	19	-	"	211	19	-	-	62	-	-	-	21	-	-	7	-	-	4	-	2	-	3	-	1	-	1	-
NEVADA	128	99	28	1	-	17	28	1	-	18	-	-	-	20	-	-	24	-	-	9	-	5	-	2	-	1	-	3	-
NEW HAMPSHIRE	62	39	20	-	3	25	20	-	-	6	-	-	-	2	-	-	3	-	3	2	-	1	-	-	-	-	-	-	-
NEW JERSEY	317	116	186	-	15	82	186	-	-	21	-	-	3	4	-	1	3	-	7	2	-	2	1	-	1	1	-	1	2
NEW MEXICO	174	157	16	-	1	28	16	"	-	29	-	-	-	32	-	-	39	-	-	11	-	10	-	5	-	-	-	3	1
NEW YORK	507	360	123	-	24	264	123	-	-	50	-	-	1	13	-	1	14	-	4	8	2	3	1	2	-	4	-	2	15
NORTH CAROLINA	316	269	43	3	1	148	43	3	-	65	-	-	-	31	-	-	12	-	-	4	-	5	-	1	-	-	-	3	1
NORTH DAKOTA	487	480	6	-	1	373	6	"	1	76	-	-	-	19	-	-	5	-	-	3	-	2	-	1	-	1	-	-	-
OHIO	716	525	187	4	-	364	187	4	-	91	-	-	-	36	-	-	18	-	-	6	-	2	-	3	-	3	-	2	-
OKLAHOMA	403	318	84	-	1	180	84	-	-	82	-	-	-	26	-	-	17	-	-	6	-	3	-	1	-	1	-	2	1
OREGON	366	282	79	3	2	192	79	3	-	42	-	-	1	19	-	-	20	-	1	7	-	1	-	1	-	-	-	2	-
PENNSYLVANIA	744	489	241	3	11	483	241	3	-	44	-	-	-	17	-	-	13	-	4	5	2	4	1	-	1	1	2	2	1
RHODE ISLAND	22	12	9	-	1	7	9	-	-	1	-	-	-	1	-	1	1	-	-	-	-	2	-	-	-	-	-	-	-
SOUTH CAROLINA	146	128	17	-	1	56	17	-	-	40	-	-	-	11	-	-	16	-	1	2	-	1	-	2	-	-	-	-	-
SOUTH DAKOTA	158	150	7	1	-	70	7	1	-	51	-	-	-	16	-	-	5	-	-	5	-	1	-	2	-	-	-	-	-
TENNESSEE	201	143	48	8	2	59	48	6	-	31	-	2	-	26	-	-	18	-	-	3	-	2	-	2	1	2	-	-	1
TEXAS	1687	1276	404	7	-	589	403	7	-	356	1	-	-	165	-	-	1	-	-	28	-	16	-	9	-	4	-	8	-
UTAH	109	84	25	-	-	6	25	-	-	18	-	-	-	23	-	-	19	-	-	9	-	5	-	2	-	1	-	1	-
VERMONT	62	46	14	2	-	35	14	2	-	5	-	-	-	2	-	-	3	-	-	-	-	1	-	-	-	-	-	-	-
VIRGINIA	328	221	81	3	3	147	81	3	-	36	-	-	1	16	-	1	13	-	1	5	-	-	-	3	-	1	-	-	-
WASHINGTON	488	398	87	1	12	217	87	1	-	49	-	-	-	14	-	1	15	-	4	4	1	4	-	-	-	2	1	3	5
WEST VIRGINIA	95	61	24	-	10	31	24	-	-	15	-	-	-	5	-	-	4	-	10	4	-	2	-	-	-	-	-	-	-
WISCONSIN	423	383	28	1	11	271	28	1	-	67	-	-	-	21	-	-	10	-	1	5	2	3	1	3	3	2	-	1	4
WYOMING	184	92	12	"	-	20	12	-	-	19	-	-	-	18	-	-	11	-	-	11	-	7	-	3	-	1	-	2	-
PUERTO RICO	27	17	9	-	1	7	9	-	-	4	-	-	-	2	-	-	2	-	-	-	1	-	-	-	-	-	-	2	-
VIRGIN ISLANDS	8	2	3	-	3	-	3	-	1	-	-	-	-	-	-	-	1	-	-	-	-	1	1	-	-	-	-	-	1
SOUTH PACIFIC	31	29	2	"	-	9	2	-	-	4	-	-	-	2	-	-	2	-	-	6	-	3	-	1	-	2	-	-	-
TOTALS:	17,015	12,907	3,653	67	388	7,612	3,650	62	23	2,627	3	4	33	1,169	1	30	776	-	90	387	27	157	21	102	19	59	8	98	137

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

PRIVATE USE U.S. CIVIL AND JOINT-USE

AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES AS OF 12/31/87

STATE	STATE TOTAL	TOTAL BY TYPE				PAVED FACILITIES						UNPAVED FACILITIES							
						LIGHTED			UNLIGHTED			LIGHTED				UNLIGHTED			
		A	H	S	C	A	H	S	A	H	S	A	H	S	C	A	H	S	C
ALABAMA	89	51	37	-	1	2	3	-	1	29	-	4	-	-	-	44	5	-	1
ALASKA	168	146	14	-	8	4	2	-	5	4	-	19	-	-	-	118	8	-	8
ARIZONA	187	99	87	1	-	8	6	-	16	63	-	3	-	-	-	72	18	1	-
ARKANSAS	76	60	16	-	-	-	2	-	4	13	-	4	-	-	-	52	1	-	-
CALIFORNIA	629	288	334	3	4	24	27	-	76	258	-	11	1	-	-	177	48	3	4
COLORADO	247	134	109	4	-	3	18	1	6	65	"	10	1	-	-	115	25	3	-
CONNECTICUT	93	31	56	2	4	2	6	-	2	41	-	-	1	-	-	27	8	2	4
DELAWARE	24	11	13	-	-	1	-	-	-	7	-	1	1	-	-	9	5	-	-
DIST. OF COLUMBIA	13		13	-	-	-	3	-	-	7	-	-	-	-	-	-	3	-	-
FLORIDA	476	284	175	3	14	13	18	-	21	106	1	20	2	"	-	230	49	2	14
GEORGIA	216	138	74	4	-	2	5	-	5	50	2	9	-	-	-	122	19	2	-
HAWAII	40	22	16	-	-	1	1	-	15	11	-	1	-	-	-	5	6	-	-
IDAHO	90	68	21	-	1	-	-	-	3	17	-	1	-	-	-	64	4	-	1
ILLINOIS	787	594	188	-	5	10	14	-	8	108	-	37	1	-	-	539	65	-	5
INDIANA	412	330	80	2	-	4	7	-	6	47	-	23	1	-	-	297	25	2	-
IOWA	131	90	40	1	-	2	4	-	2	27	-	18	"	-	-	68	9	1	-
KANSAS	238	215	22	1	-	2	6	-	4	8	"	14	-	-	-	195	8	1	-
KENTUCKY	66	40	26	-	-	4	1	-	4	20	-	2	-	-	-	30	5	-	-
LOUISIANA	287	115	167	-	5	4	6	-	11	120	-	1	1	-	1	99	40	-	4
MAINE	66	47	8	-	11	-	-	-	1	6	-	1	-	-	"	45	2	-	11
MARYLAND	112	67	43	1	1	5	3	-	3	25	-	6	-	-	-	53	15	1	1
MASSACHUSETTS	187	29	71	1	6	2	1	-	1	51	-	1	2	-	-	25	17	1	6
MICHIGAN	213	149	60	2	2	4	5	-	1	38	-	13	-	"	-	131	17	2	2
MINNESOTA	314	240	21	1	52	-	4	-	6	12	-	5	-	-	-	229	5	1	52
MISSISSIPPI	101	79	22	-	-	1	2	-	7	11	-	6	-	-	-	65	9	-	-
MISSOURI	287	208	77	1	1	3	5	-	9	57	"	15	"	"	-	181	15	1	1
MONTANA	85	66	18	1	-	-	3	-	1	13	"	3	"	"	-	62	2	1	-
NEBRASKA	226	207	19	-	-	2	2	-	9	13	-	9	-	"	-	187	4	-	-
NEVADA	65	38	27	-	-	5	-	-	2	21	-	1	-	-	-	30	6	-	-
NEW HAMPSHIRE	34	13	19	-	2	1	-	-	2	14	-	1	-	-	-	9	5	-	2
NEW JERSEY	256	64	181	-	11	1	7	-	1	79	-	6	5	-	"	56	90	-	11
NEW MEXICO	103	88	15	-	-	3	1	-	14	8	-	3	"	-	"	68	6	-	-
NEW YORK	326	201	113	-	12	5	12	-	8	76	-	12	"	-	-	176	25	-	12
NORTH CAROLINA	188	142	42	3	1	7	3	-	7	26	-	11	-	-	-	117	13	3	1
NORTH DAKOTA	383	376	6	-	1	-	-	-	1	4	-	15	-	-	-	360	2	-	1
OHIO	509	339	166	4	-	6	13	-	7	108	-	25	2	-	-	301	43	4	-
OKLAHOMA	237	157	80	-	-	6	1	-	10	61	-	5	-	-	-	136	18	-	-
OREGON	258	178	76	3	1	3	10	-	11	46	1	8	2	-	-	156	18	2	1
PENNSYLVANIA	585	341	231	3	10	2	22	-	8	143	-	12	2	1	-	319	64	2	10
RHODE ISLAND	14	5	8	-	1	-	-	-	-	7	-	"	-	-	"	5	1	-	1
SOUTH CAROLINA	74	56	17	-	1	-	-	-	3	11	-	3	"	-	"	50	6	-	1
SOUTH DAKOTA	83	75	7	1	-	-	-	-	1	5	-	8	-	-	-	66	2	1	-
TENNESSEE	110	61	45	3	1	2	2	-	1	30	2	5	-	-	-	53	13	1	1
TEXAS	1278	877	394	7	-	41	12	-	132	298	-	35	2	-	-	669	82	7	-
UTAH	59	34	25	-	-	-	2	-	5	19	"	1	-	-	-	28	4	-	-
VERMONT	42	27	13	2	-	-	-	-	-	3	-	-	-	-	-	27	10	2	-
VIRGINIA	228	146	78	2	2	5	10	-	8	50	-	7	2	-	-	126	16	2	2
WASHINGTON	270	181	87	1	1	15	6	-	10	60	1	21	1	-	-	135	20	-	1
WEST VIRGINIA	55	21	24	-	10	3	1	-	4	17	-	"	-	-	-	14	6	-	10
WISCONSIN	271	239	28	1	3	6	2	-	10	21	-	16	-	-	-	207	5	1	3
WYOMING	59	47	12	-	-	-	-	-	2	10	-	2	-	"	-	43	2	-	-
PUERTO RICO	16	6	9	-	1	1	-	-	3	8	-	-	-	-	-	2	1	-	1
VIRGIN ISLANDS	6		3	-	3	-	-	-	-	1	-	"	1	-	-	-	1	-	3
SOUTH PACIFIC	3	2	1	-	-	-	-	-	1	"	-	"	-	-	-	1	1	-	-
TOTALS:	11,292	7,522	3,536	58	176	215	258	1	478	2,353	7	434	28	1	1	6,395	897	49	175

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

PRIVATE USE U.S. CIVIL AND JOINT-USE

AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES AS OF 12/31/87

STATE	UNDER 3000'				3000'-3999'				* * * BY RUNWAY LENGTH * * * 4000'-4999'			5000'-5999'			6000'-6999'			7000'-7599'		8000'-8999'		9000'-9999'		OVER 10000'	
	A	H	S	C	A	H	S	C	A	S	C	A	S	C	A	S	C	A	C	A	C	A	C	A	C
ALABAMA	45	37	-	-	4	-	-	-	1	-	"	1	-	-	-	-	-	-	-	-	-	-	-	-	1
ALASKA	96	14	-	2	19	-	-	1	15	-	"	9	--	1	4	-	-	1	-	-	1	1	-	1	3
ARIZONA	46	87	1	-	24	-	"	"	21	"	"	4	-	-	2	-	-	1	-	-	-	-	-	-	-
ARKANSAS	46	16	"	-	11	-	-	-	3	-	-	"	-	-	"	"	-	-	-	-	-	-	-	-	-
CALIFORNIA	211	33	3	-	57	1	-	1	12	-	"	5	"	"	2	-	1	1	-	-	-	-	-	-	2
COLORADO	65	9	3	-	42	-	"	"	16	1	-	8	-	-	1	-	-	1	-	1	-	-	-	-	-
CONNECTICUT	29	56	2	1	1	-	-	1	-	-	1	"	"	1	"	"	-	1	-	-	-	-	-	-	-
DELAWARE	8	13	-	-	2	-	-	-	1	-	"	"	"	"	"	"	-	-	-	-	-	-	-	-	-
DIST. OF COLUMBIA	-	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA	174	75	3	-	71	-	-	3	27	-	2	5	--	1	3	-	1	2	2	-	2	-	-	2	3
GEORGIA	106	74	4	-	26	-	"	"	2	-	"	4	-	"	"	"	-	-	-	-	-	-	-	-	-
HAWAII	20	18	-	-	2	-	-	"	-	-	"	"	-	-	"	"	-	-	-	-	-	-	-	-	1
IDAHO	48	21	-	-	15	-	"	"	4	-	"	1	-	"	"	"	-	-	-	-	-	-	-	-	1
ILLINOIS	562	88	-	1	23	-	-	1	7	-	"	2	--	1	"	"	-	-	1	-	-	-	-	-	-
INDIANA	304	80	2	-	23	-	"	"	1	-	"	2	-	"	"	"	-	-	-	-	-	-	-	-	-
IOWA	81	40	1	-	7	-	-	-	2	-	"	"	-	-	"	"	-	-	-	-	-	-	-	-	-
KANSAS	199	22	1	-	15	-	-	"	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KENTUCKY	36	26	"	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	"	-	-	-	-	2
LOUISIANA	81	67	-	-	27	-	"	2	4	-	1	3	-	"	-	-	-	"	-	-	-	-	-	-	2
MAINE	42	8	-	-	4	-	"	2	-	-	1	1	--	1	"	-	1	-	2	-	1	-	-	-	-
MARYLAND	60	42	1	-	5	1	"	"	2	-	"	"	"	-	"	"	-	-	-	-	-	-	-	-	-
MASSACHUSETTS	27	71	1	2	2	-	-	1	-	-	"	-	-	2	"	-	-	-	1	-	-	-	-	-	1
MICHIGAN	134	60	2	-	12	"	"	"	2	-	"	1	-	-	"	-	6	-	6	-	1	-	-	1	16
MINNESOTA	215	21	1	1	21	-	"	2	3	-	7	-	-	13	-	-	-	-	-	-	-	-	-	-	-
MISSISSIPPI	54	22	-	-	21	-	"	"	3	-	"	1	-	"	-	-	-	-	-	-	-	-	-	-	1
MISSOURI	185	77	1	-	20	-	"	"	2	-	-	1	-	"	-	-	-	-	-	-	-	-	-	-	-
MONTANA	40	18	1	-	20	-	"	"	5	"	"	1	-	"	-	-	-	-	-	-	-	-	-	-	-
NEBRASKA	171	19	-	-	30	"	"	"	5	-	"	1	-	-	"	-	-	-	-	-	-	1	-	1	-
NEVADA	13	27	-	-	9	-	"	"	8	-	"	4	-	"	"	"	-	2	-	-	-	-	-	-	-
NEW HAMPSHIRE	12	19	-	-	1	-	-	-	-	-	"	-	-	2	"	"	-	-	-	-	-	-	-	-	-
NEW JERSEY	55	81	-	-	8	-	"	3	-	-	1	1	--	4	"	"	"	-	-	-	1	-	-	-	2
NEW MEXICO	23	15	-	-	20	"	"	"	14	-	"	22	"	"	2	-	-	4	-	2	-	-	-	1	-
NEW YORK	180	13	-	-	18	-	"	1	1	-	1	1	-	1	1	-	1	-	-	-	-	-	-	-	8
NORTH CAROLINA	106	42	3	-	27	-	-	-	6	-	-	2	-	"	1	-	-	-	-	-	-	-	-	-	1
NORTH DAKOTA	330	6	"	1	36	-	"	-	7	-	"	2	"	"	1	-	"	-	-	-	-	-	-	-	-
OHIO	307	66	4	-	28	-	"	"	3	-	-	"	-	-	1	-	"	-	-	-	-	-	-	-	-
OKLAHOMA	129	80	-	-	20	-	"	"	7	-	"	1	-	-	-	-	-	-	-	-	-	-	-	-	-
OREGON	152	76	3	-	19	-	"	1	7	-	-	-	-	-	"	"	-	-	-	-	-	-	-	-	-
PENNSYLVANIA	333	31	3	-	7	-	-	-	1	-	-	-	-	4	"	"	2	-	1	-	1	-	1	-	1
RHODE ISLAND	5	8	-	-	-	-	-	-	-	-	1	"	-	-	"	"	"	-	-	-	-	-	-	-	-
SOUTH CAROLINA	45	17	-	-	9	-	-	-	2	-	-	-	-	1	"	"	"	-	-	-	-	-	-	-	-
SOUTH DAKOTA	53	7	1	-	14	-	-	"	6	-	"	2	-	"	"	"	"	-	-	-	-	-	-	-	-
TENNESSEE	55	45	3	-	4	-	-	-	2	-	-	-	-	-	"	"	-	-	1	-	-	-	-	-	-
TEXAS	530	93	7	-	199	1	"	"	90	-	"	43	-	-	10	-	-	3	-	-	-	-	-	2	-
UTAH	6	25	-	-	12	"	"	"	10	-	"	4	-	"	1	-	-	-	-	1	-	-	-	-	-
VERMONT	26	13	2	-	-	-	-	-	1	-	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VIRGINIA	127	78	2	-	13	"	"	"	3	-	1	1	--	1	1	-	-	-	-	1	-	-	-	-	-
WASHINGTON	159	87	1	-	18	-	"	"	3	-	"	1	-	-	"	"	1	-	-	-	-	-	-	-	-
WEST VIRGINIA	16	24	-	-	5	-	-	-	-	-	"	-	-	10	"	"	-	-	-	-	-	-	-	-	2
WISCONSIN	211	28	1	-	27	-	"	"	-	-	"	1	-	"	"	"	1	-	-	-	-	-	-	-	-
WYOMING	20	12	-	-	14	-	-	"	8	-	"	3	-	-	2	-	-	-	-	-	-	-	-	-	-
PUERTO RICO	3	9	-	-	2	-	-	-	1	-	-	-	-	-	-	-	1	-	"	-	-	-	-	-	-
VIRGIN ISLANDS	-	3	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1
SOUTH PACIFIC	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTALS:	5,983				1,018				319			138			32			16		6		2		8	
	3,533	57	9		3	-	-	19	1	16		-	43		-	16		14		10		1		48	

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

PUBLIC USE U.S. CIVIL AND JOINT-USE

AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES AS OF 12/31/87

STATE	STATE TOTAL	TOTAL BY TYPE				PAVED FACILITIES						UNPAVED FACILITIES							
						LIGHTED			UNLIGHTED			LIGHTED				UNLIGHTED			
		A	H	S	C	A	H	S	A	H	S	A	H	S	C	A	H	S	C
ALABAMA	104	103	1	-	-	85	-	-	9	1	-	4	-	-	-	5	-	-	-
ALASKA	425	320	7	-	98	38	2	-	3	2	-	69	1	-	-	210	2	-	98
ARIZONA	78	77	-	1	-	50	-	-	6	-	-	-	-	-	-	21	-	1	-
ARKANSAS	97	97	-	-	-	76	-	-	13	-	-	-	-	-	-	8	-	-	-
CALIFORNIA	280	269	3	-	8	203	1	-	51	2	-	2	-	-	-	13	-	-	8
COLORADO	86	84	1	1	-	59	-	1	9	1	-	6	-	-	-	10	-	-	-
CONNECTICUT	27	24	2	-	1	19	-	-	-	-	-	1	-	-	-	4	2	-	1
DELAWARE	11	10	1	-	-	5	1	-	-	-	-	4	-	-	-	1	-	-	-
DIST. OF COLUMBIA	2	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-
FLORIDA	131	128	1	-	2	93	-	-	9	-	-	8	-	-	-	18	1	-	2
GEORGIA	118	118	-	-	-	99	-	-	11	-	-	4	-	-	-	4	-	-	-
HAWAII	14	13	1	-	-	10	-	-	3	1	-	-	-	-	-	-	-	-	-
IDAHO	117	114	-	-	3	41	-	-	11	-	-	-	-	-	-	62	-	-	3
ILLINOIS	126	120	5	-	1	90	-	-	1	2	-	21	-	-	-	8	3	-	1
INDIANA	118	111	3	-	4	77	1	-	3	2	-	10	-	-	-	21	-	-	4
IOWA	146	146	-	-	-	94	-	-	3	-	-	34	-	-	-	15	-	-	-
KANSAS	151	151	-	-	-	101	-	-	7	-	-	19	-	-	-	24	-	-	-
KENTUCKY	73	72	1	-	-	52	-	-	9	-	-	-	1	-	-	11	-	-	-
LOUISIANA	94	81	6	-	7	65	-	-	5	6	-	1	-	-	-	10	-	-	7
MAINE	78	55	1	-	22	29	-	-	7	1	-	1	-	-	-	18	-	-	22
MARYLAND	42	42	-	-	-	28	-	-	3	-	-	3	-	-	-	8	-	-	-
MASSACHUSETTS	51	46	2	-	3	36	-	-	5	1	-	-	-	-	-	5	1	-	3
MICHIGAN	218	213	2	-	3	116	-	-	10	1	-	32	-	-	-	55	1	-	3
MINNESOTA	163	150	-	-	13	97	-	-	1	-	-	33	-	-	-	19	-	-	13
MISSISSIPPI	93	93	-	-	-	70	-	-	12	-	-	3	-	-	-	8	-	-	-
MISSOURI	153	146	3	-	4	112	1	-	5	1	-	9	-	-	-	20	1	-	4
MONTANA	125	123	1	-	1	64	-	-	10	1	-	12	-	-	-	37	-	-	1
NEBRASKA	105	105	-	-	-	74	-	-	2	-	-	9	-	-	-	20	-	-	-
NEVADA	63	61	1	1	-	23	-	-	7	1	-	2	-	-	-	29	-	1	-
NEW HAMPSHIRE	28	26	1	-	1	16	-	-	2	1	-	1	-	-	-	7	-	-	1
NEW JERSEY	61	52	5	-	4	37	-	-	3	2	-	4	1	-	-	8	2	-	4
NEW MEXICO	71	69	1	-	1	47	-	-	5	1	-	-	-	-	-	17	-	-	1
NEW YORK	181	159	10	-	12	81	-	-	11	9	-	25	-	-	-	42	1	-	12
NORTH CAROLINA	128	127	1	-	-	81	1	-	5	-	-	8	-	-	-	33	-	-	-
NORTH DAKOTA	104	104	-	-	-	65	-	-	5	-	-	17	-	-	-	17	-	-	-
OHIO	207	186	21	-	-	122	2	-	3	11	-	25	-	-	-	36	8	-	-
OKLAHOMA	166	161	4	-	1	113	1	-	10	3	-	10	-	-	-	28	-	-	1
OREGON	108	104	3	-	1	56	-	-	18	2	-	6	-	-	-	24	1	-	1
PENNSYLVANIA	159	148	10	-	1	90	3	-	5	5	-	20	-	-	-	33	2	-	1
RHODE ISLAND	8	7	1	-	-	7	-	-	-	1	-	-	-	-	-	-	-	-	-
SOUTH CAROLINA	72	72	-	-	-	54	-	-	2	-	-	6	-	-	-	10	-	-	-
SOUTH DAKOTA	75	75	-	-	-	48	-	-	2	-	-	19	-	-	-	6	-	-	-
TENNESSEE	91	82	3	5	1	73	-	1	5	2	1	1	-	2	-	3	1	1	1
TEXAS	409	399	10	-	-	318	3	-	24	5	-	10	-	-	-	47	2	-	-
UTAH	50	50	-	-	-	39	-	-	4	-	-	1	-	-	-	6	-	-	-
VERMONT	20	19	1	-	-	9	-	-	4	1	-	-	-	-	-	6	-	-	-
VIRGINIA	80	75	3	1	1	63	-	-	2	1	-	2	-	-	-	8	2	1	1
WASHINGTON	138	127	-	-	11	84	-	-	8	-	-	10	-	-	-	25	-	-	11
WEST VIRGINIA	40	40	-	-	-	28	-	-	1	-	-	1	-	-	-	10	-	-	-
WISCONSIN	152	144	-	-	8	97	-	-	1	-	-	16	-	-	-	30	-	-	8
WYOMING	45	45	-	-	-	33	-	-	2	-	-	1	-	-	-	9	-	-	-
PUERTO RICO	11	11	-	-	-	9	-	-	2	-	-	-	-	-	-	-	-	-	-
VIRGIN ISLANDS	2	2	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-
SOUTH PACIFIC	28	27	1	-	-	11	-	-	3	1	-	-	-	-	-	13	-	-	-
TOTALS:	5,723	5,385	117	9	212	3,491	16	2	342	68	1	470	3	2	-	1,082	30	4	212

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

PUBLIC USE U.S. CIVIL AND JOINT-USE

AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES AS OF 12/31/87

STATE	UNDER 3000				3000-3999				* * * BY RUNWAY LENGTH * * * 4000-4999			5000-5999			6000-6999			7000-7999		8000-8999		9000-9999		OVER 10000	
	A	H	S	C	A	H	S	C	A	S	C	A	S	C	A	S	C	A	C	A	C	A	C	A	C
ALABAMA	14	1	-	-	32	-	-	-	29	-	-	12	-	-	6	-	-	2	-	5	-	2	-	1	-
ALASKA	183	7	-	13	45	-	-	10	31	-	8	27	-	20	13	-	4	7	2	4	1	1	3	9	37
ARIZONA	6	-	-	-	14	-	1	-	23	-	-	14	-	-	10	-	-	4	-	4	-	-	-	2	-
ARKANSAS	16	-	-	-	36	-	-	-	19	-	-	16	-	-	8	-	-	1	-	1	-	-	-	-	-
CALIFORNIA	60	3	-	-	87	-	-	-	47	-	-	33	-	-	19	-	-	8	-	6	-	3	1	6	7
COLORADO	5	1	-	-	11	-	1	-	23	-	-	18	-	-	9	-	-	4	-	4	-	4	-	6	-
CONNECTICUT	12	2	-	-	3	-	-	-	5	-	-	3	-	-	-	-	-	-	-	-	-	1	-	-	1
DELAWARE	5	1	-	-	2	-	-	-	1	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
DIST. OF COLUMBIA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-
FLORIDA	17	1	-	-	35	-	-	1	19	-	-	27	-	-	8	-	-	8	-	8	-	1	-	5	1
GEORGIA	13	-	-	-	48	-	-	-	21	-	-	26	-	-	5	-	-	-	-	3	-	1	"	1	-
HAWAII	2	1	-	-	2	-	-	-	2	-	-	2	"	-	3	-	-	-	-	-	-	1	-	1	-
IDAHO	36	-	-	-	32	-	-	1	30	-	-	9	-	-	2	-	-	1	-	1	-	3	-	-	2
ILLINOIS	45	5	-	-	35	-	-	-	13	-	-	11	-	-	9	-	-	2	-	4	"	"	1	1	-
INDIANA	34	3	-	-	35	-	-	-	18	-	-	14	-	-	4	-	-	2	-	1	-	1	-	2	4
IOWA	63	-	-	-	41	-	-	-	29	-	-	4	-	-	5	-	-	1	-	2	-	1	-	-	-
KANSAS	53	-	-	-	52	-	-	-	20	-	-	15	-	-	2	"	-	6	-	-	-	-	-	3	-
KENTUCKY	25	1	-	-	11	-	-	-	17	-	-	12	-	-	4	-	-	1	"	-	-	1	-	1	-
LOUISIANA	12	6	-	-	36	-	-	-	10	-	-	12	-	1	5	-	1	2	-	2	"	1	-	1	5
MAINE	24	1	-	1	11	-	-	1	9	"	3	6	-	5	2	-	2	1	-	-	-	-	-	2	10
MARYLAND	24	-	-	-	8	-	"	-	4	-	-	4	-	"	-	-	-	1	-	-	-	1	-	-	-
MASSACHUSETTS	15	2	-	-	14	-	-	-	5	-	-	7	-	2	2	-	-	1	-	"	1	1	-	1	-
MICHIGAN	89	2	-	-	61	-	-	-	24	-	1	17	-	2	11	-	-	4	-	1	-	1	-	5	-
MINNESOTA	46	-	-	-	60	-	-	-	21	-	1	11	-	3	7	-	2	1	2	1	4	-	-	3	1
MISSISSIPPI	13	-	-	-	49	-	-	-	13	-	-	8	-	-	4	-	-	1	-	4	-	1	-	-	-
MISSOURI	59	3	-	-	54	-	-	-	12	-	-	8	-	1	6	-	-	3	-	1	-	1	-	2	3
MONTANA	18	1	-	-	53	-	-	-	28	-	-	14	-	-	1	-	-	-	-	2	-	4	-	3	1
NEBRASKA	40	-	-	-	32	-	-	-	16	-	-	6	-	-	4	-	-	2	-	3	-	1	-	1	-
NEVADA	4	1	1	-	9	-	-	-	12	-	-	20	-	-	9	-	-	3	-	2	"	-	-	2	"
NEW HAMPSHIRE	13	1	-	-	5	-	-	-	2	-	-	3	-	1	2	-	-	1	-	-	-	-	-	-	-
NEW JERSEY	27	5	-	-	13	-	-	-	4	-	-	2	-	3	2	-	-	2	1	-	-	1	-	1	-
NEW MEXICO	5	1	-	-	9	-	-	-	18	-	-	17	-	-	9	-	-	6	-	3	-	-	-	2	1
NEW YORK	84	10	-	-	32	-	-	-	12	-	-	13	-	3	7	-	1	3	1	2	-	4	-	2	7
NORTH CAROLINA	42	1	-	-	38	-	-	-	25	-	-	10	-	-	3	-	-	5	-	1	-	-	-	3	-
NORTH DAKOTA	43	-	-	-	40	-	-	-	12	-	-	3	"	-	2	-	-	2	-	1	-	1	-	-	-
OHIO	57	21	-	-	63	-	-	-	33	-	-	18	-	-	5	-	-	2	-	3	-	3	-	2	-
OKLAHOMA	51	4	-	-	62	-	-	-	19	-	-	16	-	-	6	-	-	3	-	1	-	1	-	2	1
OREGON	38	3	-	-	23	-	-	-	12	"	-	20	-	1	7	-	-	1	-	1	-	-	-	2	-
PENNSYLVANIA	70	10	-	-	37	-	-	-	16	-	-	13	-	-	5	-	-	4	-	"	-	1	1	2	-
RHODE ISLAND	2	1	-	-	1	-	-	-	1	-	-	1	-	-	-	-	-	2	-	-	-	-	-	-	-
SOUTH CAROLINA	11	-	-	-	31	-	-	-	9	-	-	16	-	-	2	-	-	1	-	2	-	-	-	-	-
SOUTH DAKOTA	17	-	-	-	37	-	-	-	10	-	-	3	-	-	5	-	-	1	-	2	-	-	-	-	-
TENNESSEE	4	3	3	-	27	-	2	-	24	-	-	18	-	-	3	-	-	2	-	2	-	2	-	-	1
TEXAS	59	10	-	-	157	-	-	-	75	-	-	58	-	-	18	-	-	13	-	9	-	4	-	6	-
UTAH	-	-	-	-	6	-	-	-	13	-	-	15	-	-	8	-	-	5	-	1	-	1	-	1	-
VERMONT	9	1	-	-	5	-	-	-	1	-	-	3	-	-	-	-	-	1	-	-	-	-	-	-	-
VIRGINIA	20	3	1	-	23	-	-	1	13	-	-	12	-	-	4	-	-	-	-	2	-	1	-	-	-
WASHINGTON	58	-	-	-	31	-	-	-	11	-	1	14	-	4	4	-	-	4	-	-	-	2	1	3	5
WEST VIRGINIA	15	-	-	-	10	-	-	-	5	-	-	4	-	"	4	"	-	2	-	-	-	-	-	-	-
WISCONSIN	60	-	-	-	40	-	-	-	21	-	-	9	-	1	5	-	1	3	1	3	3	2	-	1	2
WYOMING	-	-	-	-	5	-	-	-	10	-	-	8	-	-	9	-	-	7	-	3	-	1	-	2	-
PUERTO RICO	4	-	-	-	2	-	-	-	1	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2	-
VIRGIN ISLANDS	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
SOUTH PACIFIC	7	1	-	-	4	-	-	-	2	-	-	2	-	-	6	-	-	3	-	1	-	2	-	-	-
TOTALS:	1,629				1,689				858			638			275			141		96		57		98	
	117		5	14		-	4	14		-	14		-	47		-	11		7		9		7		89

NOTE: A=AIRPORTS, H=HELIPORTS, S=STOLPORTS, C=SEAPLANE BASES

U.S. CIVIL AND JOINT-USE AIRPORTS, HELIPORTS, STOLPORTS, AND SEAPLANE BASES

AS OF 12/31/87 - BY REGION AND STATE

STATE / REGION	TOTALS
ALASKA	593
ALASKAN	593
IOWA	277
KANSAS	389
MISSOURI	440
NEBRASKA	331
CENTRAL	1,437
DELAWARE	35
DIST. OF COLUMBIA	15
MARYLAND	154
NEW JERSEY	317
NEW YORK	507
PENNSYLVANIA	744
VIRGINIA	388
WEST VIRGINIA	95
EASTERN	2,175
ILLINOIS	913
INDIANA	530
MICHIGAN	431
MINNESOTA	477
NORTH DAKOTA	487
OHIO	716
SOUTH DAKOTA	158
WISCONSIN	423
GREAT LAKES	4,135
CONNECTICUT	120
MAINE	144
MASSACHUSETTS	158
NEW HAMPSHIRE	62
RHODE ISLAND	22
VERMONT	62
NEW ENGLAND	568
COLORADO	333
IDAHO	207
MONTANA	210
OREGON	366
UTAH	109
WASHINGTON	408
WYOMING	104
NORTHWEST MOUNTAIN	1,737
ALABAMA	193
FLORIDA	607
GEORGIA	334
KENTUCKY	139
MISSISSIPPI	194
NORTH CAROLINA	316
PUERTO RICO	27
SOUTH CAROLINA	146
TENNESSEE	201
VIRGIN ISLANDS	8
SOUTHERN	2,165
ARKANSAS	173
LOUISIANA	381
NEW MEXICO	174
OKLAHOMA	403
TEXAS	1,687
SOUTHWEST	2,818
ARIZONA	265
CALIFORNIA	989
HAWAII	54
NEVADA	128
SOUTH PACIFIC	31
WESTERN-PACIFIC	1,387

NATIONAL TOTAL: 17,815

139.78

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
March 8, 1988

FAA 16-88
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ORDERS SPECIAL INSPECTION OF COMMUTER AIRLINE INDUSTRY

FAA Administrator Allan McArtor announced today that he has ordered a special inspection of the nation's commuter airlines to determine their compliance with the agency's safety rules and regulations.

McArtor said the special inspection was prompted in large part by a series of commuter airline accidents in the last quarter of 1987 and so far in 1988.

"We want to know why the commuter safety record in recent months is running counter to the significant improvement trend which has been the hallmark of the industry during the 1980s," he added. "We want a return to the 1986 environment when commuters had the safest year in their history."

Secretary of Transportation Jim Burnley concurred with McArtor on the need for the special inspection.

"The commuter airlines are playing an increasingly important role in the air transportation system, and their passengers are entitled to the same safety assurances as those who fly with the major airlines," the Secretary said. "This inspection program will help ensure that they are."

The inspection is expected to last about a year and will be done in three phases. The first phase already is underway and involves an analysis of all relevant existing data on commuter airline safety to identify major problem areas. The findings will provide the focus for the follow-on inspection phase, which is scheduled to begin within 60 days. Certificate holders to be inspected will also be identified in phase one.

In the second phase, approximately 15 teams of seven inspectors each will visit the individual airlines. They will be looking at such areas as management, training programs, aircraft airworthiness, and recordkeeping. Approximately 20 percent of the 173 commuter airlines will receive a focused, in-depth inspection by one of these teams.

The agency expects to complete the inspection phase by the end of September. A final report then will be prepared in the third phase and the findings and recommendations provided to the FAA principal inspectors responsible for each of the affected airlines. They, in turn, will brief all the commuter carriers and work with them to correct any deficiencies identified in the report.

-more-

In the four-month period, November 1987 through February 1988, there were seven fatal commuter accidents nationwide resulting in 56 fatalities. In 1986, the commuter airlines had two fatal accidents and four fatalities.

# # # #

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

M-49
139.80

U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
March 14, 1988

FAA 17-88
Contact: Jo Ann Sloane
Tel.: (202) 267-8521

PITTSBURGH RECEIVES $12 MILLION AIRPORT GRANT

Deputy Secretary of Transportation Mimi Dawson today announced approval of a $12 million discretionary grant under the Airport Improvement Program for work related to a major new terminal complex at Greater Pittsburgh Airport.

The grant will provide federal funding for the continuation of site preparation for the $500 million midfield terminal facility. The midfield terminal, with associated apron areas and taxiways, is designed to improve capacity at the airport by providing a significantly greater number of gates and allowing more efficient runway use.

"This new terminal will be a major addition to our airport system by increasing the capacity we so badly need," Dawson said. "Traffic levels have reached record highs at our major hub airports in recent years. Adequate financing is a prime ingredient in fostering this type of expansion," she said.

The Allegheny County Department of Aviation has received $37.9 million in grants between 1982 and 1987, including $15.3 million in 1986 for initial site preparation for the new midfield terminal.

The airport ranks 16th in the nation with 7,840,574 passenger enplanements last year. It is also a major hub with nonstop flights to most of America's largest metropolitan areas.

# # # # #

M-49
139.86

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, March 24, 1988

FAA 19-88
Contact: Dick Stafford
Tel.: (202) 267-8521

FAA ESTABLISHES NEW GENERAL AVIATION UNIT

FAA Administrator Allan McArtor today announced the establishment of a new general aviation office to improve liaison between the agency and private and business flyers, who comprise the largest segment of civil aviation in the United States.

McArtor said the new office will serve as a focal point for all general aviation matters, including accident prevention, air shows, and recreational flying. "Having a single organization at the national level for this purpose will provide a clear channel of communication with this important element of civil aviation and enable us to respond more quickly to its concerns," he added.

One of the major tasks of the new office will be the development of a national policy, as well as standards and procedures, for FAA's Accident Prevention Program. It also will work to establish a program of "listening sessions" with major general aviation organizations such as the Aircraft Owners and Pilots Association, National Business Aircraft Association, General Aviation Manufacturers Association, Experimental Aircraft Association, and International Council of Airshows.

Edgar Fell has been detailed to organize the new staff from his post as Assistant Manager of FAA's Flight Standards Division in the Southern Region. The new staff, which will include air traffic staff members, will be part of the Aviation Standards organization in FAA's Washington headquarters and will report to the Director of the Flight Standards Office.

# # # #

M-49 139.103

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
May 25, 1988

FAA 26-88
Contact: John Leyden
Tel.: (202) 267-8521

BURNLEY TO OPEN FAA HEARINGS
ON DRUG TESTING PROPOSAL

Secretary of Transportation Jim Burnley will chair the first of three public hearings June 2 on the Federal Aviation Administration's proposed rule for drug testing of all aviation industry employees in safety and security-related jobs.

The first hearing will be held in Washington June 2 and 3 at the FAA headquarters auditorium. Burnley will chair the June 2 morning session. The other hearings will be held in Denver and San Francisco. These hearings are scheduled for June 7 at the Stapleton Airport Embassy Suites Hotel in Denver, and June 9 at the Clarion Hotel at the San Francisco Airport.

FAA issued a notice of proposed rulemaking (NPRM) on March 3 that would require preemployment, periodic, random, reasonable cause, and post-accident drug testing for employees in sensitive safety and security-related positions at all of the nation's air carriers, as well as other commerical aviation operators. The proposed rule was published in the Federal Register on March 14, 1988. The public comment period will close on June 13.

Under the proposed rule, those subject to testing would include commercial pilots, flight engineers, mechanics, aviation security screeners, and flight attendants.

Persons wishing to make a statement at the hearings should contact Ms. Rose Strauss-Vender of the Safety Regulations Division, Office of Program and Regulations Management, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20590. Any questions concerning the subject matter of the NPRM should be directed to Dr. Robert S. Bartanowicz at the same address.

####

139.104

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
May 26, 1988

FAA 27-88
Contact: John Leyden
Tel: (202) 267-8521

HARRINGTON NAMED FAA PUBLIC AFFAIRS CHIEF

Appointment of Kathleen Harrington as Assistant Administrator for Public Affairs at the Federal Aviation Administration was announced today by FAA Administrator Allan McArtor.

Harrington has 10 years of experience working for the U.S. Congress, and served as administrative assistant to Rep. Nancy L. Johnson of Connecticut.

Her academic credentials include a bachelor's degree from Colgate University and a master's degree from Catholic University of America.

The 37-year-old Harrington and her daughter, Ruth, live in Washington, D.C.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, May 27, 1988

FAA 29-88
Contact: John Leyden
Tel.: (202) 267-8521

GRAND CANYON FLIGHT RESTRICTIONS ADOPTED

New regulations that further restrict low-level flights over the Grand Canyon National Park have been adopted by the Federal Aviation Administration, effective Sept. 22, 1988. The new FAA rules closely follow recommendations by the Department of the Interior.

Among other changes, FAA is raising the ceiling of the Special Flight Rules Area over the park from the present 9,000 feet mean sea level (MSL) to 14,499 feet MSL. In addition, four flight-free zones are established within this area to reduce the noise level.

As a result, commercial sightseeing flights within the Special Flight Rules Area will be subject to additional restrictions. For example, they will have to remain outside the four flight-free zones. In other sections of the park, they will have to remain above certain specified minimum flight altitudes ranging from 5,000 feet MSL in the western section to 7,500 MSL in the area of Boundary Ridge-Supai Point. They also will have to operate on routes and altitudes approved by the FAA's local Flight Standards District Office. FAA has determined that the new rules will have no adverse effect on the safety of flight operations in the Grand Canyon area.

All other sightseeing traffic and military flights can operate through the Special Flight Rules Area only outside of the flight-free zones and at specified minimum altitudes ranging from 5,000 feet MSL to 10,500 feet MSL.

FAA implemented the Special Flight Rules Area over the Grand Canyon National Park on April 26, 1987. In addition to limiting operations below 9,000 feet MSL, it also prohibited flights in the inner gorge and at all lower altitudes in the canyon except for emergencies and those flights necessary for the administration of the park.

Last August, Congress passed legislation requiring the Secretary of the Interior to submit recommendations to FAA that would further lessen the adverse impact of aircraft overflights at Grand Canyon and various other national parks. The FAA was directed to implement the recommendations except to the extent they created safety problems.

# # # #

139.108

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
May 31, 1988

FAA 30-88
Contact: John Leyden
Tel.: (202) 267-8521

NEW SIMULATOR TO SPEED CONTROLLER TRAINING

FAA Administrator Allan McArtor today announced the procurement of a computer-driven air traffic control tower simulator that will enhance controller training at the FAA Academy in Oklahoma City.

The $7.5 million simulator is being purchased from Logicon of San Diego and is part of a $15 million upgrade of controller training facilities at the Academy.

"Developing new ways to expedite the hiring and training of controllers has been a top priority of my Impact 88 program," McArtor said. "We already have taken a number of steps to streamline the hiring process and the new simulator will significantly improve the initial training of tower controllers. It also will enable them to progress more quickly to the full performance level after they are graduated from the FAA Academy."

McArtor noted that the airlines have been using simulators to train their flight crews for many years and said "FAA needs to take full advantage of this state-of-the-art technology."

Efforts to purchase the air traffic control (ATC) simulator have been stalled for a number of years by a lack of funding. However, McArtor has received Congressional approval of a plan for reprogramming FY 1988 funds to exercise an option provision included in a Navy contract with Logicon for an ATC tower simulator. The equipment will be delivered in approximately two years.

The tower cab simulator will give student controllers a visual depiction of an actual airport. The 210-degree wrap-around display area provides an "out-the-window" view of an airport, complete with moving aircraft in the air and on the ground.

The system provides realistic simulation of day and night operations, enhanced by the system's ability to simulate varying weather conditions. It includes two separate control tower mock ups.

-more-

Students work at consoles that are modeled after standard control tower hardware. These units are linked to computers which use voice recognition and voice generation systems to control the movement of the aircraft in accordance with the students' instructions. Instructors monitor the training sessions from a separate console and provide immediate feedback either through voice communications or by means of console displays.

Use of the simulator will expose students to the actual operating characteristics of various types of aircraft. It also will help them develop the critical skill of timing needed to properly sequence, separate, and control "live" air traffic in a terminal environment. Additionally, weather, emergency situations, and various daylight conditions can be realistically simulated on the full-color, three-dimensional display.

Students trained on the simulator will move on to assignments in airport towers with more sophisticated skills than they can presently develop at the FAA Academy. This will significantly reduce the need for on-the-job training and permit them to move more quickly up the career ladder.

# # # #

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

139.119

U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
June 30, 1988

FAA 36-88
Contact: John Leyden
Tel.: (202) 267-8521

FAA ADOPTS NEW FLIGHT RECORDER RULES

The Federal Aviation Administration has expanded the flight data recorder (FDR) and cockpit voice recorder (CVR) requirements for commuter airlines to bring them into closer conformance with the requirements already in effect for large air carriers.

FAA Administrator Allan McArtor said the new equipment rules recognize the increasing sophistication and growing importance of commuter airlines in meeting the nation's air transportation needs. "Although flight data recorders and cockpit voice recorders do not enhance safety by themselves," he added, "they have proven to be invaluable accident investigation tools and have led to numerous improvements in aviation safety."

The FAA action is based on a year-long review of commuter flight recorder requirements. It also responds to a Congressional mandate, adopted in December 1987, to expand CVR and FDR requirements for commuters. The new requirements closely follow recommendations made by the National Transportation Safety Board.

Under the FAA rule, CVRs will be required on all multi-engine, turbine-powered commuter and air taxi airplanes and helicopters that seat more than six persons and are required to have a two-pilot crew. Compliance will be required for both new and old aircraft within three years of the effective date of the final rule. Currently, FAA regulations require CVRs only on turbojet commuter airplanes with 10 or more passenger seats.

In addition, the rule mandates a digital flight data recorder on certain large commuter aircraft. Affected are new and in-service multi-engine, turbine-powered airplanes and helicopters capable of carrying 20 or more passengers. These FDRs must be able to record from 11 to 17 flight parameters (depending on the type certification date of the aircraft) such as indicated airspeed, altitude, magnetic heading, vertical acceleration and pitch and roll attitudes. The compliance period again is three years from the effective date of the final rule.

Digital FDRs capable of recording 17 parameters also will be required on all newly manufactured multi-engine, turbine-powered commuter airplanes and helicopters with 10-19 passenger seats entering U.S. commuter service three years after the effective date of the final rule. Retrofit of existing 10-19 passenger aircraft will not be required.

There presently are no FDR requirements for commuter airplanes or helicopters.

- more -

The FAA rule also affects large air carriers by requiring upgrading of FDRs from a minimum of 17 to 28 parameters on certain aircraft with the digital capability to accommodate this equipment, such as the Boeing 757, 767, 747-400 and the Airbus A-300-600, A-310 and A-320. There is a three year compliance period for both old and new aircraft in this category.

Additionally, the rule extends the FDR/CVR requirement for the first time to certain general aviation aircraft. Multi-engine, turbine-powered airplanes and helicopters with 10 or more passenger seats will be required to have the FDRs and those with six or more seats requiring two pilots, the CVRs. The FDR requirement applies only to new aircraft while the CVR rule involves retrofit. The compliance period is three years. However, the FAA is seeking additional comment on the applicability of these requirements to such general aviation aircraft. After reviewing the additional comments, the FAA could modify the rule.

The FAA's rule will be published in the Federal Register.

# # # # #

U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591