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FAA ISSUES APPORTIONMENTS OF \$885.9 MILLION IN AIRPORT FUNDS

The Federal Aviation Administration (FAA) today announced that it will be distributing \$885.9 million in formula funds to the nation's airports in fiscal year (FY) 1991 for airport planning and development projects, including noise compatibility planning and programs.

"These funds will be invested in projects that will improve the safety, security and efficiency of individual airports as well as the national aviation system," FAA Administrator James B. Busey said. "Airport grants represent a continuing investment in the aviation infrastructure."

The funds were authorized by Congress in the Airport and Airway Improvement Act of 1982, Title V of Public Law 97-248, as amended, and have been apportioned under section 507 of that Act.

Today's announcement is intended to advise state and local governments and other airport sponsors of federal airport funds which will be available in FY 1991. The current year's entitlement funds will remain available to designated sponsors through Sept. 30, 1993.

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

For FY 1991, FAA is apportioning approximately \$609.4 million for primary airports, which serve large air carriers throughout the country (Table I). Approximately \$213.8 million is apportioned to the 50 states, the District of Columbia, and Puerto Rico for general aviation airports, and \$2.2 million is being apportioned to airports in the Virgin Islands, Guam, American Samoa, the Northern Mariana Islands, and the Pacific Trust Territory (Table II). An additional \$10.5 million is being apportioned to certain airports in Alaska, and \$50 million to the sponsors of cargo airports (Table III).

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AIRPORT IMPROVEMENT PROGRAM
DISTRIBUTION OF \$609,423,318 FOR PRIMARY
AIRPORT DEVELOPMENT FOR FISCAL YEAR 1991

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA		CITY OF REDDING	\$ 423,082
CITY OF ANNISTON	\$ 300,000	CITY OF SAN JOSE	3,458,761
CITY OF BIRMINGHAM	2,015,564	CITY OF SANTA BARBARA	1,229,241
CITY OF MOBILE	1,372,090	CITY OF VISALIA	300,000
MONTGOMERY AIRPORT AUTHORITY	913,474	COUNTY OF CONTRA COSTA	427,549
CITY OF TUSCALOOSA	300,000	COUNTY OF KERN	725,403
COUNTIES OF COLBERT AND LAUDERDALE	300,000	COUNTY OF SACRAMENTO	2,569,431
DOTHAN=HOUSTON COUNTY AIRPORT AUTHORITY INC.	479,716	COUNTY OF SAN JOAQUIN	394,420
HUNTSVILLE=MADISON COUNTY AIRPORT AUTHORITY	1,548,043	COUNTY OF VENTURA	300,000
ALABAMA TOTAL	7,228,887	CITY OF SOUTH LAKE TAHOE	546,172
		COUNTY OF HUMBOLDT	492,851
		COUNTY OF IMPERIAL	300,000
		MONTEREY PENINSULA AIRPORT DISTRICT	1,038,648
		COUNTY OF ORANGE	2,815,719
ALASKA		SAN DIEGO UNIFIED PORT DISTRICT	4,929,879
CITY AND BOROUGH OF JUNEAU	1,078,615	COUNTY OF SAN LUIS OBISPO	443,061
CITY OF KENAI	582,561	SANTA MARIA PUBLIC AIRPORT DISTRICT	300,000
STATE OF ALASKA	11,838,177	COUNTY OF SONOMA	428,329
ALASKA TOTAL	13,499,353	BURBANK=GLENDALE=PASEDNA AIRPORT AUTHORITY	2,238,191
		INDIAN WELLS VALLEY AIRPORT DISTRICT	300,000
ARIZONA		CALIFORNIA TOTAL	61,756,603
CITY OF FLAGSTAFF	386,240	COLORADO	
CITY OF PHOENIX	8,047,179	CITY AND COUNTY OF DENVER	9,723,490
CITY OF TUCSON	2,248,809	CITY OF COLORADO SPRINGS	1,769,985
COUNTY OF MOHAVE	413,171	CITY OF GRAND JUNCTION AND COUNTY OF MESA	787,301
STATE OF ARIZONA	1,413,586	CITY OF PUEBLO	438,636
COUNTY OF YUMA	442,546	COUNTY OF GUNNISON	363,176
CITY OF SIERRA VISTA	300,000	CITY OF DURANGO	
CITY OF SCOTTSDALE	300,000	AND COUNTY OF LA PLATA	627,058
ARIZONA TOTAL	13,551,531	COUNTY OF MONTROSE	300,000
		COUNTY OF PITKIN	950,537
ARKANSAS		COUNTY OF ROUTT	360,493
CITY OF FAYETTEVILLE	734,536	TELLURIDE REGIONAL AIRPORT AUTHORITY	300,000
CITY OF FORT SMITH	645,601	CITY OF STEAMBOAT SPRINGS	336,164
LITTLE ROCK MUNICIPAL AIRPORT COMMISSION	1,989,860	COLORADO TOTAL	15,956,840
TEXARKANA AIRPORT AUTHORITY	348,894	CONNECTICUT	
ARKANSAS TOTAL	3,718,891	CITY OF BRIDGEPORT	439,644
		CITY OF NEW HAVEN	401,107
CALIFORNIA		STATE OF CONNECTICUT	3,294,855
CITY AND COUNTY OF SAN FRANCISCO	10,881,533	CONNECTICUT TOTAL	4,135,606
CITY OF CHICO	300,000		
CITY OF FRESNO	1,507,730		
CITY OF LONG BEACH	1,806,824		
CITY OF LOS ANGELES	19,068,694		
CITY OF MODESTO	300,000		
CITY OF OAKLAND	2,726,078		
CITY OF PALM SPRINGS	1,505,007		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
DISTRICT OF COL METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	\$10,717,628	HAWAII TOTAL	\$ 18,376,286
DISTRICT OF COL TOTAL	10,717,628	IDAHO	
FLORIDA		CITY OF BOISE	1,736,541
COUNTY COUNCIL OF VOLUSIA COUNTY	1,487,047	CITY OF HAILEY	314,129
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	4,108,315	CITY OF IDAHO FALLS	686,631
CITY OF GAINESVILLE	849,688	CITY OF LEWISTON AND COUNTY OF NEZ PERCE	300,000
JACKSONVILLE PORT AUTHORITY	2,211,827	CITY OF POCATELLO	300,000
CITY OF MELBOURNE	1,181,900	CITY OF TWINS FALLS AND COUNTY OF TWIN FALLS	300,000
CITY OF ORLANDO	6,638,076	COUNTY OF KOOTENAI	300,000
CITY OF PENSACOLA	1,417,218	IDAHO TOTAL	3,937,301
CITY OF TALLAHASSEE	1,533,527	ILLINOIS	
BOARD OF COUNTY COMMISSIONERS, LEE COUNTY	2,407,114	BLOOMINGTON-NORMAL AIRPORT AUTHORITY	372,902
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	8,850,500	BOARD OF TRUSTEES OF THE UNIVERSITY OF ILLINOIS	845,476
HILLSBOROUGH COUNTY AVIATION AUTHORITY	4,554,950	CITY OF CHICAGO	20,003,729
COUNTY OF MONROE	1,093,387	CITY OF QUINCY	300,000
PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS	3,033,754	DECATUR PARK DISTRICT	354,214
PANAMA CITY-BAY COUNTY AIRPORT AND INDUSTRIAL DISTRICT	561,392	GREATER PEORIA AIRPORT AUTHORITY	920,551
SARASOTA MANATEE AIRPORT AUTHORITY	1,897,677	GREATER ROCKFORD AIRPORT AUTHORITY	300,000
COUNTY OF OKALOOSA, BOARD OF COUNTY COMMISSIONERS	786,513	METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	1,206,174
CITY OF NAPLES		SPRINGFIELD AIRPORT AUTHORITY	673,767
AIRPORT AUTHORITY	380,991	WILLIAMSON COUNTY AIRPORT AUTHORITY	300,000
COUNTY OF PINELLAS	940,547	ILLINOIS TOTAL	25,276,813
CITY OF MIAMI	300,000	INDIANA	
FLORIDA TOTAL	44,234,423	BOARD OF TRUSTEES PURDUE UNIVERSITY	300,000
GEORGIA		KOKOMO MUNI	300,000
CITY OF ALBANY AND COUNTY OF DOUGHERTY	341,773	EVANSVILLE-VANDEBURGH AIRPORT AUTHORITY	1,037,325
CITY OF ATLANTA	15,438,929	FORT WAYNE BOARD OF AVIATION COMMISSIONERS	1,281,545
CITY OF AUGUSTA	963,487	INDIANAPOLIS AIRPORT AUTHORITY	3,116,693
CITY OF MACON	313,092	ST. JOSEPH COUNTY AIRPORT AUTHORITY	1,401,364
CITY OF VALDOSTA	300,000	TERRE HAUTE BOARD OF AVIATION COMMISSIONERS	300,000
COUNTY OF CLARKE	300,000	ANDERSON BOARD OF AVIATION COMMISSIONERS	300,000
COUNTY OF GLYNN	313,630	INDIANA TOTAL	8,036,927
CITY OF COLUMBUS AND COLUMBUS AIRPORT COMMISSION	642,424	IOWA	
CITY OF SAVANNAH AND SAVANNAH AIRPORT COMMISSION	1,696,221	CITY OF BURLINGTON	300,000
GEORGIA TOTAL	20,309,556	CITY OF CEDAR RAPIDS	1,336,738
HAWAII		CITY OF DES MOINES	1,832,054
STATE OF HAWAII	18,376,286		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF DUBUQUE	\$ 300,000	MARYLAND	
CITY OF MASON CITY	300,000	STATE AVIATION ADMINISTRATION	
CITY OF SIOUX CITY	685,545	MARYLAND DEPARTMENT OF	
CITY OF WATERLOO	505,190	TRANSPORTATION	\$ 4,682,906
IOWA TOTAL	5,259,527	CITY COUNCIL OF HAGERSTOWN	300,000
KANSAS		SALISBURY-WICOMICO	
WICHITA AIRPORT AUTHORITY	1,767,840	AIRPORT COMMISSION	504,582
CITY OF MANHATTAN	300,000	MARYLAND TOTAL	5,487,488
METROPOLITAN TOPEKA AIRPORT		MASSACHUSETTS	
AUTHORITY	300,000	CITY OF NEW BEDFORD	300,000
SALINA AIRPORT AUTHORITY	300,000	COUNTY OF DUKES	383,331
KANSAS TOTAL	2,667,840	MASSACHUSETTS PORT AUTHORITY	8,582,871
KENTUCKY		TOWN OF BARNSTABLE	670,080
CITY OF PADUCAH AND COUNTY OF		TOWN OF NANTUCKET	736,798
MCCRACKEN	300,000	CITY OF WORCESTER	852,470
KENTON COUNTY AIRPORT BOARD	4,168,470	MASSACHUSETTS TOTAL	11,525,550
LEXINGTON-FAYETTE URBAN COUNTY		MICHIGAN	
BOARD; LEXINGTON-FAYETTE		CITIES OF SAGINAW AND MIDLAND	
URBAN COUNTY AIRPORT CORP.		AND COUNTY OF BAY	1,053,551
LEXINGTON-FAYETTE		CITY OF DETROIT	1,315,889
URBAN COUNTY GOVERNMENT	1,519,632	COUNTY OF DELTA	300,000
LOUISVILLE AND JEFFERSON		CITY OF FLINT	795,634
COUNTY AIR BOARD	2,022,017	CITY OF KALAMAZOO	1,011,904
OWENSBORO-DAVISS COUNTY		NORTHWESTERN REGIONAL AIRPORT	
AIRPORT BOARD	300,000	COMMISSION	593,538
KENTUCKY TOTAL	8,310,119	COUNTY OF DICKINSON	300,000
LOUISIANA		COUNTY OF EMMET	300,000
AIRPORT DISTRICT #1 OF		COUNTY OF HOUGHTON	300,000
CALCASIEU PARISH	420,399	COUNTY OF KENT	1,829,916
CITY OF MONROE	678,566	COUNTY OF MARQUETTE	302,429
CITY OF SHREVEPORT AND GREATER		COUNTY OF MUSKEGON	300,000
SHREVEPORT AIRPORT AUTHORITY	1,295,000	CAPITAL REGIONAL AIRPORT	
NEW ORLEANS AVIATION BOARD AND		AUTHORITY	1,049,196
THE CITY OF NEW ORLEANS	3,470,498	COUNTY OF WAYNE	8,016,964
PARISH OF LAFAYETTE	712,067	MICHIGAN TOTAL	17,469,021
PARISH OF RAPIDES	425,152	MINNESOTA	
CITY OF BATON ROUGE AND PARISH		CITY OF BRAINERD AND COUNTY OF	
OF EAST BATON ROUGE	1,513,520	CROW WING	300,000
LOUISIANA TOTAL	8,515,202	CITY OF CHISHOLM AND CITY OF	
MAINE		HIBBING	300,000
CITY OF BANGOR	1,909,742	CITY OF BEMIDJI	300,000
CITY OF PORTLAND	1,762,723	CITY OF DULUTH	709,238
CITY OF PRESQUE ISLE	307,219	CITY OF ROCHESTER	813,332
MAINE TOTAL	3,979,684	CITY OF INTERNATIONAL FALLS	
		AND COUNTY OF KOOCHICHING	300,000
		MINNEAPOLIS-ST. PAUL METRO-	
		POLITAN AIRPORTS COMMISSION	7,313,391
		MINNESOTA TOTAL	10,035,961

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
MISSISSIPPI		NEW HAMPSHIRE	
CITIES OF COLUMBUS AND STARKSVILLE, WEST POINT AND COUNTY OF LOWNDES	\$ 330,962	CITY OF LEBANON AND LEBANON REGIONAL AIRPORT AUTHORITY	\$ 300,000
CITY OF GREENVILLE	300,000	CITY OF MANCHESTER	1,244,032
GULFPORT-BILOXI REGIONAL AIRPORT AUTHORITY	589,904	NEW HAMPSHIRE TOTAL	1,544,032
CITY OF MERIDIAN	300,000	NEW JERSEY	
CITY OF TUPELO	300,000	COUNTY OF MERCER	300,000
CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	1,444,043	ATLANTIC CITY	1,622,937
PINE BELT REGIONAL AIRPORT AUTHORITY	300,000	PORT AUTHORITY OF NEW YORK AND NEW JERSEY	8,245,156
MISSISSIPPI TOTAL	3,564,909	NEW JERSEY TOTAL	10,168,093
MISSOURI		NEW MEXICO	
CITY OF CAPE GIRARDEAU	300,000	CITY OF ALBUQUERQUE	2,955,988
CITY OF COLUMBIA	393,853	CITY OF ROSWELL	300,000
CITY OF JOPLIN	300,000	CITY OF FARMINGTON	468,187
CITY OF KANSAS CITY	4,353,808	NEW MEXICO TOTAL	3,724,175
CITY OF SPRINGFIELD	975,881	NEW YORK	
CITY OF ST. LOUIS	7,868,062	COUNTY OF BROOME	864,365
MISSOURI TOTAL	14,191,604	COUNTY OF CHAUTAUQUA	300,000
MONTANA		CITY OF SYRACUSE	2,265,791
CITY OF BILLINGS	1,110,946	CITY OF WATERTOWN	300,000
GALLATIN AIRPORT AUTHORITY	698,698	COUNTY OF CLINTON	300,000
CITY OF GREAT FALLS	707,273	COUNTY OF ALBANY	2,068,324
FLATHEAD COUNTY MUNICIPAL AIRPORT AUTHORITY	484,931	COUNTY OF CHEMUNG	719,766
HELENA AND LEWIS AND CLARK COUNTY AIRPORT BOARD	430,206	COUNTY OF MONROE	2,171,381
COUNTY OF MISSOULA	733,785	COUNTY OF ONEIDA	319,940
BUTTE-SILVER BOW CITY/COUNTY GOVERNMENTS	300,000	COUNTY OF WESTCHESTER	1,416,431
MONTANA TOTAL	4,465,839	COUNTY OF DUCHESS	300,000
NEBRASKA		NIAGARA FRONTIER TRANSPORTATION AUTHORITY	2,471,424
HALL COUNTY AIRPORT AUTHORITY	300,000	PORT AUTHORITY OF NEW YORK AND NEW JERSEY	19,869,513
COUNTY OF SCOTTS BLUFF	300,000	COUNTY OF TOMPKINS	698,051
LINCOLN AIRPORT AUTHORITY	1,032,970	TOWN OF HARRIETSTOWN	300,000
NORTH PLATTE AIRPORT AUTHORITY	300,000	TOWN OF ISLIP	1,708,909
OMAHA AIRPORT AUTHORITY	2,048,636	TOWN OF EAST HAMPTON, N.Y.	300,000
NEBRASKA TOTAL	3,981,606	DEPT. OF MARINE AND AVIATION	300,000
NEVADA		N.Y. CITY DEPT. OF REAL ESTATE	300,000
CITY OF ELKO	300,000	NEW YORK TOTAL	36,973,895
CITY OF RENO	2,339,553	NORTH CAROLINA	
COUNTY OF CLARK	6,554,757	CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH=DURHAM AIRPORT AUTHORITY	4,170,232
NEVADA TOTAL	9,194,310	CITY OF ASHEVILLE	1,070,688
		CITY OF CHARLOTTE	6,270,173
		CITY OF FAYETTEVILLE	905,640
		CITY OF HICKORY	300,000
		COUNTY OF CRAVEN	478,556

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
COUNTY OF FORSYTH	\$ 300,000	OREGON TOTAL	\$ 6,581,802
GREENSBORO-HIGH POINT AIRPORT AUTHORITY	1,957,275	PENNSYLVANIA	
COUNTY OF LENOIR		BLAIR COUNTY AIRPORT AUTHORITY	300,000
AND CITY OF KINSTON	415,106	BRADFORD REGIONAL AIRPORT AUTHORITY, COUNTY OF ELK, COUNTY OF WARREN, COUNTY OF MCKEAN	300,000
COUNTY OF NEW HANOVER	851,391	CITY OF PHILADELPHIA	6,133,904
ROCKY MOUNTAIN=WILSON AIRPORT AUTHORITY	300,000	COMMONWEALTH OF PENNSYLVANIA	1,770,173
COUNTY OF ONSLOW	630,656	COUNTY OF LUZERNE	
COUNTY OF PITT		AND COUNTY OF LACKAWANNA	986,019
, CITY OF GREENVILLE		COUNTY OF ALLEGHENY	6,905,239
AND COUNTY OF PITT=CITY OF GREENVILLE AIRPORT AUTHORITY	400,374	CLEARFIELD=JEFFERSON COUNTIES AIRPORT AUTHORITY	300,000
NORTH CAROLINA TOTAL	18,050,091	ERIE MUNICIPAL AIRPORT AUTHORITY	849,254
NORTH DAKOTA		JOHNSTOWN=CAMBRIA COUNTY AIRPORT AUTHORITY	300,000
CITY OF BISMARCK	771,412	LANCASTER AIRPORT AUTHORITY	363,987
CITY OF FARGO, NORTH DAKOTA MUNICIPAL AIRPORT AUTHORITY	900,929	LEHIGH-NORTHAMPTON AIRPORT AUTHORITY	1,457,700
CITY OF GRAND FORKS	646,287	READING MUNICIPAL AIRPORT AUTHORITY	487,120
CITY OF MINOT	565,708	COUNTY OF VENANGO	300,000
NORTH DAKOTA TOTAL	2,884,336	WILLIAMSPORT MUNICIPAL AIRPORT AUTHORITY	371,920
OHIO		PENNSYLVANIA STATE UNIVERSITY	555,620
AKRON CANTON REGIONAL AIRPORT AUTHORITY	1,178,141	WESTMORELAND COUNTY AUTHORITY	300,000
CITY OF CLEVELAND	4,244,347	PENNSYLVANIA TOTAL	21,680,936
CITY OF COLUMBUS	2,536,692	RHODE ISLAND	
CITY OF DAYTON	2,881,280	STATE OF RHODE ISLAND	2,688,877
CITY OF TOLEDO AND TOLEDO=LUCAS COUNTY PORT AUTHORITY	1,236,687	RHODE ISLAND TOTAL	2,688,877
CITY OF YOUNGSTOWN	356,047	SOUTH CAROLINA	
ERIE-OTTAWA-SANDUSKY REGIONAL AIRPORT AUTHORITY	300,000	CHARLESTON COUNTY AVIATION AUTHORITY	1,780,676
OHIO TOTAL	12,733,194	CITY OF FLORENCE	371,631
OKLAHOMA		GREENVILLE SPARTANBURG AIRPORT COMMISSION	1,728,933
CITY OF LAWTON	440,773	RICHLAND=LEXINGTON AIRPORT COMMISSION	1,708,100
CITY OF OKLAHOMA CITY	2,379,381	COUNTY OF HORRY AND COUNTY OF HORRY AIRPORT COMMISSION	1,097,411
TULSA AIRPORTS IMPROVEMENTS TRUST	2,304,231	COUNTY OF BEAUFORT	480,662
OKLAHOMA TOTAL	5,124,385	SOUTH CAROLINA TOTAL	7,167,413
OREGON		SOUTH DAKOTA	
CITY OF EUGENE	1,103,188	CITY OF ABERDEEN	300,000
CITY OF KLAMATH FALLS	300,000	CITY OF PIERRE	300,000
COUNTY OF JACKSON	753,756	CITY OF RAPID CITY	803,169
CITY OF NORTH BEND	300,000	CITY OF SIOUX FALLS	1,000,181
CITY OF PENDLETON	300,000		
CITY OF REDMOND	379,688		
PORT OF PORTLAND	3,445,170		

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
SOUTH DAKOTA TOTAL	\$ 2,403,350	VERMONT	
TENNESSEE		CITY OF BURLINGTON	\$ 1,553,698
THE CITIES OF BRISTOL, JOHNSON CITY, KINGSPORT, TENNESSEE AND BRISTOL, VIRGINIA AND COUNTIES OF SULLIVAN AND WASHINGTON, TENNESSEE	963,206	VERMONT TOTAL	1,553,698
CITY OF CHATTANOOGA	1,157,036	VIRGINIA	
CITY OF KNOXVILLE	1,734,964	CHARLOTTESVILLE=ALBERMARLE AIRPORT BOARD	753,220
CITY OF MEMPHIS AND MEMPHIS=SHELBY COUNTY AIRPORT AUTHORITY	4,142,548	CITY OF DANVILLE	300,000
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	3,936,678	CITY OF LYNCHBURG	593,824
TENNESSEE TOTAL	11,934,432	NORFOLK PORT AND INDUSTRIAL AUTHORITY	2,275,059
TEXAS		CAPITAL REGION AIRPORT COMMISSION	1,961,389
CITY OF ABILENE	472,737	CITY OF ROANOKE	1,268,748
CITY OF AMARILLO	1,581,731	PENINSULA AIRPORT COMMISSION	736,765
CITY OF AUSTIN	2,686,363	SHENANDOAH VALLEY AIRPORT COMMISSION	300,000
CITY OF CORPUS CHRISTI	1,475,679	VIRGINIA TOTAL	8,189,005
CITY OF DALLAS	3,172,730	WASHINGTON	
CITY OF EL PASO	2,455,239	CITIES OF PULLMAN, WASHINGTON AND MOSCOW, IDAHO	300,000
CITY OF HARLINGEN	1,714,916	CITY OF YAKIMA	493,449
CITY OF HOUSTON	10,166,771	PORT OF CHELAN COUNTY AND PORT OF DOUGLAS COUNTY	300,000
CITY OF LAREDO	423,878	PORT OF PASCO	771,545
CITY OF LUBBOCK	1,773,847	PORT OF SEATTLE	6,296,282
CITY OF MCALLEN	955,721	CITY AND COUNTY OF SPOKANE	1,868,157
CITY OF MIDLAND	1,753,125	CITY AND COUNTY OF WALLA WALLA	300,000
CITY OF SAN ANGELO	432,354	PORT OF BELLINGHAM	653,731
CITY OF SAN ANTONIO	3,050,620	PORT OF PORT ANGELES	399,339
CITY OF TYLER	533,780	PORT OF FRIDAY HARBOR	300,000
CITY OF WACO	300,000	WASHINGTON TOTAL	11,682,503
COUNTY OF VICTORIA	300,000	WEST VIRGINIA	
COUNTY OF GREGG	300,000	BENEDUM AIRPORT AUTHORITY	300,000
COUNTY OF JEFFERSON	657,795	CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY	1,082,710
TEXAS A&M UNIVERSITY	487,167	CITY OF MORGANTOWN	300,000
CITIES OF DALLAS AND FORT WORTH	16,000,000	MERCER COUNTY AIRPORT AUTHORITY INC.	300,000
CITY OF WICHITA FALLS	432,754	COUNTY COURT OF WOOD COUNTY	376,459
CITY OF KILLEEN	343,949	RALEIGH COUNTY AIRPORT AUTHORITY	300,000
TEXAS TOTAL	51,471,156	TRI-STATE AIRPORT AUTHORITY	653,788
UTAH		COUNTY COURT OF GREENBRIER COUNTY	300,000
SALT LAKE CITY CORPORATION	4,950,771	WEST VIRGINIA TOTAL	3,612,957
CITY OF ST. GEORGE	300,000	WISCONSIN	
UTAH TOTAL	5,250,771	COUNTY OF BROWN	1,081,350
		CITY OF EAU CLAIRE	300,000
		CITY OF LA CROSSE	617,235

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
COUNTY OF DANE	\$ 1,660,781	VIRGIN ISLANDS	
CITY OF RHINELANDER AND COUNTY OF ONEIDA	300,000	VIRGIN ISLANDS PORT AUTHORITY	\$ 2,988,280
COUNTIES OF MARATHON AND PORTAGE	701,532	VIRGIN ISLANDS TOTAL	2,988,280
COUNTY OF MILWAUKEE	2,736,936	TOTAL OTHER	13,051,379
COUNTY OF WINNEBAGO	300,000		
COUNTY OF OUTGAMIE	800,176		
WISCONSIN TOTAL	8,498,010	TOTAL STATES AND TERRITORIES	\$609,423,318
WYOMING			
CITY OF CHEYENNE	300,000		
CITY OF CODY	300,000		
CITY OF RIVERTON	300,000		
CITY OF ROCK SPRINGS AND COUNTY OF SWEETWATER	300,000		
COUNTY OF NATRONA	518,211		
COUNTY OF SHERIDAN	300,000		
TOWN OF JACKSON AND COUNTY OF TETON	751,312		
COUNTY OF CAMPBELL AND GILLETTE-CAMPBELL COUNTY AIRPORT BOARD	300,000		
WYOMING TOTAL	3,069,523		
50 STATES TOTAL	596,371,939		
AMERICAN SAMOA			
GOVERNMENT OF AMERICAN SAMOA	378,752		
AMERICAN SAMOA TOTAL	378,752		
GUAM			
GUAM AIRPORT AUTHORITY	1,953,640		
GUAM TOTAL	1,953,640		
N. MARIANNA ILS			
MARIANNA ISLANDS AIRPORT AUTHORITY	1,926,424		
N. MARIANNA ILS TOTAL	1,926,424		
PUERTO RICO			
PUERTO RICO PORTS AUTHORITY	5,504,283		
PUERTO RICO TOTAL	5,504,283		
TRUST TERRITORY			
TRUST TERRITORY OF THE PACIFIC ISLANDS	300,000		
TRUST TERRITORY TOTAL	300,000		

Table II

AIRPORT IMPROVEMENT PROGRAM

Distribution of \$216,000,000 to States and Insular Areas for
Airport Planning and Development for Fiscal Year 1991

STATE	STATE APPORTIONMENT	STATE	STATE APPORTIONMENT
ALABAMA	3,323,173	MONTANA	4,619,723
ALASKA	17,283,719	NEBRASKA	2,967,978
ARIZONA	4,562,242	NEVADA	3,570,862
ARKANSAS	2,602,248	NEW HAMPSHIRE	696,634
CALIFORNIA	15,604,106	NEW JERSEY	3,665,733
COLORADO	4,355,453	NEW MEXICO	4,123,614
CONNECTICUT	1,607,331	NEW YORK	9,717,777
DELAWARE	345,701	NORTH CAROLINA	4,259,467
DISTRICT OF COLUMBIA	299,078	NORTH DAKOTA	2,348,897
FLORIDA	6,324,649	OHIO	6,318,029
GEORGIA	4,246,859	OKLAHOMA	3,431,020
HAWAII	635,906	OREGON	4,034,386
IDAHO	2,856,430	PENNSYLVANIA	6,850,715
ILLINOIS	6,989,781	PUERTO RICO	1,588,493
INDIANA	3,607,115	RHODE ISLAND	476,020
IOWA	2,983,257	SOUTH CAROLINA	2,356,106
KANSAS	3,479,639	SOUTH DAKOTA	2,552,143
KENTUCKY	2,871,719	TENNESSEE	3,354,700
LOUISIANA	3,367,445	TEXAS	14,337,638
MAINE	1,517,300	UTAH	3,135,608
MARYLAND	2,314,123	VERMONT	516,013
MASSACHUSETTS	2,936,187	VIRGINIA	3,710,123
MICHIGAN	7,117,224	WASHINGTON	3,962,532
MINNESOTA	4,401,630	WEST VIRGINIA	1,607,810
MISSISSIPPI	2,568,085	WISCONSIN	4,104,706
MISSOURI	4,303,205	WYOMING	3,029,668
		U.S. TOTAL	\$213,840,000
		INSULAR AREAS	2,160,000
		GRAND TOTAL	\$216,000,000

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

DISTRIBUTION OF \$50,000,000 FOR CARGO HUB AIRPORTS
FOR FISCAL YEAR 1991

STATE/SPONSORS	SPONSOR APPORIONMENT	STATE/SPONSORS	SPONSOR APPORIONMENT
ALABAMA			
CITY OF BIRMINGHAM	\$ 126,904	INDIANA	
CITY OF MOBILE	120,641	FORT WAYNE BOARD OF AVIATION COMMISSIONERS	\$ 952,269
HUNTSVILLE-MADISON COUNTY AIRPORT AUTHORITY	97,843	INDIANAPOLIS AIRPORT AUTHORITY	780,892
ALABAMA TOTAL	345,388	TERRE HAUTE BOARD OF AVIATION COMMISSIONERS	180,489
ALASKA			
STATE OF ALASKA	4,129,336	INDIANA TOTAL	1,913,650
ALASKA TOTAL	4,129,336	IOWA	
ARIZONA			
CITY OF PHOENIX	599,548	CITY OF CEDAR RAPIDS	170,250
CITY OF TUCSON	69,954	CITY OF DES MOINES=	438,034
ARIZONA TOTAL	669,502	IOWA TOTAL	608,284
CALIFORNIA			
CITY AND COUNTY OF SAN FRANCISCO	1,085,939	KANSAS	
CITY OF LOS ANGELES	2,982,511	WICHITA AIRPORT AUTHORITY	201,615
CITY OF OAKLAND	1,109,903	KANSAS TOTAL	201,615
CALIFORNIA TOTAL	5,178,353	KENTUCKY	
COLORADO			
CITY AND COUNTY OF DENVER	703,719	KENTON COUNTY AIRPORT BOARD	423,044
COLORADO TOTAL	703,719	LOUISVILLE AND JEFFERSON COUNTY AIR BOARD	3,137,021
CONNECTICUT			
STATE OF CONNECTICUT	366,012	KENTUCKY TOTAL	3,560,065
CONNECTICUT TOTAL	366,012	LOUISIANA	
DISTRICT OF COL			
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	227,344	CITY OF SHREVEPORT AND GREATER SHREVEPORT AIRPORT AUTHORITY	100,445
DISTRICT OF COL TOTAL	227,344	NEW ORLEANS AVIATION BOARD AND THE CITY OF NEW ORLEANS	128,259
FLORIDA			
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	221,499	LOUISIANA TOTAL	228,704
JACKSONVILLE PORT AUTHORITY	134,567	MARYLAND	
CITY OF ORLANDO	412,139	STATE AVIATION ADMINISTRATION MARYLAND DEPARTMENT OF TRANSPORTATION	352,265
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	1,889,531	MARYLAND TOTAL	352,265
HILLSBOROUGH COUNTY AVIATION AUTHORITY	123,088	MASSACHUSETTS	
FLORIDA TOTAL	2,780,824	MASSACHUSETTS PORT AUTHORITY	774,057
GEORGIA			
CITY OF ATLANTA	832,046	MASSACHUSETTS TOTAL	774,057
GEORGIA TOTAL	832,046	MICHIGAN	
HAWAII			
STATE OF HAWAII	2,834,223	COUNTY OF KENT	73,214
HAWAII TOTAL	2,834,223	COUNTY OF WAYNE	764,983
ILLINOIS			
CITY OF CHICAGO	3,233,829	MICHIGAN TOTAL	838,197
GREATER PEORIA AIRPORT AUTHORITY	117,609	MINNESOTA	
ILLINOIS TOTAL	3,351,438	MINNEAPOLIS-ST. PAUL METRO- POLITAN AIRPORTS COMMISSION	558,138
MISSISSIPPI			
MISSOURI			
		CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	130,692
		MISSISSIPPI TOTAL	130,692
		CITY OF KANSAS CITY	279,475
		CITY OF ST. LOUIS	373,969
		MISSOURI TOTAL	653,444

NEBRASKA		SOUTH CAROLINA	
OMAHA AIRPORT AUTHORITY	\$ 201,615	RICHLAND=LEXINGTON AIRPORT COMMISSION	\$ 134,753
NEBRASKA TOTAL	201,615	SOUTH CAROLINA TOTAL	134,753
NEVADA		TENNESSEE	
COUNTY OF CLARK	92,361	CITY OF KNOXVILLE	157,042
NEVADA TOTAL	92,361	CITY OF MEMPHIS AND MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY	3,567,023
NEW JERSEY		METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	96,077
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	1,106,755	TENNESSEE TOTAL	3,820,142
NEW JERSEY TOTAL	1,106,755	TEXAS	
NEW MEXICO		CITY OF AUSTIN	338,119
CITY OF ALBUQUERQUE	221,058	CITY OF EL PASO	235,531
NEW MEXICO TOTAL	221,058	CITY OF HOUSTON	550,220
NEW YORK		CITY OF SAN ANTONIO	232,273
COUNTY OF MONROE	178,262	CITIES OF DALLAS AND FORT WORTH	973,402
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	2,784,832	TEXAS TOTAL	2,329,545
NEW YORK STATE DEPARTMENT OF TRANSPORTATION	98,381	UTAH	
NEW YORK TOTAL	3,061,475	SALT LAKE CITY CORPORATION	358,138
NORTH CAROLINA		UTAH TOTAL	358,138
CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH-DURHAM AIRPORT AUTHORITY	194,269	VIRGINIA	
CITY OF CHARLOTTE	348,391	NORFOLK PORT AND INDUSTRIAL AUTHORITY	73,930
GREENSBORO-HIGH POINT AIRPORT AUTHORITY	195,307	CAPITAL REGION AIRPORT COMMISSION	154,043
NORTH CAROLINA TOTAL	737,967	VIRGINIA TOTAL	227,973
OHIO		WASHINGTON	
CITY OF CLEVELAND	193,179	COUNTY OF KING	214,369
CITY OF DAYTON	1,938,657	PORT OF SEATTLE	890,055
CITY OF COLUMBUS	656,662	CITY AND COUNTY OF SPOKANE	102,680
OHIO TOTAL	2,788,498	WASHINGTON TOTAL	1,207,104
OKLAHOMA		WISCONSIN	
CITY OF OKLAHOMA CITY	194,497	COUNTY OF MILWAUKEE	235,962
TULSA AIRPORTS IMPROVEMENTS TRUST	186,729	WISCONSIN TOTAL	235,962
OKLAHOMA TOTAL	383,226	50 STATES TOTAL	49,753,478
OREGON		PUERTO RICO	
PORT OF PORTLAND	679,585	PUERTO RICO PORTS AUTHORITY	246,522
OREGON TOTAL	679,585	PUERTO RICO TOTAL	246,522
PENNSYLVANIA		TOTAL OTHER	246,522
CITY OF PHILADELPHIA	536,216	TOTAL, STATES AND TERRITORIES	\$50,000,000
COMMONWEALTH OF PENNSYLVANIA	165,866		
COUNTY OF ALLEGHENY	227,943		
PENNSYLVANIA TOTAL	930,025		



U.S. Department of
Transportation

2/11/91 13

News:

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

FOR IMMEDIATE RELEASE
Tuesday, February 5, 1991

FAA 04-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ISSUES PROPOSED REGULATION TO ADMINISTER AIRPORT PASSENGER FEES

The Federal Aviation Administration (FAA) today issued a proposed regulation that would establish the administrative structure under which airports will be able to impose Passenger Facility Charges (PFCs).

The agency also announced that it will hold a public meeting on the proposed regulation on Feb. 15, 1991, in the auditorium of the FAA building, 800 Independence Avenue, S.W. in Washington, D.C. The meeting will start at 9 a.m., with registration beginning at 8 a.m.

PFCs are charges of up to \$3 that would be imposed by the airport on each passenger departing as well as those making connecting flights. The proceeds are to be used for airport-related projects that preserve or enhance the capacity, safety or security of the air transportation system, reduce airport noise, or expand passenger and cargo handling facilities.

"I am confident," said FAA Administrator James B. Busey, "that much of the extra revenue going to the airports from the PFC program will be spent on capacity growth projects and will go a long way toward easing congestion and delay problems."

The maximum that could be collected from one passenger on a round trip would be \$12 -- \$3 each on the first two legs of a trip out and \$3 each on the first two legs of a trip back.

When a medium or large-hub airport imposes a departure fee, it will be required to forfeit a portion of the grant money it is entitled to under the FAA's Airport Improvement Program. The forfeiture could be as high as 50 percent for the 71 medium or large-hub airports. Small and non-hub airports would not lose any grant funds.

PFCs were authorized by the Congress in the Aviation Safety and Capacity Expansion Act of 1990. The Act, passed on Nov. 5, 1990, also requires the Department of Transportation -- acting through the FAA -- to adopt a regulation setting forth procedures for administering the program.

-more-

The proposed regulation is published in today's Federal Register. The Notice of Proposed Rulemaking (NPRM) includes procedures for an airport to apply to the FAA for authorization to impose PFCs, for the FAA to process the applications, for the airlines to collect the PFCs and turn them over to the airports, for record-keeping and auditing by the airlines and the airports, for terminating PFC authority, and for reducing the amount of federal grants available to large and medium-hub airports that impose PFCs.

Interested parties have until March 7 to comment on the proposal. The shorter than usual comment period is necessary because the Act requires the FAA to issue a final regulation by May 3, 1991.

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News:

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

FOR IMMEDIATE RELEASE
Thursday, February 7, 1991

FAA 08-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ANNOUNCES PLAN TO CUT AIRPORT RUNWAY INCURSIONS

The Federal Aviation Administration (FAA) has announced a plan to reduce runway incursions that would use four demonstration airports to test state-of-the-art advances in runway marking, lighting and signs. An incursion involves an aircraft or other vehicle straying onto a runway it should not be on.

FAA Administrator James B. Busey said "runway incursions can result from problems with communications or ground navigation. This plan attacks those causes by focusing on technology advances, sign and lighting improvements, and, most importantly, on the human element.

"Whatever the cause, runway incursions can have tragic consequences and the FAA is fully committed to reducing the danger."

The FAA has chosen four sites — Boston, Seattle-Tacoma, Pittsburgh, and the new Denver airport, which is expected to open in 1993 — that would be used to demonstrate the marking, lighting and sign advances to pilots and controllers.

Implementation of the plan at the new Denver airport will have to wait until construction is far enough along. Implementation at the other three airports will begin as soon as possible.

The plan includes a commitment of \$30 million in Airport Improvement Plan grants to equip the four airports not only with the state-of-the-art visual guidance improvements but also with newly developed technology.

The undertaking is in addition to the agency's program to develop and install a more advanced airport surface detection radar, the ASDE-3. This improved ground radar system would enable controllers to follow aircraft on the ground under poor visibility conditions.

- more -

The plan gives a high priority to standardizing runway signs and other visual aids at airports. The agency will set aside \$20 million in airport grant funds to finance these projects at airports throughout the country.

The standardization program will revolve around a survey, which is now under way, to identify incorrect or misleading runway signs and overly complex runway layouts.

The plan recognizes that human factors are an important element in pilot and controller errors that lead to runway incursions. Human factors experts will play a major role in the design and execution of the improvements intended to reduce errors.

Busey established a national program manager for runway incursions who will be responsible for executing the plan.

FAA also created an industry working group on runway incursions under the FAA's Research, Engineering, and Development Advisory Committee and local airport runway incursion working teams.

Air traffic control and aviation users will participate in formulating requirements in the plan.

The plan will be updated regularly to reflect new developments. It will report on program progress, product delivery schedules, and implementation dates, based on review and cooperation with the aviation community.

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Office of the Assistant Secretary for Public Affairs

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FOR RELEASE WEDNESDAY
February 20, 1991

FAA 09-91
Contact: Stan Lou
Tel.: (202) 267-3831

AIRPORT GRANT ALLOCATIONS ISSUED FOR FIRST QUARTER

The Federal Aviation Administration approved \$154,361,219 in allocations under the Airport Improvement Program (AIP) during the first quarter of fiscal year 1991. The money went for 185 planning and development projects in 35 states.

A \$1.8 billion level is available for the FY 1991 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the over \$154 million allocated in the first quarter, \$98,980,389 went for 51 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. The largest single approval was a Letter of Intent (LOI) for \$18.1 million for capacity enhancements at the Orlando International Airport. An LOI indicates the government's intent to provide future discretionary and/or entitlement funds for major capacity projects which require a significant investment. Future year funding, although identified by specified amounts in the LOI, is subject to adjustment depending on future appropriations by Congress.

Another \$29,440,387 was allocated for 70 projects at general aviation airports and \$17,764,651 was approved for 29 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$6,142,951 for 14 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 21 airport system plan studies totaling \$2,032,841.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

OCTOBER 01, 1990 TO DECEMBER 31, 1990

ALABAMA	\$5,183,600	NEBRASKA	\$705,600
ARKANSAS	\$3,209,000	NEW JERSEY	\$112,500
CALIFORNIA	\$105,421	NEW MEXICO	\$9,517,592
COLORADO	\$13,074,192	NEW YORK	\$2,749,817
FLORIDA	\$31,150,744	NORTH CAROLINA	\$100,400
GEORGIA	\$750,000	NORTH DAKOTA	\$149,384
IDAHO	\$4,652,100	OHIO	\$5,352,850
INDIANA	\$3,374,635	OKLAHOMA	\$2,894,820
IOWA	\$2,761,864	OREGON	\$7,128,612
KANSAS	\$434,430	PENNSYLVANIA	\$4,029,700
KENTUCKY	\$2,058,600	SOUTH CAROLINA	\$3,427,143
LOUISIANA	\$2,677,000	SOUTH DAKOTA	\$295,200
MASSACHUSETTS	\$2,200,000	TEXAS	\$22,448,346
MICHIGAN	\$4,191,700	UTAH	\$1,319,368
MINNESOTA	\$1,967,866	WASHINGTON	\$9,115,328
MISSISSIPPI	\$1,445,648	WEST VIRGINIA	\$1,306,125
MISSOURI	\$202,500	WISCONSIN	\$1,837,134
MONTANA	\$2,432,000		
		TOTAL	\$154,361,219

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News:

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

FOR RELEASE FRIDAY
February 15, 1991

FAA 10-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ACTS TO TIGHTEN RULES FOR MOVEMENT OF AIRPLANES ON RUNWAYS

The Federal Aviation Administration (FAA) acted today to increase airport safety by tightening air traffic procedures for the movement of aircraft on runways.

The agency amended its Air Traffic Control Handbook to prohibit its current practice of authorizing aircraft at night to taxi onto a runway from an intersecting taxiway and hold there.

The practice will be prohibited at any time when the intersection cannot be seen from the control tower because of weather or an obstruction.

"Today's actions," said FAA Administrator James B. Busey, "are designed to carry out our commitment to improve airport safety."

The changes are among several the agency has been considering as a result of a review of its ground procedures begun almost two years ago.

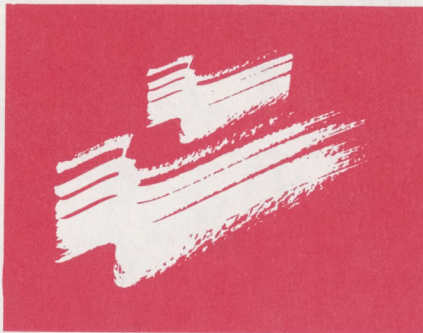
Another result of that review is the new \$50 million national plan that was released last week calling for better runway markings and the use of the latest in high technology guidance to flight crews.

The amendment to the controllers' handbook, which was transmitted to control towers throughout the country today, reads in part:

Between sunset and sunrise, "do not authorize aircraft to taxi into position and hold at an intersection. Additionally, do not authorize an aircraft to taxi into position and hold at any time when the intersection is not visible from the tower."

In an explanatory statement accompanying the amendment, the agency told controllers that "the increasing mix of traffic at airports requires changes which meet high levels of safety while accommodating the demands placed on the national airspace system."

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Moving America Into the 21st Century

NEWS RELEASE

211713 D 0950 002
M-49

FOR RELEASE FRIDAY
February 22, 1991

FAA 11-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA CHIEF LOOKS AHEAD TO THE 21ST CENTURY

Administrator James B. Busey of the Federal Aviation Administration (FAA) predicted today that the U.S. airline system of the 21st century "will transport millions more passengers with greater safety and efficiency" and will be "the world leader in aviation technology."

Busey, the keynote speaker at the agency's annual Commercial Aviation Forecast Conference in Washington, D.C., added that it will be a system that fully supports a strong and profitable air carrier and aerospace manufacturing industry.

"In other words, a system that will serve all of America's needs in the 21st century -- one with the highest capacity, efficiency and safety in the world," Busey said.

The forecast calls for domestic passenger enplanements on U.S. airlines to reach 666.9 million in fiscal year 2002, compared to 424 million in fiscal year 1990. And international enplanements are expected to hit 81.8 million in fiscal 2002, compared to 41.2 million in fiscal 1990. The number of large jet aircraft in the U.S. commercial fleet is expected to grow from 4,017 in January of 1990 to 5,508 in 2002.

The FAA's aviation forecast, which covers the period from 1991 to 2002, predicts that the current economic downturn should be short and relatively mild.

The forecast said it is expected that the downturn, which began in October of last year, will not last much more than two quarters. The downturn began after the Iraqi invasion of Kuwait in August, which resulted in an increase in the price of oil.

-more-



After that, the forecast continued, the economy should show a moderate to strong recovery, with jet fuel prices continuing to moderate in the second half of 1991 and declining somewhat in 1992.

Depending on the length and severity of the current economic downturn, the forecast stated that "the steady consolidation of the (airline) industry could be accelerated.

"However, the outlook for the airline industry worldwide is for continued strong growth . . . well into the 21st century," the forecast said.

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FOR IMMEDIATE RELEASE
Thursday, February 28, 1991

FAA 13-91
Contact: Paul Steucke
Tel.: (202) 267-8521

FAA TO HOLD PUBLIC MEETINGS IN NEW JERSEY ON IMPACT OF REVISED FLIGHT PATTERNS

The Federal Aviation Administration (FAA) will hold three public meetings in March to solicit public comments on the effects of changes in aircraft flight patterns over the New Jersey area.

On Feb. 21, 1991, the FAA announced in the Federal Register its intent to prepare an Environmental Impact Statement (EIS) on those changes in response to the Aviation Safety and Capacity Expansion Act of 1990.

Comments collected at the public meetings will be used to help FAA identify the range of actions, alternatives and impacts to be included in defining the scope of the EIS. Public hearings will be scheduled during the period for public comment on the draft EIS.

The revised flight patterns were implemented four years ago as part of a major revision of air traffic patterns along the East Coast. Known as the Expanded East Coast Plan (EECP), the change in flight patterns and procedures was intended to make better and safer use of the complex airspace in the northeast.

Since implementation of the EECP, concerns about aircraft noise have been expressed by citizens living near the Newark airport and under some of the arrival and departure routes to Newark. As a result of those concerns, noise studies have been performed and some air traffic procedures and operations have been modified. But concerns continue to be expressed, according to the FAA.

FAA Administrator James B. Busey said, "A major focus for the FAA is to continue to explore ways of reducing aviation noise consistent with operational requirements."

The meetings will be held March 11 and 12 at the Tinton Falls Hotel, Tinton Falls, N.J.; March 20 and 21 at the Holiday Inn, Runnemede, N.J.; and March 26 and 27 at the Coachman Inn in Cranford, N.J. Sessions will begin at 7 p.m. on the first night of each meeting, and will continue on the second day with 10 a.m., 1:30 p.m., and 6 p.m. sessions. The dates and times for these meetings are being announced in local newspapers in the affected areas. A description of the EECP and the EIS process will be presented on the first night of each meeting. The public will then be invited to make comments.

Written statements are welcome and will be made part of the record. Persons who cannot attend one of the meetings, or who do not wish to make an oral presentation, may submit their comments by mail to FAA, Office of the Chief Counsel, Attn: Rules Docket (AGC-10), Docket Number 26480, 800 Independence Avenue, S.W., Washington, D.C. 20591.

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FOR RELEASE THURSDAY
March 7, 1991

FAA 14-91
Contact: Fred Farrar
Tel.: (202) 267-8521

BUSEY SEEKING SOLUTION TO SLUMP IN GENERAL AVIATION

FAA Administrator James B. Busey today blamed the high cost of private flying for the current slump in general aviation activity and committed the agency to helping to find a solution.

Busey, speaking at the first annual General Aviation Forecast Conference in Denver, Colo., added that a healthy general aviation industry is vital to aviation as a whole.

For example, he said, a slowdown in the growth of general aviation could eventually lead to "a reduced supply of new pilots that our commercial operators, businesses and airlines will need to serve rising demand in future years."

In fact, Busey said, the agency's concern for the general aviation industry is one of the reasons for holding a separate General Aviation Forecast Conference this year. "I know we can all benefit from the advice and counsel of industry experts. We need the judgment of experienced industry leaders. And that's why we are here today."

Busey said that with every year that goes by, it costs more to buy an airplane, insure it, maintain it and put fuel in it. "Our figures show that it costs 83 percent more to operate a single-engine piston plane today that it did 12 years ago. And it wasn't cheap then."

Busey added that the high cost of the product liability insurance paid by the aircraft manufacturers makes up a significant part of the increased cost of aircraft. "And that's why the Bush Administration supports proposed legislation that would provide product liability limits for the general aviation manufacturing industry . . ."

The forecast itself calls for the fleet of active general aviation aircraft to grow slowly -- at a rate of 0.4 percent a year -- through 2002. But most of this increase, the forecast said, will come from growing business use of general aviation.

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The number of single-engine piston aircraft is expected to remain essentially the same, increasing only from 170,370 in fiscal year 1990 to 170,500 in 2002.

Multi-engine piston aircraft are expected to number only 24,000 in 2002, compared with 23,400 in 1990.

Turbine-powered aircraft are projected to increase from 10,726 in 1990 to 15,200 in 2002, with the majority of the new purchases being made by business users.

General aviation hours flown are expected to grow from 35.4 million in 1990 to 41.6 million in 2002, an annual increase of 1.4 percent.

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FOR RELEASE THURSDAY
March 21, 1991

FAA 15-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA SEEKS TO TEST BOMB DETECTORS AT SAN FRANCISCO AIRPORT

FAA Administrator James B. Busey announced today that the agency is negotiating with the San Francisco International Airport for the installation of two Thermal Neutron Analysis (TNA) explosives detectors.

If an agreement is reached, the TNA devices would be installed as part of the FAA's program to demonstrate their capabilities in as many different environments as possible. They would be used to screen luggage checked at the airport's international terminal.

"The successful completion of these negotiations would be another step forward in proving the merit of the TNA devices," Busey said, "which will help us evaluate the proper role for TNA or other explosives detectors in an aviation security system."

The TNA machines use low-energy neutrons to trigger a unique and identifiable response from a component common to all explosives. They have the capability to screen luggage automatically at a rate of 600 pieces an hour.

Other TNA units are now in operation at New York City's Kennedy airport, Dulles airport near Washington, D.C., and London's Gatwick airport.

Another unit completed a year-long test at the Miami airport and the FAA is continuing to negotiate with the British government for the installation of a TNA at London's Heathrow.

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

211713
M-49

D 0950 Q02

FOR IMMEDIATE RELEASE
Friday, March 29, 1991

FAA 16-91
Contact: Fred Farrar
Tel.: (202) 267-3441

ADJUSTMENTS CONFIRMED IN AIRPORT SECURITY

The Department of Transportation confirmed today that some adjustments have been made to airport and airline security requirements.

The adjustments are designed to make more efficient use of security resources and are based on experience gained since Jan. 17 when the Federal Aviation Administration (FAA) moved to its highest level of security ever.

"This is not a return to business as usual," said FAA Administrator James B. Busey. "But it is a recognition of the fact that by working with the airlines and airport operators we can continue to meet our objective of enhanced aviation security."

One adjustment will allow air carriers to return to curbside baggage check-in, a procedure that was banned at the outbreak of the war in the Persian Gulf area.

The requirement that only ticketed passengers be allowed past screening points will remain in effect. This measure will be continually reviewed, however, with the intent to remove the restriction as soon as possible.

"Aviation security will remain at its current high level," Busey said. "The traveling public can be assured that their security is our top priority and that domestic security is constantly reviewed and changed as circumstances warrant."

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211713
M-49

D 0950 002

50
FOR RELEASE MONDAY
April 1, 1991

41
FAA 17-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSES HIGHER STANDARDS FOR AVIATION SECURITY PERSONNEL

The Federal Aviation Administration (FAA) today proposed stiffer hiring, training and performance standards for airline and airport security personnel.

The agency also proposed a requirement that each airport designate an airport security coordinator who would monitor all security-related functions and serve as a focal point with the FAA on all security issues.

"These higher standards," said FAA Administrator James B. Busey, "are designed to ensure the professional performance of security responsibilities at all our airports."

The more stringent standards were mandated by Congress on Nov. 16, 1990, when it passed the Aviation Security Improvement Act of 1990.

The new standards for persons who screen passengers and their carry-on luggage for weapons and explosives -- the largest group of full-time security employees -- would cover the education or work experience required as well as the necessary skills, training and testing.

The proposed standards would require either a high school diploma, a General Equivalency Diploma, or a combination of education and experience that suitably equips the applicant to do the job effectively.

Under the notice of proposed rulemaking, other entry-level requirements include the ability to speak, read and write English, visual and aural acuity, good color perception and physical dexterity. Successful completion of initial, recurrent and specialized training is required for continued employment.

Under the proposal, a previously qualified employee who fails an operational test of his or her performance as a screener could not perform that function again until successfully completing remedial training. An airline security official also would be required to make semi-annual evaluations of each screener's abilities, skills and performance.

-more-

Also, airlines would have to limit the length of time an employee is allowed to work at an X-ray screening station to make sure that fatigue does not diminish the screener's alertness.

The proposed standards would apply to both airline employees and the employees of companies that do screening for the airlines on a contract basis. In addition, the FAA proposed a requirement that each airport establish a security training program for all employees who hold airport-issued identification cards that authorize access to security areas.

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M-49

FOR IMMEDIATE RELEASE

Tuesday, April 16, 1991

FAA 21-91

Contact: Phil Woodruff

Tel.: (202) 267-3465

FAA OFFERS COMPUTER-BASED INFORMATION SYSTEM FOR EDUCATORS

The Federal Aviation Administration (FAA) announced today that teachers and other educators can now access current and historical information on the agency's aviation education programs by using the Federal Education Information Exchange System (FEDIX).

There is no access charge for the information service -- except the cost of the telephone call.

The program includes elementary and high school level programs. Teachers are able to access information about aviation education programs, current events and data on the videos, books, publications and computer-stored information supplied by the agency. Topics available include FAA aviation education overviews, free classroom materials for all teachers, college and university research information, aviation industry programs and resources, as well as others.

FAA Administrator James B. Busey said, "I am pleased that we are able to extend our education services and information to educators around the country through this free computer system. Education is the key if the United States is to remain a leader in the global aviation system."

The FEDIX system has been developed to provide educational and research communities with timely, accurate and accessible information about FAA aviation education programs. Other government agencies participating in the program are the Department of Education, Office of Naval Research, NASA, the Department of Housing and Urban Development, National Science Foundation, and the Department of Commerce.

FEDIX can be accessed with any personal computer using a modem operating at the following rates of transmission of data: 1200, 2400, or 9600 baud. The access number for the system is (301) 258-0953, which operates 24 hours a day, seven days a week. A "helpline" is also available 8:30-5:00 p.m., Monday-Friday at (301) 975-0103.

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U.S. Department of
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News: Dale⁴⁷

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

211713
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FOR RELEASE TUESDAY
April 23, 1991

FAA 22-91
Contact: Dick Stafford
Tel.: (202) 267-3444

**FAA ISSUES PLAN FOR NATIONAL
AIRSPACE SYSTEM MODERNIZATION**

The Department of Transportation's Federal Aviation Administration (FAA) today issued the first annual Capital Investment Plan (CIP), which describes the policies and strategies it will pursue in the modernization of the National Airspace System (NAS).

The plan is a blueprint for major improvements in the air traffic control system, including new weather, radar, communications and automation systems. The plan is designed to maintain aviation safety, reduce flight delays and ease the workloads of pilots and air traffic controllers.

Through the use of advanced technologies and the development of new products, the new plan allows the current system to evolve into one that satisfies the growing demands that will be placed on it.

"This plan supports the FAA's Strategic Plan which is consistent with the secretary of transportation's National Transportation Policy," FAA Administrator James B. Busey said. "The CIP is flexible and practical; it preserves the basic foundation of the system but it can accommodate future change."

A unique feature of the CIP is the distinction made between near-term planning (1991-1995) for those projects to which the FAA is firmly committed and long-term planning (1996-2006) for those projects which require further definition.

The CIP has these major goals:

- o Provide a safe and secure aviation infrastructure
- o Provide a capability for growth and flexibility

-more-

- o Preserve and enhance the investment already made in the NAS
- o Provide capital investment projects to support the logistics, personnel training, and management of the information and human resource aspects of the NAS modernization
- o Develop a single integrated NAS that meets the needs of civil and military aviation

The implementation of the projects described in the plan will ensure that the FAA meets its overall goal of providing safe and efficient use of the nation's airspace.

Copies of the plan may be ordered from the Sales Order Department, National Technical Information Service, 5285 Port Royal Road, Springfield, Va. 22161. The price is \$27 per copy and \$11 per microfiche copy. Customers may also contact the sales desk by telephoning 1-800-553-6847.

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News:

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

FOR RELEASE WEDNESDAY
April 24, 1991

FAA 23-91
Contact: Fred Farrar
Tel.: (202) 267-3441

NORTHWEST AIRLINES TESTS U.S., SOVIET SATELLITE SYSTEMS IN SOVIET AIRSPACE

A specially equipped Northwest Airlines 747 has begun demonstration flights in Soviet airspace in the Far East that could lead to shorter, more economical flights between the U.S. and Asia and worldwide navigation by satellite, the Department of Transportation said today.

The use of Soviet airspace allows more direct routes and shorter flying times between the U.S. and many cities in Asia. Data from the flights will demonstrate whether U.S. and Soviet satellite systems can use a common radio signal.

A ceremonial exchange of receivers by the two countries is scheduled for April 27 at the United States Mission in Montreal, Canada.

The first flight was made on April 1 when the Northwest aircraft, a cargo carrier equipped with navigational receivers for both the U.S. Global Positioning System (GPS) and the Soviet Global Orbiting Navigation Satellite System (GLONASS), flew from Anchorage to Tokyo with part of the flight through Soviet airspace.

GPS and GLONASS are designed to provide precise navigation and position data via satellite to aircraft. The systems can provide extremely accurate position information in all weather conditions anywhere in the world, including over the oceans.

Satellite navigation provides flight crews with position information that is much more accurate than is now possible with inertial navigation systems. Since GPS navigation is self-starting and does not depend on pilot input of information, it is less susceptible to pilot navigation error.

The demonstration flights are being made under an agreement between Northwest Airlines and Soviet aviation authorities and with the approval of the Federal Aviation Administration (FAA).

This could lead to earlier than expected worldwide satellite navigation for civil aviation. Also, the satellites will be used to cross check the aircraft's inertial navigation system to give Soviet air traffic control authorities assurance that the flights in its airspace will stay on course.

-more-

"This demonstration," said FAA Administrator James B. Busey, "will help determine if we can accelerate the safety and system capacity benefits of satellite navigation by using civil signals from GPS and GLONASS."

"If all goes as hoped, air travelers will save time and the airlines will save fuel."

The Northwest aircraft is expected to make four to five demonstration flights a week over several months. In the course of the flights, the separate GPS and GLONASS receivers will be replaced by a prototype integrated GPS/GLONASS receiver.

If the demonstration shows the integrated receiver to be feasible, the two systems between them would have enough satellite coverage to provide for worldwide en route navigation and near-precision landing approaches.

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FOR RELEASE WEDNESDAY
May 8, 1991

FAA 24-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROPOSES SLOT CHANGES AT CHICAGO O'HARE AIRPORT

The Federal Aviation Administration (FAA) today issued a proposed rule that would permit airlines to use large jets in some commuter slots at Chicago's O'Hare Airport. Commuter slots are normally reserved for smaller aircraft.

If approved, the rule could result in jet service for some smaller cities in the Midwest. Last September, American Airlines requested the proposed change because it would allow the airline to upgrade service from Chicago to smaller cities now served by propeller aircraft.

Under the proposed change, airlines could use aircraft, including jets, with up to 110 seats in place of propeller aircraft in 25 percent of their commuter slots. The jets would replace propeller aircraft with less than 75 seats and smaller jets with less than 56 seats.

FAA said the proposed change would remain in effect for two years while the agency evaluates its impact on airport operations and on air traffic control facilities.

FAA Administrator James B. Busey said the agency "is considering the request in the interest of imposing the minimum amount of regulation that is necessary.

"But that consideration is subject to cost benefit analysis, environmental impact and the effect on service to small communities and on competition," he added.

If adopted, the change would allow American, which controls 281 commuter slots at O'Hare, to use the larger jets in 70 of the slots. Air Wisconsin, which has 118 commuter slots, would be allowed to use jets in 29 of them. Great Lakes could use jets in nine of its 36 slots.

(more)

- 2 -

The FAA, which published the notice in the May 8 Federal Register, said the proposed change "would relieve airlines at O'Hare of certain existing restrictions and permit (but not necessarily result in) additional jet service to some small communities."

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FOR RELEASE WEDNESDAY
May 15, 1991

FAA 25-91
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR SECOND QUARTER

The Federal Aviation Administration approved \$608,772,545 in allocations under the Airport Improvement Program (AIP) during the second quarter of Fiscal Year 1991. The money went to 47 states, the District of Columbia and two territories for 447 planning and development projects and three state block grants.

A total of \$1.8 billion is available for the FY 1991 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the nearly \$609 million allocated in the second quarter, \$430,056,352 went for 204 projects at primary airports. These include multiyear projects in which sponsors commit future year entitlements over two or more fiscal years.

Another \$67,665,366 was allocated for 155 projects at general aviation airports and \$52,703,719 was approved for 52 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$8,833,130 for 22 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 11 airport system plan studies totaling \$1,651,672.

Illinois, Missouri and North Carolina were selected to participate in the State Block Grant Pilot Program authorized by the 1987 amendments to the Airport and Airway Improvement Act. Collectively, the three states were given an allocation of \$47.8 million to administer in Fiscal Year 1991.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JANUARY 01, 1991 TO MARCH 31, 1991

ALABAMA	\$10,024,611	NEBRASKA	\$3,002,459
ARIZONA	\$15,510,901	NEVADA	\$2,223,500
ARKANSAS	\$2,732,783	NEW HAMPSHIRE	\$2,900,000
CALIFORNIA	\$20,434,978	NEW JERSEY	\$419,670
COLORADO	\$20,653,236	NEW MEXICO	\$4,295,242
CONNECTICUT	\$6,639,000	NEW YORK	\$23,426,291
DISTRICT OF COLUMB	\$59,400	NORTH CAROLINA	\$17,607,784
FLORIDA	\$37,778,898	NORTH DAKOTA	\$1,173,018
GEORGIA	\$7,285,877	OHIO	\$12,323,034
HAWAII	\$6,869,629	OKLAHOMA	\$4,835,571
IDAHO	\$1,528,940	OREGON	\$1,339,050
ILLINOIS	\$39,573,953	PENNSYLVANIA	\$7,382,750
INDIANA	\$8,635,689	PUERTO RICO	\$16,090,000
IOWA	\$1,260,657	RHODE ISLAND	\$3,000,000
KANSAS	\$10,713,193	SOUTH CAROLINA	\$3,208,849
KENTUCKY	\$145,572,620	SOUTH DAKOTA	\$2,241,400
LOUISIANA	\$17,486,990	TENNESSEE	\$13,775,055
MAINE	\$2,415,800	TEXAS	\$20,585,234
MARYLAND	\$6,763,710	UTAH	\$7,902,429
MASSACHUSETTS	\$4,575,900	VIRGIN ISLANDS	\$6,658,684
MICHIGAN	\$8,158,252	VIRGINIA	\$14,200,092
MINNESOTA	\$6,011,972	WASHINGTON	\$12,169,861
MISSISSIPPI	\$4,436,185	WEST VIRGINIA	\$2,545,737
MISSOURI	\$33,856,696	WISCONSIN	\$962,101
MONTANA	\$4,197,948	WYOMING	\$1,326,916
		TOTAL	\$608,772,545

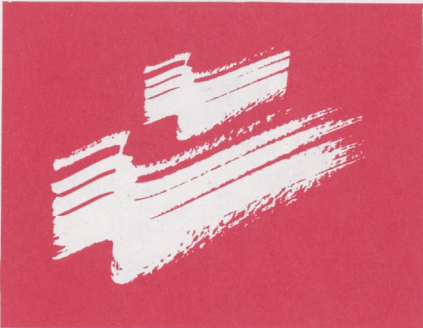
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NEWS RELEASE

FOR RELEASE THURSDAY
May 23, 1991

FAA 26-91
Contact: P. Steucke
Tel.: (202) 267-8521

FAA ISSUES REGULATION TO ADMINISTER PASSENGER FACILITY CHARGES AT AIRPORTS

The Federal Aviation Administration (FAA) is issuing regulations under which U.S. airports can be authorized to impose passenger facility charges (PFCs) to finance airport-related projects, Secretary of Transportation Samuel K. Skinner said today.

Skinner said, "The PFC program represents a major step in the effort to increase airport capacity. U.S. airports could collect more than \$1 billion a year in PFC revenues. This will help them meet the growth in air traffic expected in the next decade.

"The PFC program," the secretary noted, "also will give a substantial boost to airline competition for two reasons. First, additional airport capacity will serve to increase competition. Second, the legislation authorizing passenger fees will reduce barriers to entry by forbidding exclusive long-term lease arrangements with one airline in airport facilities built with PFC revenues."

Such fees are expected to increase dramatically the ability of airport authorities to fund improvement projects. The final rule gives airports the flexibility to tailor PFC-related programs to their own needs in order to meet the projected growth in air traffic in the next decade.

PFCs are charges of up to \$3 that could be imposed by an airport on departing passengers as well as those making connecting flights. No more than four PFCs could be collected from one passenger on a round trip.

Funds from the PFCs must be used to enhance the capacity, safety, or security of the air transportation system, promote competition, reduce noise, or expand passenger facilities.

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Passenger charges were authorized by Congress in the Aviation Safety and Capacity Expansion Act of 1990. The FAA issued a notice of proposed rulemaking on Feb. 5, 1991, and held a public hearing on Feb. 15, 1991. Approximately 200 responses to the proposal were received from airport owners, airlines, aviation trade associations, financial institutions and the general public.

FAA Administrator James B. Busey said, "Today's action represents the fulfillment of a key aspect of the Administration's National Transportation Policy. This new program will allow local airports to address their future capacity needs."

Responding to requests by airport authorities, the final rule provides substantial flexibility in managing PFC revenues. For example, airports will be able to begin collecting the fees while environmental, airspace and airport layout plan approvals are being completed. Airports will have to gain such approvals before they can spend PFC revenues for the projects. Airports will also be able to get approval for multiple projects rather than just one project at a time.

The final rule includes procedures for airports to apply to FAA for authorization to impose PFCs, for the FAA to process the applications, for the airlines to collect the fees and turn them over to airports, for record-keeping and auditing by the airlines and airports, for terminating an airport's PFC authority, and for reducing the amount of federal grants available to large and medium-hub airports that impose the charges.

The rule also provides for compensation to airlines for the administrative burden of collecting and handling the fees. Airlines will be allowed to retain 12 cents for each PFC collected during the first 3 years, and 8 cents after that. Airlines will also be able to retain interest earned on PFCs collected until the funds are turned over to the airports each month.

For flights from airports authorized to impose such fees, all domestic airlines will be required to collect PFCs, as will foreign airlines serving U.S. points. Generally the PFC will be paid by the passenger at the time the ticket is purchased. For sales outside the U.S., however, airlines may choose to collect the PFC when the passenger boards a flight in the U.S. for the trip home.

In response to extensive public comments, the final rule allows the use of PFC revenues as a local share when airports apply for FAA Airport Improvement Grants. PFC revenue can be used for costs associated with the sale of bonds and for debt service.

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FOR IMMEDIATE RELEASE

Friday, July 26, 1991

FAA 33-91

Contact: Fred Farrar

Tel.: (202) 267-8521

COMMENT PERIOD REOPENED ON PROPOSAL FOR NEW PRIMARY AIRCRAFT CATEGORY

The Federal Aviation Administration has reopened the comment period on a proposed rule that would establish a new aircraft category called "primary category aircraft" with simplified procedures for FAA certification.

The new category would be composed of small, single-engine airplanes limited to personal use. The new 60-day comment period will begin with the publication of a notice to that effect along with a supplemental notice of proposed rulemaking (NPRM) in the Federal Register.

FAA, in response to a 1984 petition by the Experimental Aircraft Association (EAA) and the Aircraft Owners and Pilots Association, issued the proposal on March 7, 1989. In February 1990, EAA told FAA it wished to revise its comments because there had been significant developments in the general aviation industry since the petition was submitted.

The proposed regulation is aimed at fostering the development of a category of personal use aircraft that is safe to fly but less costly to certificate, build, buy and maintain than is now possible under the rules for standard category aircraft. Among other things, the proposal would limit the weight, power and capacity of aircraft in this category. It would also permit owners of these aircraft to perform an expanded range of special inspections and preventive maintenance, provided they successfully complete an FAA-approved maintenance training program for the particular aircraft involved.

Comments on the proposal should be mailed to: Federal Aviation Administration, Office of the Chief Counsel, Attention: Rules Docket, Docket No. 23345, 800 Independence Avenue, S.W., Washington, D.C. 20591.

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FOR IMMEDIATE RELEASE

Monday, August 12, 1991

FAA 35-91

Contact: Fred Farrar

Tel.: (202) 267-3441

FAA NAMES FOUR CONTROLLERS TO RECEIVE OUTSTANDING FLIGHT ASSIST AWARDS

The Federal Aviation Administration (FAA) today honored four air traffic controllers for providing timely and life-saving assistance to the pilots of aircraft in trouble.

The controllers were given Outstanding Flight Assist Awards for quick thinking and positive action in life threatening circumstances in 1990. The awards were presented by William Pollard, the agency's associate administrator for air traffic, in ceremonies at the Inner Harbor Hyatt Regency in Baltimore.

The controllers are Michael A. Julius, of the Muncie, Ind., Airport Traffic Control Tower; Charles E. Konikoff and Alton O. Humphrey Jr., of the Houston Air Route Traffic Control Center; and Robert R. Aluni, of the Princeton, Minn., Automated Flight Service Station.

Secretary of Transportation Samuel K. Skinner said, "I congratulate these dedicated DOT employees and praise them for their quick and decisive life-saving actions."

FAA Administrator James B. Busey said, "The resourcefulness and calm presence of mind with which these controllers responded in emergency situations reflects very favorably on them and on the agency."

On Aug. 19, 1990, Julius was handling routine traffic at the Muncie tower when he received a "mayday" from a single engine general aviation aircraft. The caller said that the pilot, her husband, had suffered a possible heart attack and that she was attempting to fly the aircraft.

After learning that the woman had very little piloting experience and sensing that she was becoming distraught, Julius calmly "talked" the woman down to a safe landing. Although her husband was pronounced dead a short time later, further tragedy was averted.

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On April 18, 1990, an Air National Guard A-7, a single engine jet tactical aircraft, en route to Robins Air Force Base in Georgia from Kelly Air Force Base in Texas, reported mechanical difficulties and a loss of oil pressure to the Houston Center. Konikoff quickly issued directions and approval to descend to guide the pilot to the McComb, Miss., airport.

The aircraft was then handed off to Humphrey, the low altitude controller. Humphrey issued the pilot continuous bearing and distance calls to the airport and alerted ground emergency crews. Shortly before reaching the airport, the aircraft lost all oil pressure and the engine stopped. But the aircraft was able to reach the airport and the pilot made a successful landing.

On Jan. 11, 1990, Aluni received an emergency call from the pilot of a single engine aircraft who said he was flying in instrument weather conditions and that he was not instrument qualified.

Detecting panic in the pilot's voice, Aluni advised him to pay close attention to instrument readings and fly the aircraft, with wings level, in a slow, controlled descent. After a brief loss of radio contact, Aluni re-established communications with the pilot and advised him to contact approach control for further instructions which led to a safe landing.

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74

FOR RELEASE WEDNESDAY
August 14, 1991

FAA 34-91
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR THIRD QUARTER

The Federal Aviation Administration, an agency of the Department of Transportation, approved \$481 million in allocations under the Airport Improvement Program (AIP) during the third quarter of Fiscal Year 1991. The money went for 356 planning and development projects in 47 states and one territory.

A \$1.8 billion level is available for the FY 1991 Airport Improvement Program. Funds are drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the \$481,093,877 allocated in the third quarter, \$346,752,514 went for 159 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. The largest single approval was a Letter of Intent (LOI) for \$21 million for capacity enhancements at Nashville International Airport in Tennessee. Another LOI for \$5,663,970 was awarded to Toledo Express Airport, Toledo, Ohio. An LOI indicates the government's intent to provide future discretionary and/or entitlement funds for major capacity projects which require a significant investment.

Another \$83,160,787 was allocated for 129 projects at general aviation airports and \$37,258,977 was approved for 39 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$11,453,758 for 16 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 13 airport system plan studies totaling \$2,467,841.

Of the total amount announced, \$45,497,933 was for 47 projects which will not receive the grants until Fiscal Year 1992. This advance commitment allows the airport sponsor to begin engineering design and other procedural actions in anticipation of grant funds early in the next fiscal year.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

APRIL 01, 1991 TO JUNE 30, 1991

ALABAMA	\$6,577,425	NEBRASKA	\$2,846,848
ALASKA	\$20,203,466	NEVADA	\$9,126,648
ARIZONA	\$295,945	NEW HAMPSHIRE	\$1,801,200
ARKANSAS	\$4,923,025	NEW JERSEY	\$11,983,636
CALIFORNIA	\$29,446,890	NEW MEXICO	\$4,683,000
COLORADO	\$1,795,118	NEW YORK	\$48,674,813
FLORIDA	\$30,854,492	NORTH CAROLINA	\$17,140,525
GEORGIA	\$7,787,965	NORTH DAKOTA	\$2,234,162
HAWAII	\$2,500,000	OHIO	\$28,368,673
IDAHO	\$841,050	OKLAHOMA	\$13,674,141
ILLINOIS	\$18,850,825	OREGON	\$6,916,282
INDIANA	\$6,841,306	PENNSYLVANIA	\$9,628,285
IOWA	\$5,305,154	SOUTH CAROLINA	\$2,961,854
KANSAS	\$4,213,510	SOUTH DAKOTA	\$2,771,924
KENTUCKY	\$2,013,238	TENNESSEE	\$29,701,670
LOUISIANA	\$13,540,255	TEXAS	\$15,320,326
MAINE	\$7,096,858	UTAH	\$1,652,770
MARYLAND	\$4,281,022	VERMONT	\$580,000
MASSACHUSETTS	\$14,930,871	VIRGIN ISLANDS	\$144,900
MICHIGAN	\$23,661,588	VIRGINIA	\$26,634,003
MINNESOTA	\$9,824,276	WASHINGTON	\$653,403
MISSISSIPPI	\$311,662	WEST VIRGINIA	\$1,605,900
MISSOURI	\$396,000	WISCONSIN	\$16,242,067
MONTANA	\$6,869,906	WYOMING	\$2,385,000
		TOTAL	\$481,093,877

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News:

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

FOR RELEASE MONDAY
August 19, 1991

FAA 37-91
Contact: Fred Farrar
Tel.: (202) 267-8521

AVIATION SECURITY WORKERS MUST MEET HIGHER STANDARDS, FAA SAYS

The Federal Aviation Administration has adopted more stringent hiring, training, and performance standards for airline and airport security personnel.

The agency also required each airport to designate an Airport Security Coordinator to monitor all security-related functions at the airport and serve as a focal point with the FAA on all security issues.

"These more stringent requirements," said FAA Administrator James B. Busey, "will ensure a high level of professionalism on the part of the thousands of people in security related jobs at the nation's airports."

The stricter standards were mandated by Congress when it passed the Aviation Security Improvement Act of 1990.

The new rule covering workers who screen passengers and their carry-on luggage for weapons and explosives -- the largest group of full time aviation security employees -- addresses the education and/or work experience required as well as the necessary skills, training, and testing.

The rule requires either a high school degree, a General Equivalency Diploma, or a combination of education and experience that suitably equips the applicant to do the job effectively.

Other entry-level requirements include the ability to speak, read, and write English, visual and hearing acuity, good color perception, and physical dexterity.

After initial training, successful completion of recurrent and specialized training is required for continued employment. A previously qualified employee who fails an operational test of his or her performance as a screener cannot perform that function again until successfully completing remedial training. An airline security official also will be required to make an annual evaluation of each screener's abilities, skills, and performance.

Also, airlines will have to limit the length of time a screener can be allowed to work at an X-ray screening station to make sure that fatigue does not diminish the screener's alertness.

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The standards apply to both airline employees and the employees of companies that do screening for the airlines on a contract basis.

In addition, the FAA is requiring that each airport establish a security training program for employees who need airport-issued identification cards that authorize access to security areas. New employees must successfully complete the training program before they are given an airport identification card. Existing employees will have to complete the training under a phased-in schedule in the next two years.

The rule will be published in the Federal Register Aug. 20, 1991.

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News:

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

211713 D 0950 002
M-49

FOR RELEASE WEDNESDAY
August 28, 1991

FAA 38-91
Contact: D. Stafford
Tel.: (202) 267-8521

FAA SPONSORS INTERNATIONAL WAKE VORTEX SYMPOSIUM

The Federal Aviation Administration will sponsor an international symposium in Washington, D.C., Oct. 29-31, on the problems posed by air turbulence created in the wake of aircraft.

Aircraft wake turbulence, which varies in strength with the weight, wingspan, and speed of the generating aircraft, can be hazardous to following aircraft.

Wake turbulence is defined as circular patterns of air created by the movement of the air over an aircraft when it is generating lift.

FAA Administrator James B. Busey, who will deliver welcoming remarks at the symposium, said that "sharing our knowledge and expertise on the wake vortex problem will strengthen our ability to deal with it safely."

Also attending the symposium will be former FAA administrators Donald D. Engen, who will be the keynote speaker, and J. Lynn Helms.

In addition to safety problems related to wake turbulence, the symposium will consider airport capacity, which is affected by operating standards that require aircraft to be separated by many miles, especially on takeoff and landing. The symposium will be held at the Quality Hotel Capitol Hill, 415 New Jersey Avenue, N.W.

The symposium, the first formal meeting on the topic since 1977, will bring experts from around the world to discuss a variety of vortex subjects including detection and tracking, new technology, history, pilot training, and theoretical and experimental research.

Questions on conference fees, facilities, travel, and accommodations may be addressed to Myriad Travel Management Inc., Suite 1130, 1750 K Street, N.W., Washington, D.C. 20006, attention Edwina Korallus. The telephone number is (202) 857-7844 or 1 (800) 245-1785. The facsimile number is (202) 775-1407.

Technical information may be obtained from Robert E. Machol, Chief Scientist, ASD, Federal Aviation Administration, Washington, D.C. 20591. The telephone number is (202) 267-9451. The facsimile number is (202) 267-5117.

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U.S. Department of
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News:

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

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D 0950 002

M-49

FOR RELEASE MONDAY
September 23, 1991

FAA 40-91
Contact: JoAnn Sloane
Tel.: (202) 267-3447

FAA UPGRADES STANDARDS FOR AIRPORT X-RAY UNITS

The Federal Aviation Administration (FAA) today issued a regulation designed to replace older airline X-ray screening systems to improve aviation security.

The new regulation requires that all of the X-ray systems used by the airlines to screen luggage meet current standards for the clarity of detail in the X-ray picture.

The new rule eliminates a "grandfather" clause in the regulations allowing an exception to meeting the current standards for systems that were in use prior to July 22, 1985. It does, however, allow the use of some older systems that meet those standards.

"This action represents another step in our comprehensive efforts to improve all facets of civil aviation security," FAA Administrator James B. Busey said. "Upgrading the X-ray systems provides additional safety for the traveling public."

While some older systems meet the new standards, the FAA estimates that approximately 116 X-ray systems now in use by U.S. and foreign air carriers will not meet the required standards after elimination of the grandfather clause. The replacement costs are estimated at \$32,000 per unit.

The rule, which applies to domestic and foreign airlines operating in the U.S., becomes effective 30 days after publication in the Federal Register and the airlines will then have six months to replace the outdated equipment.

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News:

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

FOR RELEASE TUESDAY
September 24, 1991

FAA 41-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA REQUIRES AIRLINES TO ELIMINATE THE NATION'S NOISIEST AIRCRAFT BY THE YEAR 2000

In a move that will significantly reduce airport noise across the country, the Federal Aviation Administration (FAA) has issued a rule requiring airlines to make a transition to quieter aircraft by the year 2000, Secretary of Transportation Samuel K. Skinner announced today.

At the same time, the agency also issued a companion regulation specifying the procedures airports will follow if they intend to impose new local noise or access restrictions.

Skinner said, "Today's action is a historic milestone in continuing government and private efforts to reduce aircraft noise while enhancing capacity, service and competition throughout the aviation system. We have fulfilled our promise to Congress and the American people to formulate a balanced national noise policy."

The Aviation Noise and Capacity Act of 1990 required all airlines to stop operating their older, noisier Stage 2 aircraft by the end of the decade, and directed the FAA to formulate a regulation governing the transition. When the transition to quieter Stage 3 aircraft is complete, the number of people exposed to significant aircraft noise will be reduced from 2.7 million to 400,000, an 85 percent decrease.

FAA Administrator James B. Busey said, "These rules will result in quieter airports and a smoothly functioning air transportation system, both of which are vital to the nation's well-being."

The FAA regulation sets out three interim compliance dates -- 1994, 1996, and 1998 -- and provides airlines with two options for meeting the interim dates.

Under the first option, an airline could eliminate or retrofit Stage 2 planes with hushkits or quieter engines. An airline choosing this approach would be required to eliminate or retrofit 25 percent of its Stage 2 fleet by Dec. 31, 1994, 50 percent by Dec. 31, 1996, and 75 percent by Dec. 31, 1998.

-more-

Under the second option, an airline would be required to achieve a 55 percent Stage 3 fleet by Dec. 31, 1994, a 65 percent Stage 3 fleet by Dec. 31, 1996, and a 75 percent Stage 3 fleet by Dec. 31, 1998. This fleet-mix option would provide a growing airline with flexibility to comply with the interim dates either by adding Stage 3 planes to its fleet or by eliminating or retrofitting Stage 2 aircraft, or some combination of the two.

The regulation includes provisions suggested by airlines that are currently facing financial difficulties. In response to comments received on the Notice of Proposed Rulemaking, the rule includes authority for the secretary of transportation to waive an airline's compliance with the interim schedule in certain circumstances.

The rule also includes a system of internal "carry-forward" credits, which would encourage airlines to put quieter Stage 3 aircraft into operation at the earliest possible date. For example, if an airline exceeds the requirement for a given compliance date, it would earn a credit that it could apply toward meeting a future compliance date requirement.

Commenters had argued that the lack of flexibility in the rule could lead financially strapped carriers to cease service altogether.

Skinner said, "We have sought in this rule to achieve the maximum possible noise reduction consistent with a healthy, viable airline industry."

Currently there are approximately 2270 Stage 2 aircraft in the U.S. fleet. These include approximately 1200 Boeing 727s, 401 Boeing 737-100s and -200s, 521 DC-9s, 93 DC-8s, and 27 Boeing 707s. There are approximately 1880 quieter Stage 3 aircraft, about 45 percent of the U.S. fleet.

The companion rule is intended to ensure that any new local noise or access restrictions are the product of a fair and open procedure. Under the regulation, airports considering restrictions on Stage 2 aircraft will have to give public notice 180 days before such restrictions go into effect. All interested parties will be afforded an opportunity to comment about the proposed restriction. Airports also will be required to analyze the costs and benefits of the proposal and possible alternatives to determine if the noise benefits sought can be achieved through less restrictive means.

Airports that wish to impose restrictions on Stage 3 aircraft will be able to do so by reaching a voluntary agreement with the airlines or by obtaining the permission of the FAA. The FAA will approve restrictions that are reasonable, non-discriminatory and non-arbitrary; consistent with efficient use of the nation's airspace; do not create an undue burden on interstate or foreign commerce, or on the national aviation system; do not conflict with federal laws or regulations; and are the product of adequate public comment.

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News:

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

FOR IMMEDIATE RELEASE
Tuesday, October 1, 1991

FAA 42-91
Contact: P. Steucke
Tel.: (202) 267-8521

FAA MAKES MOVES TO ENHANCE EFFICIENCY

In a move designed to enhance management efficiency, FAA Administrator James B. Busey today appointed Joseph Del Balzo, a veteran senior FAA official, as Executive Director for System Operations with expanded responsibilities.

Del Balzo has been serving as Executive Director for System Development. In his new post, he will oversee FAA's Air Traffic and Airway Facilities organizations, and will also assume responsibility for three other key operating units — Aviation Standards, Regulations and Certification, and System Capacity.

"This move will lead to better coordination among the operating organizations," said Busey. "The associate administrators will continue to be responsible for the daily operations of their organizations. Del Balzo will set broad agency policy and ensure that our long and short-term planning considers the needs of all the operating organizations." Under the new integrated management structure, FAA's regional administrators also will be reassigned to report to Del Balzo.

"The RA's will continue to serve as the 'eyes and ears' of the administrator. However, they will now have an enhanced role in issues which cross organizational lines within their areas of geographic responsibility," said Busey.

Also included in the expanded directorate for System Operations will be the Aeronautical Center, located in Oklahoma City.

In a separate move aimed at further streamlining the agency's acquisition process, the administrator announced the reassignment of the contracts function to the Executive Director for System Development. In this way, development and acquisition of major systems will be under the direction of a single senior agency executive.

With Del Balzo moving to his new assignment, the administrator has assigned John Burt, Executive Director for Acquisition, responsibility for the integration of the contracts function into the System Development organization. Clay Foushee, the Scientific and Technical Advisor for Human Factors, is reassigned to report to the Executive Director for System Development. Del Balzo's former position will be advertised as soon as possible.

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U.S. Department of
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News:

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

FOR RELEASE TUESDAY
October 1, 1991

FAA 43-91
Contact: Fred Farrar
Tel.: (202) 267-3441

FEDERAL SECURITY MANAGERS ON THE JOB AT 18 AIRPORTS

Federal security managers are on the job at 18 of the nation's major airports, Federal Aviation Administrator James B. Busey announced.

Starting today, the Congressionally mandated federal security managers are acting as the FAA's focal point for security at the airports and are responsible for coordinating the many security functions.

"These federal security managers will help us assure that American air travelers get the best protection possible against threats to civil aviation," Busey said.

Among the security managers' responsibilities is the coordination of the job of the airlines to screen passengers and their luggage with the airport's job of keeping unauthorized people out of restricted areas.

The mandate was in the Aviation Security Improvement Act of 1990. The legislation, which was passed on Nov. 16, 1990, specified that the coordinators be selected and in place within one year.

These are the airports at which the security managers are stationed:

Atlanta, Baltimore-Washington International, Boston, Chicago's O'Hare, Dallas-Fort Worth, Denver, Detroit, Honolulu, Houston Intercontinental, Los Angeles and Miami.

Also, New York's John F. Kennedy, San Francisco, San Juan, Seattle-Tacoma, St. Louis, Washington National and Washington Dulles.

The Aviation Security Improvement Act also required the agency to station Civil Aviation Security Liaison Officers at selected U.S. embassies to perform similar duties.

The agency now has 11 liaison officers on duty overseas and soon will be adding six more. The act allowed two years to fill the posts.

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

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M-49

FOR IMMEDIATE RELEASE
Wednesday, October 16, 1991

FAA 44-91
Contact: P. Steucke
Tel.: (202) 267-8521

STEPS TO REDUCE NEW YORK AIRCRAFT NOISE TO BE STUDIED BY FAA TEAM

The Federal Aviation Administration is assembling a special team of experts to explore ways of reducing the impact of aircraft noise in the New York metropolitan area, Administrator James B. Busey announced today.

The team of environmental and air traffic control specialists from the Federal Aviation Administration will explore possible air traffic measures to reduce the impact of aviation noise on residents of certain sections of New York, Connecticut and New Jersey. The team will obtain the views of residents, compile data and make recommendations.

"We are seeking a high degree of public involvement in a search for workable answers to the noise problem," Busey said. "We want to hear from both residents and community leaders."

The noise reduction review program is designed to complement an ongoing environmental impact study of the noise effects in New Jersey resulting from the rerouting of higher altitude flight paths in 1987 as part of the Expanded East Coast Plan.

The FAA has been working closely with New York Sen. Alphonse D'Amato, the ranking member of the Transportation Appropriations Subcommittee, along with members of the New York, Connecticut and New Jersey congressional delegations, to bring about an early resolution to the aircraft noise problem.

The FAA team will hold public meetings in New York and Connecticut to obtain comments from residents and aviation industry groups. Dates and locations will be announced later. Meetings were held earlier in New Jersey in conjunction with the environmental study. Comments collected from those meetings will be reviewed and incorporated into the team's data. Recommendations will be presented to the administrator by May 1992, for inclusion in a final report to Congress.

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

FOR IMMEDIATE RELEASE
Tuesday, November 5, 1991

FAA 46-91
Contact: D. Stafford
Tel.: (202) 267-8521

FAA AWARDS GRANTS FOR AVIATION EDUCATION

Flight simulation equipment, a human factors laboratory, and classes-by-satellite are among the items that 21 colleges and universities will purchase with \$8.4 million in airway science grants awarded today by the Federal Aviation Administration (FAA).

FAA Administrator James B. Busey said, "The purpose of these grants, made in support of our Airway Science Curriculum Program, is to ensure a steady flow of young people trained for jobs in aviation."

The program was begun in 1982 to further the development of aviation training in colleges by providing enhanced educational opportunities to airway science students through the use of state-of-the-art instructional facilities and equipment.

The new grants bring to almost \$60 million the value of the grants made since the beginning of the program.

The grant recipients, the amount of the grant, and what the grant will be used for are:

Arizona State University, Tempe, Ariz., \$693,456 for flight simulation equipment, development of an Airway Science course broadcast by satellite, and a National Airspace System Computer Simulation Laboratory, and microprocessor training equipment.

Central Missouri State University, Warrensburg, Mo., \$145,400 for avionics laboratory equipment; Central Washington University, Ellensburg, Wash., \$696,020 for flight simulation equipment; and Chadron State College, Chadron, Neb., \$50,250 for a technology classroom to receive aviation courses broadcast by satellite.

Daniel Webster College, Nashua, N.H., \$750,000 for the expansion and renovation of an aviation academic facility; Dowling College, Oakdale, N.Y., \$210,000 for a human factors laboratory; and Elizabeth City State University, Elizabeth City, N.C., \$63,000 for air traffic control simulation equipment and establishment of an Airway Science learning center.

-more-

Embry-Riddle Aeronautical University, Daytona Beach, Fla., \$687,755 for air traffic control simulation and computer equipment; Embry-Riddle Aeronautical University, Prescott, Ariz., \$286,945 for development of an Airway Science computer laboratory; and Florida Institute of Technology, Melbourne, Fla., \$131,000 for meteorological equipment and a flight simulator.

Henderson State University, Arkadelphia, Ark., \$46,500 for flight simulation equipment; Inter American University of Puerto Rico, Hato Rey, P.R., \$424,256 for flight and air traffic control simulators, avionics/electronics equipment, meteorological equipment, and classroom equipment; and Jackson State University, Jackson, Miss., \$621,075 for the renovation of an academic facility and electronic equipment.

Louisiana Tech University, Ruston, La., \$495,000 for the architectural design of an Airway Science Center and flight and air traffic control simulation equipment; Metropolitan State College of Denver, Denver, Colo., \$375,000 for equipment for a simulated airport; and Ohio State University, Columbus, Ohio, \$225,000 for equipment for an Airway Science simulation laboratory.

Parks College of Saint Louis University, Cahokia, Ill., \$396,800 for flight simulation equipment; Southern Illinois University at Carbondale, Carbondale, Ill., \$623,584 for construction of classrooms and an engine test cell facility; and Texas Southern University, Houston, Texas, \$540,300 for air traffic control simulators, computers, and meteorological equipment.

University of Maryland - Eastern Shore, Princess Anne, Md., \$744,300 for renovation and expansion of academic facilities, flight and air traffic control simulation equipment, avionics equipment, meteorological equipment, and a learning-by-satellite classroom; and Utah State University, Logan, Utah, \$218,525 for equipment to receive aviation courses broadcast by satellite and construction of a powerplant testing facility.

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Washington, D.C. 20590

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M-49

FOR RELEASE THURSDAY
November 7, 1991

FAA 45-91
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR FOURTH QUARTER

The Federal Aviation Administration approved \$864,417,194 in allocations under the Airport Improvement Program (AIP) during the fourth quarter of Fiscal Year 1991. The money went for 517 planning and development projects in 49 states and five territories.

A \$1.8 billion level was available for the FY 1991 Airport Improvement Program. Funds were drawn from the Aviation Trust Fund, which is financed by aviation user taxes, with Congress approving annual funding levels.

Of the more than \$864.4 million allocated in the fourth quarter, \$649,627,784 went for 209 projects at primary airports. This includes multiyear projects in which sponsors commit future year entitlements over two or more fiscal years. The largest single approval was a Letter of Intent (LOI) for \$106 million for capacity enhancements at Washington National Airport. Another LOI for \$24.2 million was awarded to Washington Dulles Airport. An LOI indicates the government's intent to provide future discretionary and/or entitlement funds for major capacity projects which require a significant investment.

Another \$107,957,378 was allocated for 189 projects at general aviation airports and \$82,128,117 was approved for 68 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of \$22,227,406 for 26 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 25 airport system plan studies totalling \$2,476,509.

Of the total amount announced, \$210,725,061 was for 191 projects which will not receive grants until Fiscal Year 1992. This advance commitment allows the airport sponsor to begin engineering design and other procedural actions in anticipation of grant funds early in the next fiscal year.

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JULY 01, 1991 TO SEPTEMBER 30, 1991

ALABAMA	\$7,079,559	NEBRASKA	\$8,662,140
ALASKA	\$30,458,125	NEVADA	\$669,375
AMERICAN SAMOA	\$1,700,000	NEW HAMPSHIRE	\$5,285,590
ARIZONA	\$29,260,460	NEW JERSEY	\$2,420,014
ARKANSAS	\$7,618,397	NEW MEXICO	\$4,121,759
CALIFORNIA	\$70,173,991	NEW YORK	\$82,051,553
COLORADO	\$9,267,523	NORTH CAROLINA	\$1,979,014
CONNECTICUT	\$2,537,740	NORTH DAKOTA	\$2,359,570
FLORIDA	\$41,070,439	NORTHERN MARIANA I	\$4,678,000
GEORGIA	\$28,275,709	OHIO	\$2,452,134
GUAM	\$9,703,514	OKLAHOMA	\$3,300,915
HAWAII	\$19,358,250	OREGON	\$2,841,230
IDAHO	\$1,674,102	PENNSYLVANIA	\$24,759,136
ILLINOIS	\$19,362,838	PUERTO RICO	\$8,072,629
INDIANA	\$16,917,413	RHODE ISLAND	\$9,687,864
IOWA	\$10,259,415	SOUTH CAROLINA	\$2,855,752
KANSAS	\$9,976,936	SOUTH DAKOTA	\$6,779,024
KENTUCKY	\$13,885,649	TENNESSEE	\$2,626,000
LOUISIANA	\$86,760,519	TEXAS	\$56,702,232
MAINE	\$1,216,929	UTAH	\$36,376
MARYLAND	\$8,489,264	VERMONT	\$393,070
MASSACHUSETTS	\$7,743,002	VIRGIN ISLANDS	\$7,916,491
MICHIGAN	\$11,014,201	VIRGINIA	\$131,105,763
MINNESOTA	\$14,301,659	WASHINGTON	\$5,747,603
MISSISSIPPI	\$666,198	WEST VIRGINIA	\$225,000
MISSOURI	\$13,846,085	WISCONSIN	\$8,564,368
MONTANA	\$1,623,862	WYOMING	\$3,882,813
		TOTAL	\$864,417,194

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M-49

FOR IMMEDIATE RELEASE
Friday, November 8, 1991

FAA 47-91
Contact: JoAnn Sloane
Tel.: (202) 267-8521

FAA PLANS 31 AUXILIARY FLIGHT SERVICE STATIONS

The Federal Aviation Administration (FAA) notified Congress today of plans to supplement the weather and other services it provides to private pilots in 31 areas that are subject to particularly adverse weather or operational conditions.

The project, entitled the "Auxiliary Flight Service Station Plan," will add 26 permanent and five seasonal auxiliary flight service stations to the 61 automated flight service stations the agency is planning. The action was mandated by Congress in the Aviation Safety and Capacity Expansion Act of 1990.

"These facilities," said FAA Administrator James B. Busey, "will provide special services to meet the unique needs of the pilots flying in the affected areas, as required by the enacting legislation."

The flight stations provide pilots with flight plan filing service, in-flight communications and weather briefings, among other services. Beginning in August 1992, to supplement these services, the auxiliary stations will offer local airport information and pertinent weather advisory alerts and also will respond to requests for local search and rescue assistance.

The 26 permanent auxiliary sites are:

Barrow, Cold Bay, Deadhorse, Dillingham, Homer, Ketchikan, Kotzebue, Nome and Sitka, all in Alaska, as well as Muscle Shoals, Ala.; Arcata, Calif.; Marysville, Calif.; Ukiah, Calif.; Crestview, Fla.; Bowling Green, Ky.; and London, Ky.

Also, Salisbury, Md.; Marquette, Mich.; Bozeman, Mont.; Hickory, N.C.; New Bern, N.C.; Rocky Mount, N.C.; Redmond, Ore.; Bradford, Pa.; DuBois, Pa.; and Pierre, S.D.

The seasonal sites, all in Alaska, are Iliamna, McGrath, Northway, Palmer and Talkeetna.

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News:

Office of the Assistant Secretary for Public Affairs
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211713
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D 0950 002

FOR RELEASE WEDNESDAY
November 20, 1991

FAA 49-91
Contact: Joanne Sloane
Tel.: (202) 267-8521

VETERAN FAA PHYSICIAN NAMED FEDERAL AIR SURGEON

Federal Aviation Administrator James B. Busey has selected Dr. Jon L. Jordan, a 22-year veteran of the agency's Office of Aviation Medicine, to be the Federal Air Surgeon.

Jordan, who has been Deputy Federal Air Surgeon for 12 years, replaces Dr. Robert R. McMeekin, who has returned to active duty with the United States Army.

As the Federal Air Surgeon, Jordan will be responsible for the medical certification of the nation's 675,000 active pilots.

He also will be responsible for the agency's Civil Aeromedical Institute in Oklahoma City, Okla., the administration of the aviation industry anti-drug program, and a national health awareness program for FAA employees.

"Jon Jordan's years of distinguished service in aviation medicine eminently qualify him for the post of Federal Air Surgeon," Busey said. "The FAA is indeed fortunate to have him on its team."

Jordan was Chief of the FAA's Aeromedical Standards Division from 1976 to 1979. From 1969 to 1976, he headed the Office of Aviation Medicine's Projects Development Branch.

Jordan, 55, joined the U.S. Army Medical Corps in 1967 as a flight surgeon and was later named Chief of Aviation Medicine at Madigan General Hospital in Tacoma, Wash.

He was born in Oak Hill, W.Va. and earned his medical degree in 1963 from the Medical College of Virginia. He also received a law degree in 1967 from the University of Virginia School of Law.

Jordan is licensed to practice medicine in both Virginia and West Virginia and is a member of the bar in Virginia and the District of Columbia.

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FOR RELEASE MONDAY
November 25, 1991

FAA 50-91
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA TO HOLD CONFERENCE ON STATUS OF TCAS IN AIRCRAFT

The Federal Aviation Administration (FAA) will sponsor an international conference in Washington, D.C., Jan. 7-9 to review progress in the installation and operation of collision avoidance systems in aircraft.

The three-day conference will culminate a year of experience with the Traffic Alert and Collision Avoidance System (TCAS) in this country. Aviation authorities in Europe and Japan are conducting similar evaluations.

The TCAS system provides flight crews with a warning that other aircraft are nearby and issues recommended evasive maneuvers if any of those aircraft poses a collision threat. A computer in the system uses the range and altitude of nearby aircraft as a basis for the maneuver calculations.

The findings of the conference will be forwarded to the Surveillance Improvement and Collision Avoidance Systems Panel of the International Civil Aviation Organization for its use in setting international standards for installation and operation of such systems.

"The lessons we've learned and the data we have gathered will be shared with new TCAS users to make the use of these systems easier, safer, and more uniform," said FAA Administrator James B. Busey.

An FAA regulation required the use of TCAS in 20 percent of all aircraft with more than 30 passenger seats by Dec. 30, 1990. It also requires that 50 percent of such aircraft be equipped with the device by Dec. 30, 1991 and 100 percent by Dec. 30, 1993.

The topics to be discussed at the conference include operational evaluations of TCAS, the impact of TCAS on the air traffic control system, and lessons learned by aircraft operators, pilots, and air traffic controllers during the initial use of TCAS. The conference will be held at Loews L'Enfant Plaza Hotel.

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117

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211713
M-49

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FOR IMMEDIATE RELEASE
Thursday, December 12, 1991

FAA 51-91
Contact: P. Steucke
Tel.: (202) 267-8521

FAA ISSUES FINAL RULE SIMPLIFYING AIRSPACE CLASSIFICATIONS FOR PILOTS

The Federal Aviation Administration (FAA) today adopted a rule that consolidates and simplifies the types and classifications of airspace, making them easier for pilots to understand. The new system conforms with the recommendations of the International Civil Aviation Organization.

The FAA said the new classifications will make it easier for pilots to understand the requirements needed to operate in the national airspace system.

The final rule establishes six classes of airspace, each designated by a single letter of the alphabet: A, B, C, D, E, or G. Each is associated with a different set of pilot qualification and equipment requirements, pilot operating rules and specific air traffic control services. The letter designators will replace such current terms as Positive Control Airspace, Terminal Control Area, Airport Radar Service Area, etc.

The changes, to be completed by September of 1993, will have very little impact on airline pilots using Instrument Flight Rule procedures. An education program designed to help non-airline pilots understand and use the new types and classifications of airspace will be provided by FAA.

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FAA 52-91
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FAA AWARDS CONTRACT FOR NEW AIR TRAFFIC CONTROL COMMUNICATIONS SYSTEM

The Federal Aviation Administration today awarded a 15-year, \$1.663 billion contract to the Harris Corp. of Melbourne, Fla. for a sophisticated radio and telephone voice switching system to replace the aging leased communication systems currently in use in the air traffic system. The FAA expects to spend \$97 million of the contract in fiscal year 1992.

The Voice Switching and Control System (VSCS), a major component in the FAA's air traffic control modernization program, will provide a computer-controlled voice system for communications among air traffic controllers and between controllers and flight crews.

The contract permits the ordering of 25 systems over a four-year period, with the option of ordering an additional 24 follow-on systems. Also included are maintenance, training, and installation services over a 14-year period.

The new system will significantly improve communications with a system that is flexible, expandable, and highly reliable. The VSCS will be installed at the agency's Aeronautical Center in Oklahoma City, Ok., the 22 Air Route Traffic Control Centers which control aircraft when they are flying between cities, and at the New York terminal radar approach control facility.

The contract award is a result of prototype development contracts awarded in 1986 to two competing contractors, AT&T Technologies, Inc. of Greensboro, N.C., and the Government Communications Systems Division of the Harris Corp.

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