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FAA ISSUES APPORTIONMENTS OF $909.7 MILLION IN AIRPORT FUNDS

The Federal Aviation Administration (FAA) will distribute a record high level of $909.7 million in formula funds to the nation's airports in fiscal year 1992 for airport planning and development projects and for noise compatibility planning and programs. The formula funds are available from the fiscal 1992 obligation authority of $1.9 billion for the Airport Improvement Program.

The apportionments reflect the funding levels resulting from enactment of the Department of Transportation and Related Agencies Appropriation Act.

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

For fiscal year 1992, FAA is apportioning $621.3 million for primary airports, which serve large air carriers (Table I). Approximately $228 million is apportioned to the 50 states, the District of Columbia, and Puerto Rico for general aviation airports, including $2.3 million for airports in the Virgin Islands, Guam, American Samoa, Government of the Northern Mariana Islands, and the Trust Territory of the Pacific Islands (Table II, Insular Areas). In addition, approximately $10.4 million is being apportioned to certain airports in Alaska, and $50 million to the sponsors of cargo hub airports (Table III).

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

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TABLE I

AIRPORT IMPROVEMENT PROGRAM
DISTRIBUTION OF $621,347,468 FOR PRIMARY
AIRPORT DEVELOPMENT FOR FISCAL YEAR 1992

STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA	
CITY OF BIRMINGHAM	$ 2,041,660
CITY OF MOBILE	1,420,981
MONTGOMERY AIRPORT AUTHORITY	902,091
CITY OF TUSCALOOSA	300,000
COUNTIES OF COLBERT AND LAUDERDALE	300,000
DOTHAN-HOUSTON COUNTY AIRPORT AUTHORITY INC.	506,251
HUNTSVILLE-MADISON COUNTY AIRPORT AUTHORITY	1,620,668
ALABAMA TOTAL	7,091,651
ALASKA	
CITY AND BOROUGH OF JUNEAU	1,156,550
CITY OF KENAI	652,413
STATE OF ALASKA	12,936,161
ALASKA TOTAL	14,745,124
ARIZONA	
CITY OF FLAGSTAFF	369,463
CITY OF PHOENIX	8,435,360
CITY OF TUCSON	2,229,386
COUNTY OF MOHAVE	396,100
STATE OF ARIZONA	1,380,904
COUNTY OF YUMA	467,787
CITY OF SIERRA VISTA	300,000
ARIZONA TOTAL	13,579,000
ARKANSAS	
CITY OF FAYETTEVILLE	744,570
CITY OF FORT SMITH	675,160
LITTLE ROCK MUNICIPAL AIRPORT COMMISSION	1,999,415
TEXARKANA AIRPORT AUTHORITY	349,768
ARKANSAS TOTAL	3,768,913
CALIFORNIA	
CITY AND COUNTY OF SAN FRANCISCO	10,915,875
CITY OF CHICO	300,000
CITY OF FRESNO	1,587,703
CITY OF LONG BEACH	1,815,699
CITY OF LOS ANGELES	19,292,346
CITY OF MODESTO	300,000
CITY OF OAKLAND	3,135,454
CITY OF PALM SPRINGS	1,561,641
CITY OF REDDING	473,912
CITY OF SAN JOSE	3,540,902
CITY OF SANTA BARBARA	$ 1,192,155
CITY OF VISALIA	300,000
COUNTY OF CONTRA COSTA	386,716
COUNTY OF KERN	749,008
COUNTY OF SACRAMENTO	2,539,512
COUNTY OF SAN JOAQUIN	452,629
COUNTY OF VENTURA	335,923
CITY OF SOUTH LAKE TAHOE	494,837
COUNTY OF HUMBOLDT	483,226
COUNTY OF IMPERIAL	300,000
MONTEREY PENINSULA AIRPORT DISTRICT	1,013,776
COUNTY OF ORANGE	2,854,030
SAN DIEGO UNIFIED PORT DISTRICT	4,931,943
COUNTY OF SAN LUIS OBISPO	562,172
SANTA MARIA PUBLIC AIRPORT DISTRICT	317,772
COUNTY OF SONOMA	464,937
BURBANK-GLENDALE-PASEDENA AIRPORT AUTHORITY	2,489,313
INDIAN WELLS VALLEY AIRPORT DISTRICT	300,000
CALIFORNIA TOTAL	63,091,481
COLORADO	
CITY AND COUNTY OF DENVER	9,667,546
CITY OF COLORADO SPRINGS	1,755,317
CITY OF GRAND JUNCTION AND COUNTY OF MESA	757,099
CITY OF PUEBLO	464,396
COUNTY OF GUNNISON	381,966
CITY OF DURANGO AND COUNTY OF LA PLATA	638,581
COUNTY OF MONTROSE	300,000
COUNTY OF PITKIN	948,285
COUNTY OF ROUTT	366,616
TELLURIDE REGIONAL AIRPORT AUTHORITY	300,000
CITY OF STEAMBOAT SPRINGS	344,159
COLORADO TOTAL	15,923,965
CONNECTICUT	
CITY OF BRIDGEPORT	487,542
CITY OF NEW HAVEN	340,868
STATE OF CONNECTICUT	3,283,477
CONNECTICUT TOTAL	4,111,887

STATE/SPONSORS	SPONSOR APPORTIONMENT
FLORIDA	
COUNTY COUNCIL OF VOLUSIA COUNTY	$ 1,694,640
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	4,242,374
CITY OF GAINESVILLE	955,258
JACKSONVILLE PORT AUTHORITY	2,246,082
CITY OF MELBOURNE	1,371,349
CITY OF ORLANDO	7,009,387
CITY OF PENSACOLA	1,522,713
CITY OF TALLAHASSEE	1,571,453
VERO BEACH	300,000
BOARD OF COUNTY COMMISSIONERS, LEE COUNTY	2,522,508
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	9,436,534
HILLSBOROUGH COUNTY AVIATION AUTHORITY	4,814,408
COUNTY OF MONROE	1,183,797
PALM BEACH COUNTY BOARD OF COUNTY COMMISSIONERS	3,176,827
PANAMA CITY-BAY COUNTY AIRPORT AND INDUSTRIAL DISTRICT	614,983
SARASOTA MANATEE AIRPORT AUTHORITY	2,032,273
COUNTY OF OKALOOSA, BOARD OF COUNTY COMMISSIONERS	812,308
CITY OF NAPLES AIRPORT AUTHORITY	444,257
COUNTY OF PINELLAS	701,259
FLORIDA TOTAL	46,652,410
GEORGIA	
CITY OF ALBANY AND COUNTY OF DOUGHERTY	384,673
CITY OF ATLANTA	16,000,000
CITY OF AUGUSTA	985,642
CITY OF MACON	323,521
CITY OF VALDOSTA	300,000
COUNTY OF CLARKE	300,000
COUNTY OF GLYNN	300,000
CITY OF COLUMBUS AND COLUMBUS AIRPORT COMMISSION	697,999
CITY OF SAVANNAH AND SAVANNAH AIRPORT COMMISSION	1,710,667
GEORGIA TOTAL	21,002,502
HAWAII	
STATE OF HAWAII	18,455,359
HAWAII TOTAL	18,455,359
IDAHO	
CITY OF BOISE	1,764,049
CITY OF HAILEY	300,000
CITY OF IDAHO FALLS	$ 713,419
CITY OF LEWISTON AND COUNTY OF NEZ PERCE	322,187
CITY OF POCATELLO	300,000
CITY OF TWINS FALLS AND COUNTY OF TWIN FALLS	300,000
COUNTY OF KOOTENAI	300,000
IDAHO TOTAL	3,999,655
ILLINOIS	
BLOOMINGTON-NORMAL AIRPORT AUTHORITY	463,575
BOARD OF TRUSTEES OF THE UNIVERSITY OF ILLINOIS	857,288
CITY OF CHICAGO	20,223,378
CITY OF QUINCY	300,000
DECATUR PARK DISTRICT	359,962
GREATER PEORIA AIRPORT AUTHORITY	972,403
GREATER ROCKFORD AIRPORT AUTHORITY	667,599
METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY	1,231,396
SPRINGFIELD AIRPORT AUTHORITY	706,079
WILLIAMSON COUNTY AIRPORT AUTHORITY	300,000
ILLINOIS TOTAL	26,081,680
INDIANA	
BOARD OF TRUSTEES PURDUE UNIVERSITY	300,000
KOKOMO MUNI	300,000
EVANSVILLE-VANDERBURGH AIRPORT AUTHORITY	1,001,177
FORT WAYNE BOARD OF AVIATION COMMISSIONERS	1,249,724
INDIANAPOLIS AIRPORT AUTHORITY	3,210,184
ST. JOSEPH COUNTY AIRPORT AUTHORITY	1,431,703
TERRE HAUTE BOARD OF AVIATION COMMISSIONERS	300,000
INDIANA TOTAL	7,792,788
IOWA	
CITY OF BURLINGTON	300,000
CITY OF CEDAR RAPIDS	1,443,798
CITY OF DES MOINES	1,815,997
CITY OF DUBUQUE	300,000
CITY OF MASON CITY	300,000
CITY OF SIOUX CITY	691,207
CITY OF WATERLOO	440,804
IOWA TOTAL	5,291,806

STATE/SPONSORS	SPONSOR APPORTIONMENT
KANSAS	
WICHITA AIRPORT AUTHORITY	$ 1,744,757
CITY OF MANHATTAN	300,000
METROPOLITAN TOPEKA AIRPORT AUTHORITY	300,000
KANSAS TOTAL	2,344,757
KENTUCKY	
CITY OF PADUCAH AND COUNTY OF MCCRACKEN	300,000
KENTON COUNTY AIRPORT BOARD	4,314,876
LEXINGTON-FAYETTE URBAN COUNTY BOARD; LEXINGTON-FAYETTE URBAN COUNTY AIRPORT CORP. LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT	1,438,195
LOUISVILLE AND JEFFERSON COUNTY AIR BOARD	2,040,234
OWENSBORO-DAVIESS COUNTY AIRPORT BOARD	300,000
KENTUCKY TOTAL	8,393,305
LOUISIANA	
AIRPORT DISTRICT #1 OF CALCASIEU PARISH	442,697
CITY OF MONROE	676,741
CITY OF SHREVEPORT AND GREATER SHREVEPORT AIRPORT AUTHORITY	1,238,052
NEW ORLEANS AVIATION BOARD AND THE CITY OF NEW ORLEANS	3,600,093
PARISH OF LAFAYETTE	712,795
PARISH OF RAPIDES	480,912
CITY OF BATON ROUGE AND PARISH OF EAST BATON ROUGE	1,527,500
LOUISIANA TOTAL	8,678,790
MAINE	
CITY OF BANGOR	2,189,459
CITY OF PORTLAND	1,735,910
CITY OF PRESQUE ISLE	300,000
MAINE TOTAL	4,225,369
MARYLAND	
STATE AVIATION ADMINISTRATION MARYLAND DEPARTMENT OF TRANSPORTATION	4,678,821
CITY COUNCIL OF HAGERSTOWN	300,000
SALISBURY-WICOMICO AIRPORT COMMISSION	507,109
MARYLAND TOTAL	5,485,930

STATE/SPONSORS	SPONSOR APPORTIONMENT
MASSACHUSETTS	
CITY OF NEW BEDFORD	$ 300,000
COUNTY OF DUKES	346,640
MASSACHUSETTS PORT AUTHORITY	8,570,012
TOWN OF BARNSTABLE	683,730
TOWN OF NANTUCKET	731,562
CITY OF WORCESTER	780,970
MASSACHUSETTS TOTAL	11,412,914
MICHIGAN	
CITIES OF SAGINAW AND MIDLAND AND COUNTY OF BAY	1,006,499
CITY OF DETROIT	1,402,443
COUNTY OF DELTA	300,000
CITY OF FLINT	806,767
CITY OF KALAMAZOO	1,037,681
NORTHWESTERN REGIONAL AIRPORT COMMISSION	694,169
COUNTY OF DICKINSON	300,000
COUNTY OF EMMET	300,000
COUNTY OF HOUGHTON	300,000
COUNTY OF KENT	1,815,913
COUNTY OF MARQUETTE	300,000
COUNTY OF MUSKEGON	417,082
CAPITAL REGIONAL AIRPORT AUTHORITY	1,087,590
COUNTY OF WAYNE	8,225,981
MICHIGAN TOTAL	17,994,125
MINNESOTA	
CITY OF BRAINERD AND COUNTY OF CROW WING	300,000
CITY OF CHISHOLM AND CITY OF HIBBING	300,000
CITY OF BEMIDJI	300,000
CITY OF DULUTH	720,491
CITY OF ROCHESTER	788,726
CITY OF INTERNATIONAL FALLS AND COUNTY OF KOOCHICHING	300,000
MINNEAPOLIS-ST. PAUL METROPOLITAN AIRPORTS COMMISSION	7,680,109
MINNESOTA TOTAL	10,389,326
MISSISSIPPI	
CITIES OF COLUMBUS AND STARKSVILLE, WEST POINT AND COUNTY OF LOWNDES	361,600
CITY OF GREENVILLE	300,000
GULFPORT-BILOXI REGIONAL AIRPORT AUTHORITY	671,999
CITY OF MERIDIAN	300,000
CITY OF TUPELO	300,000

STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	$ 1,445,478
PINE BELT REGIONAL AIRPORT AUTHORITY	300,000
MISSISSIPPI TOTAL	3,679,077
MISSOURI	
CITY OF CAPE GIRARDEAU	300,000
CITY OF COLUMBIA	317,873
CITY OF JOPLIN	300,000
CITY OF KANSAS CITY	3,625,394
CITY OF SPRINGFIELD	982,423
CITY OF ST. LOUIS	7,902,036
MISSOURI TOTAL	13,427,726
MONTANA	
CITY OF BILLINGS	1,089,813
GALLATIN AIRPORT AUTHORITY	723,824
CITY OF GREAT FALLS	696,475
FLATHEAD COUNTY MUNICIPAL AIRPORT AUTHORITY	504,187
HELENA AND LEWIS AND CLARK COUNTY AIRPORT BOARD	408,320
COUNTY OF MISSOULA	752,440
BUTTE-SILVER BOW CITY/COUNTY GOVERNMENTS	300,000
MONTANA TOTAL	4,475,059
NEBRASKA	
HALL COUNTY AIRPORT AUTHORITY	300,000
COUNTY OF SCOTTS BLUFF	300,000
LINCOLN AIRPORT AUTHORITY	1,017,604
NORTH PLATTE AIRPORT AUTHORITY	300,000
OMAHA AIRPORT AUTHORITY	2,035,257
NEBRASKA TOTAL	3,952,861
NEVADA	
CITY OF ELKO	527,415
CITY OF RENO	2,349,819
COUNTY OF CLARK	7,459,684
NEVADA TOTAL	10,336,918
NEW HAMPSHIRE	
CITY OF LEBANON AND LEBANON REGIONAL AIRPORT AUTHORITY	325,541
CITY OF MANCHESTER	1,375,777
NEW HAMPSHIRE TOTAL	1,701,318
NEW JERSEY	
COUNTY OF MERCER	300,000
ATLANTIC CITY	$ 1,673,562
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	8,523,046
NEW JERSEY TOTAL	10,496,608
NEW MEXICO	
CITY OF ALBUQUERQUE	3,000,311
CITY OF ROSWELL	300,000
CITY OF FARMINGTON	491,104
NEW MEXICO TOTAL	3,791,415
NEW YORK	
COUNTY OF BROOME	837,127
COUNTY OF CHAUTAUQUA	300,000
CITY OF SYRACUSE	2,225,610
CITY OF WATERTOWN	300,000
COUNTY OF CLINTON	300,000
COUNTY OF ALBANY	2,129,031
COUNTY OF CHEMUNG	695,380
COUNTY OF MONROE	2,184,522
COUNTY OF ONEIDA	300,000
COUNTY OF WESTCHESTER	1,321,315
COUNTY OF DUCHESS	300,000
NIAGARA FRONTIER TRANSPORTATION AUTHORITY	2,494,701
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	19,539,475
COUNTY OF TOMPKINS	686,959
TOWN OF HARRIETSTOWN	300,000
TOWN OF ISLIP	1,735,187
DEPT. OF MARINE AND AVIATION	300,000
N.Y. CITY DEPT. OF REAL ESTATE	300,000
NEW YORK STATE DEPARTMENT OF TRANSPORTATION	895,255
NEW YORK TOTAL	37,144,562
NORTH CAROLINA	
CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH-DURHAM AIRPORT AUTHORITY	4,355,999
CITY OF ASHEVILLE	1,077,960
CITY OF CHARLOTTE	6,424,631
CITY OF FAYETTEVILLE	875,508
CITY OF HICKORY	300,000
COUNTY OF CRAVEN	491,644
COUNTY OF FORSYTH	300,000
GREENSBORO-HIGH POINT AIRPORT AUTHORITY	1,964,941
COUNTY OF LENOIR AND CITY OF KINSTON	348,348
COUNTY OF NEW HANOVER	821,613
ROCKY MOUNTAIN-WILSON AIRPORT AUTHORITY	300,000

STATE/SPONSORS	SPONSOR APPORTIONMENT
COUNTY OF ONSLOW	$ 635,336
COUNTY OF PITT, CITY OF GREENVILLE AND COUNTY OF PITT-CITY OF GREENVILLE AIRPORT AUTHORITY	412,043
NORTH CAROLINA TOTAL	18,308,023
NORTH DAKOTA	
CITY OF BISMARCK	729,349
CITY OF FARGO, NORTH DAKOTA MUNICIPAL AIRPORT AUTHORITY	905,104
CITY OF GRAND FORKS	626,350
CITY OF MINOT	600,491
NORTH DAKOTA TOTAL	2,861,294
OHIO	
AKRON CANTON REGIONAL AIRPORT AUTHORITY	1,256,957
CITY OF CLEVELAND	4,087,404
CITY OF COLUMBUS	2,538,528
CITY OF DAYTON	2,713,140
CITY OF TOLEDO AND TOLEDO-LUCAS COUNTY PORT AUTHORITY	1,233,063
CITY OF YOUNGSTOWN	397,836
OHIO TOTAL	12,226,928
OKLAHOMA	
CITY OF LAWTON	519,220
CITY OF OKLAHOMA CITY	2,369,249
TULSA AIRPORTS IMPROVEMENTS TRUST	2,333,704
OKLAHOMA TOTAL	5,222,173
OREGON	
CITY OF EUGENE	1,101,209
CITY OF KLAMATH FALLS	300,000
COUNTY OF JACKSON	789,108
CITY OF NORTH BEND	300,000
CITY OF REDMOND	503,974
PORT OF PORTLAND	3,447,019
OREGON TOTAL	6,441,310
PENNSYLVANIA	
BLAIR COUNTY AIRPORT AUTHORITY	300,000
BRADFORD REGIONAL AIRPORT AUTHORITY, COUNTY OF ELK, COUNTY OF WARREN, COUNTY OF MCKEAN	300,000
CITY OF PHILADELPHIA	6,565,887
COMMONWEALTH OF PENNSYLVANIA	1,763,546
COUNTY OF LUZERNE AND COUNTY OF LACKAWANNA	$ 1,021,418
COUNTY OF ALLEGHENY	6,923,767
CLEARFIELD-JEFFERSON COUNTIES AIRPORT AUTHORITY	300,000
ERIE MUNICIPAL AIRPORT AUTHORITY	821,075
JOHNSTOWN-CAMBRIA COUNTY AIRPORT AUTHORITY	300,000
LANCASTER AIRPORT AUTHORITY	321,516
LEHIGH-NORTHAMPTON AIRPORT AUTHORITY	1,517,277
READING MUNICIPAL AIRPORT AUTHORITY	492,820
COUNTY OF VENANGO	300,000
WILLIAMSPORT MUNICIPAL AIRPORT AUTHORITY	380,000
PENNSYLVANIA STATE UNIVERSITY	602,529
WESTMORELAND COUNTY AUTHORITY	300,000
PENNSYLVANIA TOTAL	22,209,835
RHODE ISLAND	
STATE OF RHODE ISLAND	2,755,756
RHODE ISLAND TOTAL	2,755,756
SOUTH CAROLINA	
CHARLESTON COUNTY AVIATION AUTHORITY	1,807,174
CITY OF FLORENCE	395,039
GREENVILLE SPARTANBURG AIRPORT COMMISSION	1,748,371
RICHLAND-LEXINGTON AIRPORT COMMISSION	1,726,193
COUNTY OF HORRY AND COUNTY OF HORRY AIRPORT COMMISSION	1,076,949
COUNTY OF BEAUFORT	489,143
SOUTH CAROLINA TOTAL	7,242,869
SOUTH DAKOTA	
CITY OF ABERDEEN	300,000
CITY OF PIERRE	300,000
CITY OF RAPID CITY	810,841
CITY OF SIOUX FALLS	1,013,727
SOUTH DAKOTA TOTAL	2,424,568
TENNESSEE	
THE CITIES OF BRISTOL, JOHNSON CITY, KINGSPORT, TENNESSEE AND BRISTOL, VIRGINIA AND COUNTIES OF SULLIVAN AND WASHINGTON, TENNESSEE	947,593
CITY OF CHATTANOOGA	1,147,572

STATE/SPONSORS	SPONSOR APPORTIONMENT
CITY OF KNOXVILLE	$ 1,743,980
CITY OF MEMPHIS AND MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY	4,115,560
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	3,745,154
TENNESSEE TOTAL	11,699,859
TEXAS	
CITY OF ABILENE	467,854
CITY OF AMARILLO	1,568,528
CITY OF AUSTIN	2,730,970
CITY OF CORPUS CHRISTI	1,594,510
CITY OF DALLAS	3,240,309
CITY OF EL PASO	2,455,125
CITY OF HARLINGEN	1,711,066
CITY OF HOUSTON	10,905,658
CITY OF LAREDO	431,200
CITY OF LUBBOCK	1,767,761
CITY OF MCALLEN	982,660
CITY OF MIDLAND	1,745,179
CITY OF SAN ANGELO	444,538
CITY OF SAN ANTONIO	3,116,839
CITY OF TYLER	540,041
CITY OF WACO	325,034
COUNTY OF VICTORIA	300,000
COUNTY OF GREGG	301,423
COUNTY OF JEFFERSON	701,870
TEXAS A&M UNIVERSITY	545,126
CITIES OF DALLAS AND FORT WORTH	16,000,000
CITY OF WICHITA FALLS	441,750
CITY OF KILLEEN	369,182
TEXAS TOTAL	52,686,623
UTAH	
SALT LAKE CITY CORPORATION	4,999,168
CITY OF ST. GEORGE	300,000
UTAH TOTAL	5,299,168
VERMONT	
CITY OF BURLINGTON	1,493,846
VERMONT TOTAL	1,493,846
VIRGINIA	
CHARLOTTESVILLE-ALBERMARLE AIRPORT BOARD	731,877
CITY OF LYNCHBURG	602,930
NORFOLK PORT AND INDUSTRIAL AUTHORITY	2,239,621
CAPITAL REGION AIRPORT COMMISSION	$ 1,970,660
CITY OF ROANOKE	1,275,282
PENINSULA AIRPORT COMMISSION	779,943
SHENANDOAH VALLEY AIRPORT COMMISSION	300,000
METROPOLITON WASHINGTON AIRPORTS AUTHORITY	10,777,998
VIRGINIA TOTAL	18,678,311
WASHINGTON	
CITIES OF PULLMAN, WASHINGTON AND MOSCOW, IDAHO	300,000
CITY OF YAKIMA	506,683
PORT OF CHELAN COUNTY AND PORT OF DOUGLAS COUNTY	300,000
PORT OF PASCO	807,219
PORT OF SEATTLE	6,506,540
CITY AND COUNTY OF SPOKANE	1,898,485
CITY AND COUNTY OF WALLA WALLA	300,000
PORT OF BELLINGHAM	682,773
PORT OF PORT ANGELES	487,921
PORT OF FRIDAY HARBOR	300,000
WASHINGTON TOTAL	12,089,621
WEST VIRGINIA	
BENEDUM AIRPORT AUTHORITY	300,000
CENTRAL WEST VIRGINIA REGIONAL AIRPORT AUTHORITY	1,008,706
CITY OF MORGANTOWN	300,000
MERCER COUNTY AIRPORT AUTHORITY INC.	300,000
COUNTY COURT OF WOOD COUNTY	362,466
RALEIGH COUNTY AIRPORT AUTHORITY	300,000
TRI-STATE AIRPORT AUTHORITY	627,375
COUNTY COURT OF GREENBRIER COUNTY	300,000
WEST VIRGINIA TOTAL	3,498,547
WISCONSIN	
COUNTY OF BROWN	1,089,847
CITY OF EAU CLAIRE	300,000
CITY OF LA CROSSE	655,255
COUNTY OF DANE	1,713,992
CITY OF RHINELANDER AND COUNTY OF ONEIDA	300,000
COUNTIES OF MARATHON AND PORTAGE	719,532
COUNTY OF MILWAUKEE	2,783,989
COUNTY OF WINNEBAGO	300,000
COUNTY OF OUTGAMIE	825,224
WISCONSIN TOTAL	8,687,839

STATE/SPONSORS	SPONSOR APPORTIONMENT
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	519,875
COUNTY OF SHERIDAN	300,000
TOWN OF JACKSON AND COUNTY OF TETON	775,174
COUNTY OF CAMPBELL AND GILLETTE-CAMPBELL COUNTY AIRPORT BOARD	300,000
WYOMING TOTAL	3,095,049
50 STATES TOTAL	606,439,900
AMERICAN SAMOA	
GOVERNMENT OF AMERICAN SAMOA	816,714
AMERICAN SAMOA TOTAL	816,714
GUAM	
GUAM AIRPORT AUTHORITY	2,074,989
GUAM TOTAL	2,074,989
N. MARIANA ISL.	
MARIANNA ISLANDS AIRPORT AUTHORITY	2,255,555
N. MARIANA ISL. TOTAL	2,255,555
PUERTO RICO	
PUERTO RICO PORTS AUTHORITY	6,633,949
PUERTO RICO TOTAL	6,633,949
REP. OF PALAU	
TRUST TERRITORY OF THE PACIFIC ISLANDS	300,000
REP. OF PALAU TOTAL	300,000
VIRGIN ISLANDS	
VIRGIN ISLANDS PORT AUTHORITY	2,826,361
VIRGIN ISLANDS TOTAL	2,826,361
TOTAL OTHER	14,907,568
TOTAL, STATES AND TERRITORIES	$621,347,468

Airport Improvement Program TABLE II

Distribution of $228,000,000 to States and Insular Areas for
Airport Planning and Development for Fiscal Year 1992

STATE	STATE APPORTIONMENT	STATE	STATE APPORTIONMENT
ALABAMA	3,406,218	MONTANA	4,848,129
ALASKA	18,293,059	NEBRASKA	3,069,230
ARIZONA	5,123,160	NEVADA	3,914,489
ARKANSAS	2,677,274	NEW HAMPSHIRE	780,310
CALIFORNIA	18,181,471	NEW JERSEY	3,712,812
COLORADO	4,654,441	NEW MEXICO	4,391,695
CONNECTICUT	1,643,430	NEW YORK	9,693,311
DELAWARE	371,561	NORTH CAROLINA	4,578,062
DISTRICT OF COLUMBIA	274,012	NORTH DAKOTA	2,445,121
FLORIDA	7,640,812	OHIO	6,227,358
GEORGIA	4,702,708	OKLAHOMA	3,545,440
HAWAII	694,108	OREGON	4,239,069
IDAHO	3,002,719	PENNSYLVANIA	6,729,204
ILLINOIS	6,888,301	PUERTO RICO	1,539,449
INDIANA	3,595,805	RHODE ISLAND	487,012
IOWA	2,962,439	SOUTH CAROLINA	2,516,391
KANSAS	3,622,384	SOUTH DAKOTA	2,666,605
KENTUCKY	2,885,010	TENNESSEE	3,471,984
LOUISIANA	3,379,805	TEXAS	15,757,667
MAINE	1,599,556	UTAH	3,364,314
MARYLAND	2,514,316	VERMONT	545,698
MASSACHUSETTS	2,977,740	VIRGINIA	4,063,064
MICHIGAN	7,129,574	WASHINGTON	4,334,248
MINNESOTA	4,604,953	WEST VIRGINIA	1,543,427
MISSISSIPPI	2,626,049	WISCONSIN	4,213,539
MISSOURI	4,420,805	WYOMING	3,170,662
		U.S. TOTAL	$225,720,000
		INSULAR AREAS	2,280,000
		GRAND TOTAL	$228,000,000

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

AIRPORT IMPROVEMENT PROGRAM ENTITLEMENT FUND ALLOCATIONS
DISTRIBUTION OF $50,000,000 FOR CARGO HUB AIRPORTS
FOR FISCAL YEAR 1992

TABLE III

STATE/SPONSORS	SPONSOR APPORTIONMENT
ALABAMA	
CITY OF BIRMINGHAM	$ 156,295
CITY OF MOBILE	108,267
HUNTSVILLE-MADISON COUNTY AIRPORT AUTHORITY	140,486
ALABAMA TOTAL	405,048
ALASKA	
STATE OF ALASKA	4,173,309
ALASKA TOTAL	4,173,309
ARIZONA	
CITY OF PHOENIX	556,368
CITY OF TUCSON	68,210
ARIZONA TOTAL	624,578
CALIFORNIA	
CITY AND COUNTY OF SAN FRANCISCO	969,308
CITY OF LOS ANGELES	2,707,102
CITY OF OAKLAND	989,497
CALIFORNIA TOTAL	4,665,907
COLORADO	
CITY AND COUNTY OF DENVER	554,882
COLORADO TOTAL	554,882
CONNECTICUT	
STATE OF CONNECTICUT	383,243
CONNECTICUT TOTAL	383,243
FLORIDA	
BOARD OF COUNTY COMMISSIONERS, BROWARD COUNTY	220,882
JACKSONVILLE PORT AUTHORITY	158,521
CITY OF ORLANDO	334,476
BOARD OF COUNTY COMMISSIONERS, DADE COUNTY	1,827,256
HILLSBOROUGH COUNTY AVIATION AUTHORITY	124,276
FLORIDA TOTAL	2,665,411
GEORGIA	
CITY OF ATLANTA	784,304
GEORGIA TOTAL	784,304
HAWAII	
STATE OF HAWAII	$ 4,845,251
HAWAII TOTAL	4,845,251
ILLINOIS	
CITY OF CHICAGO	3,818,507
GREATER PEORIA AIRPORT AUTHORITY	135,737
ILLINOIS TOTAL	3,954,244
INDIANA	
FORT WAYNE BOARD OF AVIATION COMMISSIONERS	790,742
INDIANAPOLIS AIRPORT AUTHORITY	984,890
INDIANA TOTAL	1,775,632
IOWA	
CITY OF CEDAR RAPIDS	154,534
CITY OF DES MOINES	260,716
IOWA TOTAL	415,250
KANSAS	
WICHITA AIRPORT AUTHORITY	194,014
KANSAS TOTAL	194,014
KENTUCKY	
KENTON COUNTY AIRPORT BOARD	381,169
LOUISVILLE AND JEFFERSON COUNTY AIR BOARD	2,924,724
KENTUCKY TOTAL	3,305,893
LOUISIANA	
CITY OF SHREVEPORT AND GREATER SHREVEPORT AIRPORT AUTHORITY	97,065
NEW ORLEANS AVIATION BOARD AND THE CITY OF NEW ORLEANS	143,760
LOUISIANA TOTAL	240,825
MARYLAND	
STATE AVIATION ADMINISTRATION MARYLAND DEPARTMENT OF TRANSPORTATION	301,504
MARYLAND TOTAL	301,504

STATE/SPONSORS	SPONSOR APPORTIONMENT
MASSACHUSETTS	
MASSACHUSETTS PORT AUTHORITY	$ 771,191
MASSACHUSETTS TOTAL	771,191
MICHIGAN	
COUNTY OF KENT	76,094
COUNTY OF WAYNE	642,182
MICHIGAN TOTAL	718,276
MINNESOTA	
MINNEAPOLIS-ST. PAUL METROPOLITAN AIRPORTS COMMISSION	479,838
MINNESOTA TOTAL	479,838
MISSISSIPPI	
CITY OF JACKSON MISSISSIPPI AND JACKSON MUNICIPAL AIRPORT AUTHORITY	134,617
MISSISSIPPI TOTAL	134,617
MISSOURI	
CITY OF KANSAS CITY	231,154
CITY OF ST. LOUIS	390,189
MISSOURI TOTAL	621,343
NEBRASKA	
OMAHA AIRPORT AUTHORITY	182,976
NEBRASKA TOTAL	182,976
NEW JERSEY	
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	906,888
NEW JERSEY TOTAL	906,888
NEW MEXICO	
CITY OF ALBUQUERQUE	201,100
NEW MEXICO TOTAL	201,100
NEW YORK	
COUNTY OF MONROE	164,478
PORT AUTHORITY OF NEW YORK AND NEW JERSEY	2,448,835
NEW YORK STATE DEPARTMENT OF TRANSPORTATION	123,022
NEW YORK TOTAL	2,736,335

STATE/SPONSORS	SPONSOR APPORTIONMENT
NORTH CAROLINA	
CITIES OF RALEIGH AND DURHAM, COUNTIES OF DURHAM AND WAKE, AND RALEIGH-DURHAM AIRPORT AUTHORITY	$ 176,098
CITY OF CHARLOTTE	361,420
GREENSBORO-HIGH POINT AIRPORT AUTHORITY	155,786
NORTH CAROLINA TOTAL	693,304
OHIO	
CITY OF CLEVELAND	170,623
CITY OF COLUMBUS	177,685
CITY OF DAYTON	2,958,940
OHIO TOTAL	3,307,248
OKLAHOMA	
CITY OF OKLAHOMA CITY	158,301
TULSA AIRPORTS IMPROVEMENTS TRUST	164,228
OKLAHOMA TOTAL	322,529
OREGON	
PORT OF PORTLAND	453,614
OREGON TOTAL	453,614
PENNSYLVANIA	
CITY OF PHILADELPHIA	652,851
COMMONWEALTH OF PENNSYLVANIA	132,188
COUNTY OF ALLEGHENY	250,689
PENNSYLVANIA TOTAL	1,035,728
RHODE ISLAND	
STATE OF RHODE ISLAND	66,761
RHODE ISLAND TOTAL	66,761
SOUTH CAROLINA	
RICHLAND-LEXINGTON AIRPORT COMMISSION	147,546
SOUTH CAROLINA TOTAL	147,546
TENNESSEE	
CITY OF KNOXVILLE	126,197
CITY OF MEMPHIS AND MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY	3,386,866

STATE/SPONSORS	SPONSOR APPORTIONMENT	STATE/SPONSORS	SPONSOR APPORTIONMENT
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE AND METROPOLITAN NASHVILLE AIRPORT AUTHORITY	$ 84,150		
TENNESSEE TOTAL	3,597,213		
TEXAS			
CITY OF AUSTIN	107,032		
CITY OF EL PASO	191,458		
CITY OF HOUSTON	480,232		
CITY OF SAN ANTONIO	239,564		
CITIES OF DALLAS AND FORT WORTH	881,145		
TEXAS TOTAL	1,899,431		
UTAH			
SALT LAKE CITY CORPORATION	337,643		
UTAH TOTAL	337,643		
VIRGINIA			
NORFOLK PORT AND INDUSTRIAL AUTHORITY	71,649		
CAPITAL REGION AIRPORT COMMISSION	187,536		
CITY OF ROANOKE	102,239		
METROPOLITON WASHINGTON AIRPORTS AUTHORITY	175,838		
VIRGINIA TOTAL	537,262		
WASHINGTON			
COUNTY OF KING	130,903		
PORT OF SEATTLE	710,243		
CITY AND COUNTY OF SPOKANE	99,353		
WASHINGTON TOTAL	940,499		
WISCONSIN			
COUNTY OF MILWAUKEE	226,558		
WISCONSIN TOTAL	226,558		
50 STATES TOTAL	49,607,195		
PUERTO RICO			
PUERTO RICO PORTS AUTHORITY	392,805		
PUERTO RICO TOTAL	392,805		
TOTAL OTHER	392,805		
TOTAL, STATES AND TERRITORIES	$50,000,000		

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
January 31, 1992

FAA 02-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA APPROVES FIRST AIRPORT TO COLLECT PASSENGER FEES

Savannah (Ga.) International Airport is the first airport in the nation to receive authority to expand its capacity, promote competition and create local jobs using funds generated by the Savannah Airport Commission, Acting Secretary of Transportation James Busey announced today.

The Savannah Airport Commission, with Federal Aviation Administration (FAA) approval, will charge departing passengers a $3 fee starting July 1. It expects to raise an estimated $3 million a year to finance $39.5 million in airport improvements.

In making the announcement, Busey said, "Savannah is the first of an estimated 200 airports that are expected to use the Passenger Facility Charge (PFC) program to finance improvements by the end of 1993."

The program "will dramatically increase the ability of airport authorities to fund improvements and to tailor expansion to meet their own needs," Busey said.

The Savannah Airport Commission plans to use PFC revenues to build a new two-level passenger terminal building, a new aircraft parking apron and related taxiways, and new entrance and service roads.

Busey said the PFC program, by providing more capacity and passenger gates, would help to spur airline competition. In addition, the legislation authorizing the fees will reduce barriers to entry by forbidding exclusive long-term lease agreements with any single airline in airport facilities built with PFC revenues. Many existing gates were constructed with airline financial guarantees in exchange for exclusive use of those facilities.

(more)

Busey said 19 airports have applied to the FAA for approval to charge fees to finance some $2 billion in airport development projects. They include airports in Las Vegas, Minneapolis, Portland, Ore., Tulsa, and Austin, Texas. The FAA is expected to act on the Las Vegas request in February and the others by June.

An additional 75 airports have expressed an interest in levying passenger charges. Some have begun the process of preparing to apply for FAA approval. They are considering using such fees to finance an estimated $10.6 billion in development projects.

Congress authorized collection of PFCs in the Aviation Safety and Capacity Expansion Act of 1990. 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.

PFCs are charges of up to $3 that could be imposed by airports on departing passengers as well as those making connecting flights. No more than four such fees can be collected from one passenger on a round trip. Large and medium-sized airports levying a PFC will forego up to one-half of FAA airport grant entitlement funds.

When the PFC program is fully functioning, assuming most hub airports participate in the program, a nationwide total of $1 billion per year could be collected for airport improvements. The expenditure of these funds has the potential for creating up to 40,000 jobs, direct and indirect, nationwide. The resulting improvements can, in turn, further stimulate economic growth and employment.

A proposal by the Savannah Airport Commission to build a highway interchange to serve the airport cannot be approved until the commission obtains a satisfactory property interest in the underlying land. Some other projects for which Savannah sought funding, such as auto parking facilities, are ineligible under the legislation.

However, FAA has told the commission that it will continue working with airport officials to satisfy administrative requirements for all projects, such as the interchange, that could otherwise have been found eligible.

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U.S. Department of Transportation

Federal Aviation Administration

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

U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
February 4, 1992

FAA 04-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA AWARDS COMPUTER CONTRACT TO MEET GROWING FUTURE NEEDS

The Federal Aviation Administration today awarded a $508 million contract to Electronic Data Systems (EDS) of Plano, Texas, to provide automated data processing services to replace its aging computer systems. The FAA expects to spend $15 million on the contract in fiscal year 1992.

The contract of up to 10 years will provide the benefits of improved response time, better availability of computer resources and services, and faster, more reliable access to important information beyond what could be achieved from the FAA's current capacity-limited system.

Over the life of the contract, the FAA anticipates a significant increase in its Automated Data Processing (ADP) workload. The new service will meet the needs while saving $70 million from current workload costs.

The award of the Computer Resources Nucleus (CORN) contract reflects a trend in government and industry for "outsourcing" in which a contractor provides computer ADP hardware, software and facilities. This contract will provide for the expansion necessary to support the FAA's processing requirements for the next 10 years. The principal facility provided by EDS will be located in Plano, Texas, with a backup facility located in Herndon, Va.

Over the next two to three years, the contractor will convert to its own equipment the existing information systems (approximately 110 applications such as safety analysis and payroll) currently running at FAA headquarters, the nine regions, and the Aeronautical Center. Phase-out of the old FAA equipment will occur as rapidly as the transition process allows.

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U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
February 11, 1992

FAA 06-92
Contact: D. Stafford
Tel.: (202) 267-8521

FAA PROPOSES NEW RULES TO ENHANCE AIRPORT SECURITY

The Federal Aviation Administration (FAA) today proposed regulations that would require background investigations, including criminal record checks, for airport and airline employees who have access to security-sensitive areas of U.S. airports.

The rule is designed to make sure that persons convicted of serious crimes do not have access by themselves to aircraft parking areas and other security-sensitive areas.

Following the 1988 bombing of Pan American World Airways Flight 103 over Lockerbie, Scotland, President Bush established a Commission on Aviation Security and Terrorism.

After the commission made its recommendations, Congress, in the Aviation Security Improvement Act of 1990, required background investigations, including criminal records checks, for those individuals who have unaccompanied access to secure areas or who can authorize others to have unaccompanied access.

The proposed regulations call for a five-year employment and reference verification check and a 10-year FBI criminal history record check. Individuals whose records show a conviction in the last 10 years for a crime listed in the regulation will not be authorized, or allowed to authorize others, to have unescorted access to secured areas.

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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
February 13, 1992

FAA 05-92
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR FIRST QUARTER

The Federal Aviation Administration approved $149,981,500 in allocations under the Airport Improvement Program (AIP) during the first quarter of Fiscal Year 1992. The money went for 149 planning and development projects in 33 states and one territory.

FAA has allocated the grant funds to the major airports faster than in previous years. In support of President Bush's program to create jobs through increased federal funding, the FAA reports that grants have been approved in the first quarter of this fiscal year totaling $343 million compared to grants totaling $253 million in the first quarter of FY 1991, a 36 percent increase.

A $1.9 billion level is available for the FY 1992 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 $150 million allocated in the first quarter, $107,322,516 went for 71 projects at primary airports. The largest single approval was a project for nearly $10.3 million for runway improvements and acquisition of land as a noise buffer zone at Charlotte/Douglass International Airport.

Another $22,497,364 was allocated for 51 projects at general aviation airports and $15,540,740 was approved for 14 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of $3,277,700 for six projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were seven airport system plan studies totaling $1,343,180.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

OCTOBER 01, 1991 TO DECEMBER 31, 1991

ALABAMA	$2,238,793	NEW MEXICO	$1,081,098
ARKANSAS	$42,300	NEW YORK	$7,237,610
CALIFORNIA	$5,357,000	NORTH CAROLINA	$12,588,817
COLORADO	$7,960,045	NORTH DAKOTA	$909,621
FLORIDA	$5,596,381	OHIO	$11,281,117
GEORGIA	$813,230	OKLAHOMA	$5,539,930
ILLINOIS	$2,740,000	OREGON	$2,955,234
INDIANA	$695,451	PENNSYLVANIA	$5,225,899
IOWA	$125,000	PUERTO RICO	$7,641,337
KANSAS	$228,240	SOUTH CAROLINA	$4,050,408
KENTUCKY	$4,820,000	TENNESSEE	$2,405,000
LOUISIANA	$56,372	TEXAS	$9,290,023
MICHIGAN	$13,926,363	UTAH	$2,539,493
MINNESOTA	$3,277,657	VIRGINIA	$4,487,500
MISSISSIPPI	$1,878,805	WASHINGTON	$7,715,759
MONTANA	$4,208,186	WISCONSIN	$6,033,563
NEW JERSEY	$2,000,000	WYOMING	$3,035,268
		TOTAL	$149,981,500

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Friday, February 28, 1992

FAA 08-92
Contact: JoAnn Sloane
Tel.: (202) 267-8521

FAA FORECASTS STEADY GROWTH IN AIRLINE PASSENGER TRAFFIC

U.S. domestic airlines are expected to increase their revenue passenger miles at an annual rate of 4.1 percent over the next 10 years, with a more modest 2.7 percent growth level projected for 1992, following a 1.7 percent reduction in 1991.

Domestic passenger departures are expected to increase at an annual 3.7 percent during the period, and air carrier aircraft operations are expected to increase at an annual rate of 2.3 percent.

The higher expected growth in revenue passenger miles and departures compared to operations assumes higher load factors, aircraft with larger seating capacity and longer passenger trips.

These are among the findings contained in the Federal Aviation Administration's (FAA's) annual aviation forecast document covering the years 1992 through 2003 that was released today at the agency's 17th Annual Aviation Forecast Conference at the Mayflower Hotel in Washington, D.C.

Acting FAA Administrator Barry Lambert Harris gave the keynote address and the luncheon speaker was Herbert D. Kelleher, chairman, president and chief executive officer of Southwest Airlines.

Panel discussions at the one-day conference concentrated on: the aviation environment, domestic competition, and international competition.

FAA will also sponsor its second annual General Aviation Forecast Conference to be held March 12 and 13 at the Hyatt Newporter hotel in Newport Beach, Calif.

Registration information can be obtained from the Office of Aviation Policy and Plans, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, tel.: (202) 267-3355.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, March 4, 1992

FAA 11-92
Contact: Fred Farrar
Tel.: (202) 267-8521

CARD PROPOSES 3-YEAR PLAN TO MODERNIZE AVIATION SYSTEM

Secretary of Transportation Andrew H. Card Jr. today sent Congress a three-year plan to boost the capacity of the nation's air transportation system, enhance safety, and continue the modernization of the Federal Aviation Administration's (FAA's) air traffic control system.

The proposed FAA reauthorization legislation, called the Aviation Safety and Capacity Expansion Act Amendments of 1992, would provide funding for the agency for fiscal years 1993 through 1995.

Card said, "This is one of my top legislative priorities for 1992. It is an important part of President Bush's program to get the U.S. economy rolling, create jobs and to strengthen the aviation infrastructure. I will work closely with the Congress to see that this legislation is adopted promptly.

"The legislation reauthorizing important FAA programs combines increased levels of overall spending with improvements that emphasize capacity expansion. This will give the FAA the tools it needs to continue to fulfill its mandate."

In a letter transmitting the legislation to Congress, Card said the proposal advances many important points in the National Transportation Policy, including investment in infrastructure, improved intermodal connections, greater reliance on user fees, stronger partnerships with state, local and private entities and sensitivity to the environment.

Over the three-year period, the administration's proposal would provide more than $15 billion for the FAA's capital investment programs -- the airport improvement program, facilities and equipment, and research, engineering, and development.

-more-

This level of funding is more than 25 percent higher than the level of funding during the three previous years and will allow the FAA to continue programs to increase airport capacity and undertake essential work on the air traffic control system for the next century.

Under the proposal, airport entitlement funds could be used for the first time to help finance off-airport projects, such as a rail line or a highway, that directly improve access to an airport for passengers and freight. The legislation would also expand from eight to 25 the number of current or former military airports eligible for funds under the military airport program, which boosts airport capacity quickly where an unused military facility is available.

At the heart of the legislation are an increased research effort and the continued modernization of the air traffic control and navigation system to increase safety, efficiency and capacity.

This will include continued work on the Advanced Automation System, which will bring a high level of automation to the control of air traffic, and the Voice Switching and Control System, which will improve communications among air traffic controllers and between the controllers and pilots.

The proposed legislation also provides for a continued high level of funding for grants-in-aid under the airport improvement program, which will receive $1.9 billion a year.

Important proposed changes to the airport program include extending the State Block Grant program so all qualified states can participate in allocating funds to reliever and general aviation airports and increasing the proportion of grant funds dedicated to projects that reduce noise impacts and promote more compatible land use around airports.

The proposed legislation also would:

- Increase the percentage of FAA expenses recovered from the user-supported Aviation Trust Fund, thereby reducing the burden on the general taxpayer.

- Continue the "war risk" insurance program which was heavily relied on by airlines flying in support of Operation Desert Storm/Desert Shield.

- Establish a special program for the FAA to hire retired military air traffic controllers to work in selected towers and flight service stations.

If the legislation is enacted by Congress, the uncommitted balance in the trust fund would be cut by about half over the three-year authorization period.

# # # #

U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
March 4, 1992

FAA 09-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA COMPUTER TO PROVIDE KEY DATA TO AIRLINES

The Federal Aviation Administration (FAA) will provide the airlines with radar information that will result in more efficient use of air space and ground facilities, Deputy Secretary of Transportation James B. Busey announced todayat the National Technology Initiative Conference in Austin, Texas.

Under a Cooperative Research and Development Agreement (CRADA) between the FAA and the Air Transport Association (ATA), the radar data will come from the FAA's aircraft situation display (ASD), a sophisticated computer capable of displaying data on each commercial aircraft in flight over the United States. Originally developed by the FAA for its own use, the technology is now being made available to the private sector.

This arrangement, between FAA and ATA, exemplifies the type of partnership which the Administration's National Technology Initiative believes will help improve the competitiveness of U.S. companies in the global market, leading to more American jobs and greater economic growth.

The aircraft situation display is used by the Air Traffic Control System Command Center in Washington, D.C., to manage the flow of en route aircraft. ASD is fully operational at FAA's 20 en route control centers, three major terminal facilities, and the Anchorage, Alaska control center.

Aircraft position data displayed on the ASD can be filtered to show all en route aircraft destined for one airport, or all en route aircraft operated by a single airline. Information is also available regarding the current position and flight plan for individual aircraft within the system.

-more-

The FAA is making the data available to the ATA which will then provide it to the airlines. The airlines will feed it into their own video displays.

The data will enable the airlines to exercise better spacing of their aircraft, resulting in more efficient use of gate space.

The FAA, in turn, expects to get more updated scheduling information from the airlines which it can use to more efficiently manage the flow of air traffic.

The airlines expect to have their own ASD equipment in operation by mid-1992.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, March 5, 1992

FAA 10-92
Contact: John Nigro
Tel.: (202) 267-8236

FAA ISSUES NEW LIST OF
TECHNICAL REPORTS

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

The list covers the period from July 1990 through December 1991 and updates an earlier list released on Dec. 17, 1990.

Subjects discussed in the publications include air traffic control, aircraft safety, airport technology, aviation medicine, communications, environment, navigation and weather.

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

-more-

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151 - 175	$26.00	$52.00
176 - 200	$26.00	$52.00
201 - 225	$35.00	$70.00
226 - 250	$35.00	$70.00
251 - 275	$35.00	$70.00
276 - 300	$35.00	$70.00
301 - 325	$43.00	$86.00
326 - 350	$43.00	$86.00
351 - 375	$43.00	$86.00
376 - 400	$43.00	$86.00
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AIR TRAFFIC

DOT/FAA/AP-90/03
IFR AIRCRAFT HANDLED FORECAST BY AIR ROUTE TRAFFIC CONTROL CENTER, FISCAL YEARS 1990-2005.
1/90, 17p. ADA 220 312

DOT/FAA/PS-89/4
USE OF CLUTTER RESIDUE EDITING MAPS DURING THE DENVER 1988 TERMINAL DOPPLER WEATHER RADAR (TDWR) TESTS.
1/90, 72p. ADA 218 696

DOT/FAA/CTTN-91/26
S-76 ROTORCRAFT HIGH INTENSITY RADIATED FIELDS.
7/91, 71p. N91 274 381

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5/91, 15p. ADA 238 072

DOT/FAA/AM-91/7
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AMPLIFIER: A SPECTRAL PURITY COMPARISON.
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DOT/FAA/RD-90/34
AUTOMATIC DEPENDENT SURVEILLANCE BENEFIT AND COST
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GLOSSARY OF OPTICAL COMMUNICATION TERMS.
4/91, 48p. N91 274 035

DOT/FAA/CTTN-91/16
EVALUATION OF EXTERNAL FILTERS IN REDUCING TYPE B1 AND B2 FM BROADCAST INTERFERENCE TO VHF COMMUNICATIONS AVIONICS RECIEVERS.
7/91, 23p. N91 273 896

DOT/FAA/CTTN-91/21
NEW YORK AREA CONTROL FACILITY/METROPLEX CONTROL FACILITY VULNERABILITY ANALYSIS.
4/91, 42p. N91 271 460

DOT/FAA/CT-91/12
FUNCTIONAL BASELINE SPECIFICATION FOR ATC DATA LINK SERVICE IMPLEMENTATION IN THE HOST COMPUTER SYSTEM.
6/91, 134p. N91 264 333

DOT/FAA/CTTN-90/43
NAS OPERATIONAL TEST AND EVALUATION (OT/E)/INTEGRATION OF THE INTERIM MONITOR AND CONTROL SOFTWARE (IMCS) TEST PROCEDURES.
6/91, 136p. N91 256 289

DOT/FAA/CTTN-91/3
DEMONSTRATION PRECISION RUNWAY MONITOR (PRM) PROOF OF PERFORMANCE TEST RESULTS.
7/91, 52p. N91 251 538

DOT/FAA/CTTN-90/27
NAS OPERATIONAL TEST AND EVALUATION/INTEGRATION OF THE MAINTENANCE MANAGEMENT SYSTEM (MMS) TEST REPORT.
6/91, 156p. N91 251 017

DOT/FAA/CTTN-90/63
NAS OPERATIONAL TEST AND EVALUATION/INTEGRATION OF THE MAINTENANCE MANAGEMENT SYSTEM (MMS) TEST PROCEDURES.
6/91, 426p. N91 251 009

DOT/FAA/CTTN-90/55
MLS MATHEMATICAL MODEL VALIDATION STUDY USING AIRBORNE MLS DATA FROM ATLANTIC CITY INTERNATIONAL AIRPORT BOEING 727 ELEVATION SHADOWING FLIGHT TESTS.
4/91, 49p. N91 241 901

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NATIONAL AIRSPACE SYSTEM: COMMUNICATIONS OPERATIONAL CONCEPT NAS-SR-136.
5/91, 68p. PB9 120 101

DOT/FAA/CTTN-90/41
NAS OPERATIONAL TEST AND EVALUATION/INTEGRATION OF THE MAINTENANCE MANAGEMENT SYSTEM (MMS) TEST PLAN.
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COMPARISON OF 14 DECIBELS VERSUS 20 DECIBELS DESIRED TO UNDESIRED SIGNAL PROTECTION RATIOS.
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PRECISION RUNWAY MONITOR DEMONSTRATION REPORT.
2/91, 133p. ADA 232 671

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DOT/FAA/EE-90/03
AUDIBILITY AND ANNOYANCE OF EN ROUTE NOISE OF UNDUCTED FAN ENGINES.
4/90, 57p. ADA 223 687

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DOT/FAA/CTTN-89/40
EVALUATION OF THE ACCURACY OF A MICROWAVE LANDING SYSTEM AREA NAVIGATION.
3/90, 23p. ADA 223 176

DOT/FAA/CTTN-89/42
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4/90, 24p. ADA 223 177

DOT/FAA/SA-90/4
FAA LORAN EARLY IMPLEMENTATION PROJECT.
3/90, 174p. ADA 221 866

DOT/FAA/CTTN-89/57
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3/90, 24p. N90 176 231

DOT/FAA/CT-90/2
DALLAS/FORT WORTH SIMULATION. PHASE 2. TRIPLE SIMULTANEOUS PARALLEL ILS APPROACHES (TURBOJETS).
3/90, 181p. ADA 224 951

DOT/FAA/CT-90/15
SIMULATION OF QUADRUPLE SIMULTANEOUS PARALLEL ILS APPROACHES AT D/FW - PHASE III.
8/90, 125p. ADA 232 985

DOT/FAA/CTTN-90/55
MLS MATHEMATICAL MODEL VALIDATION STUDY USING AIRBORNE MLS DATA FROM ATLANTIC CITY INT'L AIRPORT.
4/91, 49p. ADA 237 308

AIRCRAFT SAFETY AND AIRPORT TECHNOLOGY

DOT/FAA/CTTN-90/12
EVALUATIONS OF A PROTOTYPE LIGHTED BALL MARKER FOR POWERLINE OBSTRUCTIONS.
3/90, 12p. N90 217 746

DOT/FAA/CTTN-89/70
MODIFIED TOUCHDOWN ZONE LIGHTING.
1/90, 15p. N90 210 428

DOT/FAA/DS-89/32
INDIANAPOLIS DOWNTOWN HELIPORT: OPERATIONS AND MARKETING HISTORY.
3/90, 91p. N90 210 493

DOT/FAA/CTTN-89/60
PRELIMINARY FIRE EXTINGUISHING TESTS WITH HANDHELD BOTTLES: A COMPARISON EXTINGUISHING COMPOUNDS.
1/90, 30p. N90 179 300

DOT/FAA/CT-89/30
STATISTICS ON AIRCRAFT GAS TURBINE ENGINE ROTOR FAILURES THAT OCCURRED IN U.S. COMMERCIAL AVIATION DURING 1986.
1/90, 26p. ADA 220 129

DOT/FAA/CT-89/35
ANNUAL INTERNATIONAL CONFERENCE ON AGING AIRCRAFT (2ND) PROCEEDINGS.
2/90, 263p. PB90 191 552

DOT/FAA/CTTN-89/43
ANALYSIS OF HELIPORT ENVIRONMENTAL DATA,
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7/90, 81p. N90 285 842

DOT/FAA/RD-90/15
DEVELOPMENT OF ACCEPTANCE PLANS FOR AIRPORT
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5/90, 197p. N90 285 818

DOT/FAA/CTTN-89/34
HELIPORT VISUAL APPROACH SURFACE HIGH TEMPERATURE
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DOT/FAA/CT-89/26
CALIBRATION TECHNIQUE FOR HEAT FLUX SENSORS USED
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DOT/FAA/CTTN-90/13
COMPARISON TEST OF DROPLET SIZING INSTRUMENTS
USED IN ICING RESEARCH.
4/90, 136p. N90 253 220

DOT/FAA/CTTN-90/19
FLAMMABILITY OF FIRE RESISTANT,
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4/90, 17p. N90 252 222

DOT/FAA/CTTN-90/20
TAXIWAY SIGN EFFECTIVENESS UNDER REDUCED
VISIBILITY CONDITIONS.
5/90, 23p. N90 251 505

DOT/FAA/CT-88/15
EFFECT OF AIRCRAFT SIZE ON CABIN FLOOR
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3/90, 60p. N90 251 364

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REPLICATION OF NASPAC DALLAS/FORT WORTH STUDY.
7/90, 27p. N90 251 232

DOT/FAA/AOV-90/1
LOCATION OF COMMERCIAL AIRCRAFT
ACCIDENTS/INCIDENTS RELATIVE TO RUNWAYS.
7/90, 85p. ADA 225 225

DOT/FAA/CT-89/26
CALIBRATION TECHNIQUE FOR HEAT FLUX SENSORS
USED IN FIRE EXPERIMENTS AND STANDARD FIRE TESTS.
4/90 33p. ADA 225 222

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STUDY OF THE RELATIONSHIPS BETWEEN NEAR MIDAIR
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AND SOME POTENTIAL CAUSAL FACTORS.
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STUDY OF THE ENGINE BIRD INGESTION EXPERIENCE
OF THE BOEING 737 AIRCRAFT.
5/90, 141p. ADA 224 511

DOT/FAA/RD-90/1
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DOT/FAA/RD-90/12
USE OF SOFT GRADE ASPHALTS IN AIRFIELDS AND
HIGHWAY PAVEMENTS IN COLD REGIONS.
5/90, 53p. ADA 224 072

DOT/FAA/RD-90/14
CASE STUDY OF POTENTIAL CAUSES OF FROST HEAVE.
4/90, 42p. ADA 224 071

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EVALUATION OF A PROTOTYPE LIGHTED BALL MARKER
FOR POWERLINE OBSTRUCTIONS.
3/90, 12p. N90 217 746

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TIRES AND FRICTION EQUIPMENT CORRELATION.
3/90, 377p. ADA 223 694

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FEB 1985 - MAR 1991
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FEB 1985 - MAR 1991
3/91, 604p. ADA 238 040

DOT/FAA/CT-88/8-III
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3/91, 242p. ADA 238 041

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9/90, 103p. ADA 237 309

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OCCUPANTS IN A CRASH ENVIRONMENT: PROGRAM SOM-LA/SOM-TA
USER MANUAL. FINAL REPORT 7/89 - 2/90.
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UNIFIED METHODOLOGY FOR AIRPORT PAVEMENT ANALYSIS AND
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6/91, 140p. ADA 238 812

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EVALUATION OF THE CONCEPT OF PRESSURE PROOF TESTING
FUSELAGE STRUCTURES.
7/91, 8p. N91 271 551

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DECISION-HEIGHT WINDOWS FOR DECELERATING APPROACHES
IN HELICOPTERS: PILOT/VEHICLE FACTORS AND LIMITATIONS.
4/91, 63p. N91 271 452

OBSTRUCTION MARKING AND LIGHTING.
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SECTION DESIGN.
5/91, 40p. N91 261 602

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4/91, 19p. N91 251 520

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4/91, 70p. ADA 237 441

DOT/FAA/CT-90/21
AIRCRAFT COMMAND IN EMERGENCY SITUATIONS (ACES).
4/91, 135p. ADA 236 890

DOT/FAA/RD-91/13
INDIVIDUAL DIFFERENCES UNDERLYING PILOT COCKPIT ERROR.
4/91, 232p. ADA 236 107

DOT/FAA/RD-91/8
TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS): COCKPIT DISPLAY OF TRAFFIC INFORMATION (CDTI) INVESTIGATION.
4/91, 92p. N91 221 028

DOT/FAA/CTTN-90/60
AIR TRAFFIC CONTROL MEMORY: A FIELD SURVEY.
3/91, 57p. N91 221 010

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FLIGHT SERVICE AUTOMATION SYSTEM (FSAS) MODEL 1 FULL CAPACITY (M1FC) OPERATIONAL TEST AND EVALUATION (OT/E)/ INTEGRATION TEST REPORT.
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DOT/FAA/CTTN-90/25
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1/91, 28p. N91 181 123

DOT/FAA/CTTN-91/7
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2/91, 36p. N91 181 099

DOT/FAA/CTTN-90/54
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1/91, 30p. N91 181 065

DOT/FAA/RD-90/8
ANALYSIS OF HELICOPTER MISHAPS AT HELIPORTS, AIRPORTS, AND UNIMPROVED SITES.
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METEOROLOGIST WEATHER PROCESSOR (MWP) INTEGRATION TEST PLAN.
3/90, 27p. N90 215 005

DOT/FAA/CTTN-89/67
ANALYSIS OF DISTRIBUTIONS OF VISUAL METEOROLOGICAL CONDITIONS (VMC) HELIPORT DATA.
3/90, 1054p. ADA 221 591

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ENHANCED LOW LEVEL WIND SHEAR (LLWAS) 6-SENSOR IMPROVEMENT USER'S MANUAL FOR DATA PROCESSING OF FIELD DATA.
5/90, 30p. N90 217 597

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DOT/FAA/FS-91/1
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ESTABLISHMENT CRITERIA FOR INTEGRATED WIND SHEAR DETECTION SYSTEM
12/90, 55p. ADA 238 315

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7/91, 40p. N91 274 027

DOT/FAA/RD-91/2
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1/91, 490p. N91 241 661

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USE OF INSULATION FOR FROST PREVENTION, JACKMAN AIRPORT, MAINE, 1986-87 WINTER.
1/91, 53p. ADA 234 274

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9/90, 23p. N90 287 657

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8/90, 223p. N90 276 718

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1/91, 14p. N91 154 708

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
March 13, 1992

FAA 14-92
Contact: Fred Farrar
Tel.: (202) 267-8521

AIR TRAFFIC COMMUNICATIONS SYSTEM CONTRACT AWARDED BY FAA

The Federal Aviation Administration (FAA) announced today the award of an estimated $558 million contract to MCI Telecommunications Corp. of McLean, Va., to provide more reliable communications among air traffic control facilities and between controllers and pilots.

The new Leased Interfacility National Airspace Communications System (LINCS) will replace and improve upon a vast existing telephone network used by the FAA to interconnect its thousands of facilities nationwide.

"The award of this contract is an important step in the continuing modernization of our air traffic control and navigation systems," Acting FAA Administrator Barry Lambert Harris said. "The result will be increased reliability and capacity."

With the exercise of all options, LINCS will provide the FAA with leased communications for the next 10 years.

Air traffic controller-to-pilot communications, radar information, and critical computer data will all flow through the LINCS network.

The firm fixed-price requirements contract was awarded on behalf of the FAA by the Defense Commercial Communications Office (DECCO).

The acquisition process began when a total of 95 companies were provided copies of the solicitation, and ended with an intense competition among three national telecommunications firms.

Among the benefits expected are much better reliability, improved management capabilities and greater cost-effectiveness. Installation is scheduled to begin this summer and be completed over the next three years.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Tuesday, March 17, 1992

FAA 14-92
Contact: J. Sloane
Tel.: (202) 267-8521

FAA MANDATES ALTITUDE ALERT FOR COMMUTER AIRCRAFT

The Federal Aviation Administration (FAA) today issued a final regulation requiring all turbo-prop airplanes with 10 or more seats to be equipped with ground proximity warning systems.

A ground proximity warning system sounds an alarm to alert the flight crew when an aircraft that is not in a landing configuration (with flaps and wheels down) flies too close to the ground.

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

The rule, which will primarily affect commuter aircraft, is the result of a study of accidents in which fully qualified crews have flown into the ground with no apparent awareness of impending disaster until it was too late to avoid it.

The study was conducted by the Department of Transportation's Volpe National Transportation Systems Center and recommended by the National Transportation Safety Board. It showed that 64 percent of the 25 accidents between 1970 and 1988 involving altitude control might have been prevented if the aircraft in the crashes had been equipped with the warning systems and the crew responded to a warning.

In addition, the safety board attributed six other commuter airplane accidents between January 1987 and January 1990 to lack of a ground proximity warning device.

Warning devices were not previously required on turbo-prop aircraft because it was generally believed that such aircraft had a greater ability to respond quickly in emergency situations. But the FAA's data now indicate that the warning devices would enhance safety on these planes.

Under the rule, aircraft must be equipped with an approved warning device within two years of its effective date. Operators of planes that have alternative "advisory" systems will have four years before the change is required. The regulation, according to the FAA, will affect 837 aircraft currently operating and cost an estimated $14,600 each.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, April 8, 1992

FAA 15-92
Contact: J. Sloane
Tel.: (202) 267-8521

FAA ANNOUNCES SELF-AUDIT PROGRAM FOR AVIATION MANUFACTURERS

The Federal Aviation Administration (FAA) today announced a new program to improve safety by encouraging manufacturers of aircraft and aircraft parts to conduct self-audits and voluntarily correct and report violations of FAA regulations.

In return, the FAA will not take enforcement action for the self-reported violations.

"We believe compliance with FAA regulations will be enhanced under this program," Acting FAA Administrator Barry Lambert Harris said. "The result will be an increase in aircraft safety."

An oral report of any such violation and the corrective action taken must be made to the FAA, followed by a written report within 10 days.

If the violation is inadvertent, is reported promptly, and permanent corrective action is taken, the FAA will not fine the company.

Compliance with regulations is the responsibility of the manufacturer and a strict self-audit program is expected to increase quality and safety in parts production. FAA's current responsibility for inspection and surveillance will not change.

The FAA initiated a voluntary compliance program about two years ago for airlines and also revised its enforcement policy affecting the general aviation segment to foster improved compliance.

# # # #

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, April 15, 1992

FAA 16-92
Contact: F. Farrar
Tel.: (202) 267-8521

FAA AWARDS CONTRACT FOR NEW AIRPORT RADAR

The Federal Aviation Administration (FAA) has awarded a contract not to exceed $33.8 million to the Bendix Division of the Allied-Signal Aerospace Co. for five Precision Runway Monitoring (PRM) radars.

The highly precise radars will make it possible for aircraft to make simultaneous approaches to parallel runways as close together as 2,500 feet. Such approaches are currently limited to parallel runways separated by at least 4,300 feet.

"The installation of PRMs at five airports will result in an increase in capacity by making it possible for more aircraft to land in a given amount of time," Acting FAA Administrator Barry Lambert Harris said.

The PRMs will be installed initially at the Minneapolis-St. Paul, Memphis, Atlanta, Raleigh-Durham, and Baltimore-Washington International airports. Delivery is scheduled to begin in late 1994.

Air traffic controllers at the airports will use the radar systems to make sure that aircraft making the parallel approaches stay safely aligned with their runways.

Prototypes of the PRMs were evaluated at the Memphis and Raleigh-Durham airports and determined to have the accuracy necessary to allow the closer parallel approaches.

The contract provides an option for the acquisition of three additional units. The airports where they might be installed have not yet been identified.

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News:

U.S. Department of Transportation

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

FOR RELEASE TUESDAY
April 21, 1992

FAA 18-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA TO HOLD CONFERENCE ON AIRCRAFT DEICING MAY 28-29

The Federal Aviation Administration (FAA) will sponsor an International Conference on Airplane Ground Deicing May 28 and 29 to look for better ways to recognize and eliminate aircraft icing prior to takeoff.

The conference will be held at the Hyatt Regency at the Reston Town Center in Reston, Va.

"We will bring together experts from around the world to seek answers to a serious and continuing safety problem," Acting FAA Administrator Barry Lambert Harris said. "We are looking for answers that will ensure continued safe operations in adverse icing conditions."

The conclusions reached at the conference will provide key guidance for FAA as it develops safer de-icing procedures that will be implemented before next winter. FAA is conducting an intensive six-month effort to adopt improved operations procedures.

The conference is intended to:

- Bring about a better understanding of airplane deicing and anti-icing issues.
- Identify actions that should be taken before next winter.
- Recommend courses of action for improving current systems over the long term.
- Identify creative or innovative potential approaches to the problem.

Those invited to the two-day conference include aircraft manufacturers, makers of deicing and anti-icing equipment, airport operators, universities and research institutions, government agencies, and airline maintenance, operations, and dispatch personnel.

For further information, contact Jean Casciano -- phone (202) 267-9683, fax (202) 267-5075.

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U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
April 22, 1992

FAA 19-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA PROGRAM TO HELP PILOTS FLY MORE SAFELY NEAR BUSY AIRPORTS

The Federal Aviation Administration (FAA) announced today that it is expanding a program to help private pilots navigate safely in airspace near busy airports.

The program, called Terminal Area VFR Routes, will provide pilots who fly under visual flight rules (VFR) with specific route information that will help them avoid unintentional entry into controlled airspace, such as terminal control areas, airport radar service areas, and airport traffic areas.

The concept was evaluated in the Los Angeles area in 1988 and 1989 and VFR routes are now being developed for the San Diego and San Francisco/Oakland areas. Development will begin soon on similar routes for Salt Lake City, the Washington, D.C./Baltimore area, Tampa, Orlando, Chicago and Phoenix.

"This program takes the guesswork out of flying near restricted airspace by charting specific routes that a VFR pilot can fly rather than telling the pilot where not to fly," Acting FAA Administrator Barry Lambert Harris said.

Under the program, which was proposed by the Aircraft Owners and Pilots Association, special charts will show arrival and departure routes that do not pass through controlled airspace for each small airport in the area.

The charts will also show routes through uncontrolled airspace to other airports in the area.

They will also show the altitude a pilot should maintain in order to fly above or below controlled airspace.

# # # #

U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
April 27, 1992

FAA 22-92
Contact: F. Farrar
Tel.: (202) 267-8521

FAA TO FIELD QUESTIONS VIA COMPUTER NETWORK

The Flight Standards Service in the Federal Aviation Administration (FAA) is opening a direct line to the aviation community to answer questions about the agency's regulations and procedures.

The initial vehicle for this exchange, which is intended to promote greater compliance with FAA's safety standards and a better understanding of what the agency does, will be the Aviation Forum of the CompuServe personal computer network.

Members of the forum -- CompuServe users who are also interested in aviation -- will type questions into their computers and, using a modem, send them to a computer in the Washington, D.C., Flight Standards office. The answers will be transmitted in the same way.

The answers will be provided by Rick L. Cremer, aviation safety inspector, working with other members of the FAA staff in Washington and around the country.

Cremer, who will provide the service as part of his regular job, is well qualified to respond to inquiries as a result of his broad experience the past 20 years with FAA. Cremer has served as an aviation safety inspector, holds an airline transport pilot's certificate and is qualified to fly DC-9 aircraft. He is a former air traffic controller who also holds flight instructor, ground instructor, aircraft dispatcher and aviation mechanic certificates.

Cremer will research and provide answers to questions in such areas as airman certification, airline certification, FAA regulations and the regulatory process, air traffic procedures, aircraft operating requirements and approach procedures. He will not be able to answer questions on conflicts between an individual or a company and the FAA.

He can be reached by joining CompuServe's Aviation Forum (GO AVSIG) and leaving a message at 72130,3305.

-more-

Anyone interested in becoming a subscriber may call CompuServe on 1-800-848-8990. Any type of personal computer can be used, but a modem is essential.

Although the service will be limited to the CompuServe network at first, the FAA will be receptive to requests that it be expanded to other personal computer networks.

# # # #

U.S. Department
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U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
May 12, 1992

FAA 26-92
Contact: Dick Stafford
Tel.: (202) 267-3444

SATELLITE NAVIGATION OFFERS GLIMPSE INTO TRANSPORTATION'S FUTURE, CARD SAYS

Secretary of Transportation Andrew H. Card Jr., kicking off a demonstration of satellite technology, predicted that many of today's air, ground and maritime navigational systems may well be replaced by space-based systems.

The demonstration, using the Global Positioning System (GPS) network of satellites, offers a dramatic look into the future of sophisticated systems used to track aircraft, ships and transit buses and other ground vehicles. It includes live and taped demonstrations conducted by the United States GPS Industry Council.

"Satellite based systems, such as the Global Positioning System, will provide accurate, more dependable and less costly navigational aids to all modes of transportation," Card stated. The secretary spoke at the demonstration as part of the department's 25th anniversary ceremonies.

GPS is based on a constellation of satellites. Receivers on the ground use these satellites as precise reference points to measure their position. By measuring the travel time of a signal transmitted from each satellite, a receiver on the ground can calculate its distance from that satellite. When recording the signals from four satellites, a GPS receiver can determine latitude, longitude, altitude, and precise time.

The GPS system will use 24 satellites broadcasting signals from 11,000 miles in space. These satellites, scheduled to be fully operational by 1994, will provide users with high quality navigation services without the need for a costly investment in ground facilities. The precise, continuous, all-weather coverage will radiate coded signals to vehicle receivers.

In aviation, GPS will permit pilots to fly more direct routes and save fuel since they will not have to rely upon land-based navigation aids. In addition, GPS can provide pilots with accurate instrument guidance approach paths to runways at airports equipped with differential GPS facilities.

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The U.S. Coast Guard is testing differential GPS for harbor entrance and coastal navigation uses, where a high degree of accuracy is important. By using a differential GPS receiver on a ship and data from a reference site at a shore location, the Coast Guard has achieved accuracy within the 8 to 20 meter range that is required for such navigation. GPS, more accurate than existing maritime systems, is expected to gain wide acceptance in the maritime community as a primary radionavigation system.

GPS can also be used for land vehicle navigation and tracking. Some major cities plan to use GPS to monitor transit buses during peak traffic hours. Police, fire, ambulance and other emergency service organizations are also exploring uses of GPS.

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U.S. Department of Transportation

Federal Aviation Administration

800 Independence Ave., S.W
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U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
May 26, 1992

FAA 29-92
Contact: P. Steucke
Tel.: (202) 267-8521

FAA RESEARCH GRANTS MAY INCREASE AVIATION SAFETY

The Federal Aviation Administration (FAA) is awarding seven research grants valued at $2.2 million to six universities for studies designed to increase aviation safety, Secretary of Transportation Andrew H. Card Jr. announced today.

The grants are the first to be awarded under a new program authorized by the Aviation Safety and Capacity Expansion Act.

Subsequent awards are expected to bring the value of grants issued under the program to $15 million, with the research areas ranging from improved cabin safety to increases in the level of aviation security.

Card said, "We expect these research programs to provide us with new technology that will greatly enhance our safety efforts and allow us to continue our worldwide aviation leadership role."

The grants were awarded to: Massachusetts Institute of Technology, Cambridge, Mass.; Purdue Research Foundation, West Lafayette, Ind.; University of Utah, Salt Lake City; University of Washington, Seattle; Lehigh University, Bethlehem, Pa.; and Rutgers University, New Brunswick, N.J.

The grants are:

The Massachusetts Institute of Technology, $69,000 to conduct research on the integration of airborne hazard alerts systems, and $100,000 to develop methods of collision risk analysis for various air traffic control environments.

The Purdue Research Foundation, $800,000 to study the effects of hail and water that is ingested by operating aircraft fanjet engines.

The University of Utah, $125,091 to investigate the role of fretting corrosion and fretting fatigue in aircraft rivet hole cracks.

-more-

The University of Washington, $252,726 to study axial crack propagation and arrest in pressured fuselages.

Lehigh University, $770,000 to investigate corrosion and corrosion fatigue of airframe materials.

Rutgers University, $137,556 to conduct research on the interaction of water sprays with fire flume in aircraft cabin fires.

Twenty seven additional research proposals are being reviewed by the FAA. Award announcements are expected in the next six months.

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U.S. Department
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News:

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

FOR RELEASE THURSDAY
May 21, 1992

FAA 27-92
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR SECOND QUARTER

Secretary of Transportation Andrew H. Card Jr. announced today that the Federal Aviation Administration has approved almost a half billion dollars in allocations under the Airport Improvement Program (AIP) during the second quarter of Fiscal Year 1992.

The money went to 50 states and three territories for 463 planning and development projects including three state block grants, the secretary said.

A $1.9 billion level is available for the FY 1992 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 $495,486,981 million allocated in the second quarter, $298,084,610 went for 191 projects at primary airports. Included is a Letter of Intent (LOI) for capacity enhancements at the Birmingham, Ala., airport for $17,358,333. 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 $56,659,854 was allocated for 139 projects at general aviation airports and $60,338,096 was approved for 75 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of $19,183,572 for 27 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 28 system plan studies totaling $3,339,582.

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 $57.9 million for Fiscal Year 1992.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JANUARY 01, 1992 TO MARCH 31, 1992

ALABAMA	$24,260,523	NEBRASKA	$1,662,795
ALASKA	$11,153,244	NEVADA	$3,436,604
ARIZONA	$6,713,550	NEW HAMPSHIRE	$1,385,541
ARKANSAS	$4,456,018	NEW JERSEY	$4,356,753
CALIFORNIA	$32,215,175	NEW MEXICO	$4,668,979
COLORADO	$36,862,634	NEW YORK	$33,386,592
CONNECTICUT	$1,573,035	NORTH CAROLINA	$18,680,530
DELAWARE	$73,000	NORTH DAKOTA	$537,860
FLORIDA	$20,669,100	NORTHERN MARIANA I	$949,900
GEORGIA	$4,698,362	OHIO	$90,000
GUAM	$5,074,989	OKLAHOMA	$3,178,482
HAWAII	$400,000	OREGON	$9,678,470
IDAHO	$5,305,659	PENNSYLVANIA	$23,973,959
ILLINOIS	$60,777,777	RHODE ISLAND	$250,000
INDIANA	$270,000	SOUTH CAROLINA	$3,730,849
IOWA	$7,213,620	SOUTH DAKOTA	$1,752,773
KANSAS	$2,043,619	TENNESSEE	$10,134,765
KENTUCKY	$6,169,806	TEXAS	$31,635,748
LOUISIANA	$14,448,930	UTAH	$780,836
MAINE	$5,743,630	VERMONT	$1,071,000
MARYLAND	$1,504,200	VIRGIN ISLANDS	$254,000
MASSACHUSETTS	$14,933,016	VIRGINIA	$19,604,034
MICHIGAN	$3,689,390	WASHINGTON	$23,157,132
MINNESOTA	$1,613,854	WEST VIRGINIA	$7,208,703
MISSISSIPPI	$40,050	WISCONSIN	$1,745,235
MISSOURI	$14,277,529	WYOMING	$1,661,071
MONTANA	$333,660		
		TOTAL	$495,486,981

U.S. Department of Transportation
Federal Aviation Administration
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U.S. Department of Transportation

News:

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

FOR RELEASE THURSDAY
May 28, 1992

FAA 30-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA CONVENES INTERNATIONAL CONFERENCE ON AIRPLANE DEICING

The Federal Aviation Administration (FAA) today convened an International Conference on Airplane Ground Deicing to seek better ways to recognize and eliminate aircraft icing prior to takeoff.

More than 500 people -- including 60 from other countries -- are attending the conference, which is being held at the Hyatt Regency at the Reston Town Center in Reston, Va.

The conference will continue through Friday afternoon when the chairmen of the five working groups considering all aspects of the icing problem will present their findings.

"We have assembled experts from around the world to focus on problems posed by aircraft deicing," said Secretary of Transportation Andrew H. Card Jr., who delivered opening remarks at the conference. "We need answers that will ensure continued safe operations under icing conditions."

The conference is intended to result in a better understanding of airplane deicing and anti-icing issues, identification of actions that should be taken before the next icing season, and effective courses of action for improving current systems over the long term.

Those attending include aircraft manufacturers, manufacturers of deicing and anti-icing equipment, airport operators, universities and research institutions, government agencies, and airline maintenance, operations and dispatch personnel.

Experts from a wide range of disciplines are concentrating on such subjects as aircraft design considerations, ground deicing and anti-icing systems, aircraft dispatching and sequencing, crew training in ice detection and recognition, and deicing personnel, procedures and training.

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U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
June 8, 1992

FAA 31-92
Contact: Fraser Jones
Tel.: (202) 267-8521

DRUG TESTS OF AVIATION WORKERS SHOW MORE POSITIVE FINDINGS IN FIRST HALF OF 1991

A larger percentage of aviation industry workers in safety and security positions as well as applicants for such jobs tested positive for drug use in the first six months of 1991, the Federal Aviation Administration (FAA) reported today.

An analysis of the drug tests showed positive findings in 1,524 cases for an overall positive rate of 1.05 percent. The positive rate for calendar year 1990 was 0.42 of 1 percent.

During the first six months of 1991, there was an increase in the number of tests conducted and drug testing results from employees of aviation company contractors were included for the first time.

Pre-employment drug tests accounted for about half or 764 of the positive test results, and the applicants who tested positive were not hired in safety or security-related positions.

The remaining 760 positive results were found among aviation employees in safety or security-related positions. Of these, random tests produced the most positive findings (680), followed by return-to-duty (37), reasonable cause (24), periodic (15), and post-accident (4). Those employees who tested positive were immediately removed from their safety or security-related positions.

There were 964 positive findings among maintenance workers and applicants for maintenance jobs, 357 among security/screener personnel and applicants for security/screener jobs, and 126 among flight attendants and applicants for flight attendant jobs. Flight crewmembers and applicants for flight crews accounted for 24 of the positive findings.

Of the 1,524 persons testing positive, 57 percent were found to have used marijuana, 36 percent cocaine, four percent each for amphetamines and opiates, and one percent for phencyclidine (PCP). The individual percentages add up to more than 100 because of multiple drug use by some persons.

-more-

The aviation industry's anti-drug program covers some 350,000 employees and applicants for jobs performing a variety of occupational functions, including pilots, mechanics, flight attendants, airport security screening personnel, flight engineers and aircraft dispatchers.

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U.S. Department
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**Federal Aviation
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U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
June 15, 1992

FAA 32-92
Contact: J. Sloane
Tel.: (202) 267-8521

FAA AWARDS CONTRACTS FOR ADVANCED MICROWAVE LANDING SYSTEM

The Federal Aviation Administration (FAA) today awarded two contracts totaling $148 million, including options, for the design and development of advanced versions of the Microwave Landing System (MLS), a highly precise guidance system that will make air travel more reliable and convenient.

A contract for $78.2 million was awarded to the Wilcox Corp. of Kansas City, Mo., and a $69.8 million contract was awarded to Raytheon Corp., of Marlboro, Mass. Under the contracts, each company is to produce six test systems apiece. The first systems will be delivered for testing in 46 months.

Secretary of Transportation Andrew H. Card Jr. said, "The MLS will have a significant effect on the FAA's ability to handle air traffic. When the new system has been implemented, it will improve air traffic flows and enhance the capacity of the national airspace system. The MLS will provide greater efficiency and flexibility and offer pilots a broad range of paths to the runway, instead of the one path the existing system provides."

The new systems will be designed to enable aircraft to land in lower visibility conditions than can be handled by existing MLS units. Compared to existing systems, the MLS will mean fewer flights delayed or cancelled because of bad weather. The two contractors will be considered in the award of production contracts for the systems, along with other bidders.

Both contractors will independently design and build systems for two types of bad weather conditions. One is for ceilings of 100 feet and visibility of 1,200 feet while the other is for ceilings of less than 100 feet and down to 700 feet of visibility.

-more-

The MLS is scheduled to replace the existing Instrument Landing System (ILS) worldwide over the next 20 years. The ILS has been in use for over 40 years and although still highly reliable, it is not designed for tomorrow's needs.

The MLS provides a common system for civil/military use; a frequency band free of congestion; a high quality guidance signal less susceptible to terrain and structure effects; and multiple approach paths for various classes of aircraft.

Contract options allow the FAA to add training, 12 additional MLS units, software support items, and other logistics support items as needed.

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U.S. Department
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M-49 60

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Monday, June 29, 1992

FAA 35-92
Contact: Fred Farrar
Tel.: (202) 267-8521

RICHARDS SWORN IN AS FAA ADMINISTRATOR

Thomas C. Richards, a veteran pilot and retired Air Force four-star general who served on the President's Commission on Aviation Security and Terrorism, has been sworn in as administrator of the Federal Aviation Administration (FAA).

Richards succeeds James B. Busey, who moved from FAA to become deputy secretary of transportation last December, before his June 19 departure from DOT.

As head of the FAA, Richards, who was sworn in June 27, will direct a force of more than 52,000 employees who write and enforce safety regulations, certify pilots and aircraft, and operate the nation's air traffic control and navigation systems.

"We are pleased to welcome Gen. Richards to the Department of Transportation," said Secretary of Transportation Andrew H. Card Jr. "I am confident that he will bring to the FAA the same distinction, competence and leadership that marked his military career."

Richards, who retired from the Air Force in October 1989, began his military career in the Army in 1948 and served as an infantryman in the Korean War. In Korea he rose to the rank of platoon sergeant and was wounded twice.

After being discharged from the Army, he attended Virginia Polytechnic Institute where he enrolled in the Air Force ROTC program. He graduated in 1956 and was awarded a commission as a second lieutenant in the Air Force and was sent to flight school.

After earning his wings, he was assigned to a series of bombardment squadrons where he logged more than 5,000 hours in B-47s and B-52s. He also was an aircraft commander during the first B-52 combat mission over Vietnam.

-more-

From October of 1967 to January of 1968, Richards served as a forward air controller in Vietnam, flying out of the Bien Hoa air base near Saigon. He served a subsequent tour of duty as a forward air controller flying out of Thailand. In all, he flew a total of 624 combat missions while in Southeast Asia.

When he retired he was deputy commander-in-chief of the U.S. European Command. Prior to that he was commander of the Air University at Maxwell Air Force base in Alabama, vice-commander of the 8th Air Force, Strategic Air Command, at the Barksdale Air Force base in Louisiana, and commandant of cadets at the Air Force Academy in Colorado.

Richards, who was born in San Diego, is married and has six children.

# # # #

U.S. Department
of Transportation

**Federal Aviation
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U.S. Department of Transportation

News:

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

FOR RELEASE TUESDAY
July 21, 1992

FAA 36-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA ANNOUNCES ACTION TO PREVENT ICE ON AIRCRAFT

The Federal Aviation Administration (FAA) today spelled out the action it proposes to take to minimize the risk of accidents caused by snow and ice buildup on the wings of aircraft waiting to take off.

The agency said that before Oct. 15, it will put into effect a wide range of suggestions made by five panels of experts at the International Conference on Airplane Ground Deicing held on May 28 and 29.

"The FAA has moved quickly to fulfill the commitment made by Transportation Secretary Andrew Card at the international conference to deal effectively with the deicing problem," FAA Administrator Thomas C. Richards said.

The most important action is the proposed adoption of a new regulation requiring each airline to have an FAA-approved ground deicing plan in place by next winter. A Notice of Proposed Rulemaking will be published later this week with a 15-day comment period.

"The proposed rule," said Richards, "would require airlines to provide training for pilots and other personnel on the detection of wing ice and provides for the establishment of limits on how long an airplane can be exposed to snow or freezing rain before it has to be inspected or deiced again."

The FAA said it also will change operational procedures for controlling the flow of aircraft on the ground to reduce the time aircraft have to wait in line for takeoff after being deiced.

One way to do this is for the air traffic controllers to tell the crew of an aircraft the time it can expect to be cleared to taxi and take off. Then the crew can wait until just before that time to have the aircraft deiced.

-more-

The agency also will ask the Society of Automotive Engineers (SAE) to convert its ad hoc committee on aircraft ground deicing to a permanent committee to serve as a continuing international forum for the discussion of ground deicing issues.

The SAE has long been active in the airplane deicing area and developed a landmark chart showing the length of time an aircraft can safely be exposed to icing conditions under different temperatures and precipitation rates.

The agency also will encourage the International Aviation Snow Symposium, sponsored by the Northeast Chapter of the American Association of Airport Executives, to actively participate on the committee.

In addition, the FAA will issue a pocket-sized manual for pilots entitled, A Pilot's Guide to Large Aircraft Ground Deicing, and it will update and re-issue its Winter Operations Guide.

The agency also will encourage the use of longer-lasting Type II deicing fluid, which is widely used in Europe, is thicker and stays effective longer than Type I. FAA officials said Type II fluid has been reformulated to allay the environmental and operational concerns of the industry.

The FAA will also make available Airport Improvement Program funds to help finance the construction of deicing pads on taxiways to further reduce the time between deicing and takeoff.

In the case of snow-belt airports that historically have experienced takeoff delays or have longer than average taxiing distances, the FAA will encourage airport, airline and air traffic control officials to get together and develop a deicing plan tailored to that airport.

The proposed rule would apply to passenger and cargo operations using large jet aircraft. With regard to air taxis and commuter airlines operating small aircraft, the FAA will continue to monitor winter operations to see if further rulemaking is necessary.

The FAA will urge the International Civil Aviation Organization to work with civil aviation authorities around the world to adopt similar measures for foreign airlines.

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U.S. Department
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**Federal Aviation
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800 Independence Ave., S.W.
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U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
August 24, 1992

FAA 40-92
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR THIRD QUARTER

The Federal Aviation Administration approved $350,711,845 in allocations under the Airport Improvement Program (AIP) during the third quarter of Fiscal Year 1992. The money went to 47 states and two territories for 312 planning and development projects.

A $1.9 billion level is available for the FY 1992 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 $350.7 million allocated in the third quarter, $252,824,096 went for 159 projects at primary airports. Included is a Letter of Intent (LOI) for capacity enhancements at the Savannah, Ga., airport for $15,386,334. 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 $40,271,518 was allocated for 80 projects at general aviation airports and $41,591,034 was approved for 46 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of $11,337,107 for 16 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 10 system plan studies totaling $1,246,730. An allocation of $3,441,360 was made to South Carolina to construct a regional center for training airport rescue and firefighting personnel.

-more-

ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

APRIL 01, 1992 TO JUNE 30, 1992

ALASKA	$6,001,457	NEVADA	$7,307,187
ARIZONA	$22,599,711	NEW HAMPSHIRE	$7,875,104
CALIFORNIA	$25,897,755	NEW JERSEY	$7,408,799
COLORADO	$3,134,857	NEW MEXICO	$5,047,289
CONNECTICUT	$10,195,952	NEW YORK	$39,632,784
DISTRICT OF COLUMB	$180,540	NORTH CAROLINA	$7,003,178
FLORIDA	$1,943,262	NORTH DAKOTA	$5,380,274
GEORGIA	$15,406,156	NORTHERN MARIANA I	$2,704,000
HAWAII	$8,986,412	OHIO	$18,823,302
IDAHO	$3,673,184	OKLAHOMA	$4,687,500
ILLINOIS	$29,166,875	OREGON	$960,000
INDIANA	$3,165,529	PENNSYLVANIA	$12,998,944
IOWA	$3,565,080	PUERTO RICO	$279,290
KANSAS	$2,611,683	RHODE ISLAND	$3,150,000
KENTUCKY	$748,264	SOUTH CAROLINA	$3,933,860
LOUISIANA	$1,606,902	SOUTH DAKOTA	$2,965,982
MAINE	$1,386,461	TENNESSEE	$4,717,201
MARYLAND	$2,684,703	TEXAS	$18,336,158
MASSACHUSETTS	$2,332,281	UTAH	$5,930,035
MICHIGAN	$6,076,261	VERMONT	$450,000
MINNESOTA	$7,773,938	VIRGINIA	$1,353,240
MISSISSIPPI	$5,267,431	WASHINGTON	$6,310,727
MISSOURI	$8,292,225	WISCONSIN	$5,477,686
MONTANA	$1,143,082	WYOMING	$2,430,409
NEBRASKA	$1,708,895		
		TOTAL	$350,711,845

U.S. Department
of Transportation

**Federal Aviation
Administration**

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

U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, August 26, 1992

FAA 42-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA RELEASES 1991 AVIATION DRUG TEST RESULTS

The Federal Aviation Administration (FAA) today announced results for the second full year of drug testing of employees in, and applicants for, safety-sensitive or security-related positions in the aviation industry.

During 1991, aviation employers, including airlines, as well as aviation repair facilities and contractors, conducted 279,881 drug tests. Of these, less than one percent (2,673 or .96 percent) were positive.

The overall industry positive rate in 1991 was higher than the 1990 test results (.42 percent). The positive rate for employees and job applicants of airlines of all sizes remained about the same in 1991 (.46 percent) as 1990 (.40 percent). In 1991, for the first time, aviation contractor personnel were tested. In addition, the frequency of random testing was increased from 25 percent to 50 percent, as required by FAA regulation.

FAA Administrator Thomas C. Richards said, "Pre-employment positives account for almost half of the positive results, demonstrating that pre-employment testing prevents applicants who test positive from being hired for aviation safety-sensitive positions."

A further breakout of 1991 test data is summarized in the table below:

Type of Test	# of Tests	Positives	Percentage of Positive Tests
Pre-employment	102,028	1,304	1.28
Random	169,240	1,232	.73
Return-to-duty	1,929	72	3.73
Reasonable cause	1,168	44	3.77
Periodic	4,982	17	.34
Post accident	534	4	.75
	279,881	2,673	

-more-

The positive test results are available by job category, but do not distinguish between employees and job applicants. The data by job categories is as follows:

1,586	maintenance workers
722	security screening personnel
237	flight attendants
74	aircraft dispatchers
42	flight crew members (pilots)
10	flight and ground instructors
2	non-FAA air traffic controllers
2,673	

The positive test results show that 52 percent used marijuana, 42 percent cocaine, 5 percent opiates, 4 percent amphetamines, and 1 percent phencyclidine (PCP). Percentages add to more than 100 due to some cases of multiple drug usage.

The results are based on reports from almost 4,200 aviation employers -- air carriers, maintenance contractors (including repair stations), security screening contractors, sightseeing operators, and non-FAA/non-military air traffic facilities. These aviation companies employ over 342,000 employees in safety-sensitive or security-related positions.

A detailed breakout of the FAA 1991 industry drug test results follows.

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FEDERAL AVIATION ADMINISTRATION
1991 AVIATION INDUSTRY DRUG TEST RESULTS

NUMBER OF TESTS CONDUCTED

TYPE OF TEST	PART * 121	PART 135	PART 145	ALL OTHERS	TOTAL
PREEMPLOYMENT	52,692	12,096	14,090	23,150	102,028
PERIODIC	697	2,653	518	1,114	4,982
RANDOM	123,299	16,007	22,395	7,539	169,240
POST ACCIDENT	153	147	210	24	534
REASONABLE CAUSE	793	73	290	12	1,168
RETURN TO DUTY	1,043	121	653	112	1,929
TOTAL	**178,677**	**31,097**	**38,156**	**31,951**	**279,881**

POSITIVES BY TYPE OF TEST

TYPE OF TEST	PART 121	PART 135	PART 145	ALL OTHERS	TOTAL
PREEMPLOYMENT	193	103	274	734	1,304
PERIODIC	0	3	4	10	17
RANDOM	485	122	511	114	1,232
POST ACCIDENT	1	1	2	0	4
REASONABLE CAUSE	16	7	18	3	44
RETURN TO DUTY	23	4	41	4	72
TOTAL	**718**	**240**	**850**	**865**	**2,673**

POSITIVES BY OCCUPATIONAL CATEGORY (includes job applicants)

OCCUPATIONAL CATEGORY:	PART 121	PART 135	PART 145	ALL OTHERS	TOTAL
FLIGHT CREW	13	27	2	0	42
FLIGHT ATTENDANTS	232	4	1	0	237
FLIGHT/GROUND INSTRUCTORS	3	6	1	0	10
FLIGHT TEST PERS.	0	0	0	0	0
A/C DISPATCHERS	66	7	1	0	74
MAINTENANCE PERS.	343	171	838	234	1,586
SECURITY PERS.	61	25	7	629	722
ATC PERS.	0	0	0	2	2
TOTAL	**718**	**240**	**850**	**865**	**2,673**

POSITIVES BY TYPE OF DRUG

TYPE OF DRUG:	PART 121	PART 135	PART 145	ALL OTHERS	TOTAL
MARIJUANA	348	169	471	397	1,385
COCAINE	338	69	336	371	1,114
OPIATES	17	4	29	78	128
PHENCYCLIDINE	5	2	2	23	32
AMPHETAMINES	28	4	37	37	106
TOTAL	**736**	**248**	**875**	**906**	**2,765**

* -Part 121 includes domestic, flag and supplemental air carriers and commercial operators of large aircraft;
-Part 135 includes air taxi and commercial operators;
-Part 145 includes FAA-approved repair stations; and
-All others includes aircraft maintenance and security screening contractors, sightseeing operators and non-FAA/non-military air traffic facilities.

U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
September 11, 1992

FAA 43-92
Contact: JoAnn Sloane
Tel.: (202) 267-8521

NEW FAA SMALL AIRPLANE TYPE IS CHEAPER TO BUILD AND OWN

The Federal Aviation Administration has established a new category of small airplanes designed for personal use that will be less expensive to build and maintain than is possible under existing rules.

While the FAA cannot precisely determine the economic benefits of its rulemaking action, it is estimated that the simpler certification requirements for the new class of airplanes could save manufacturers a considerable sum of money on each new aircraft design. Additional savings could be realized by the buyers through lower purchase and maintenance costs.

The new primary aircraft category will provide for small, single engine aircraft with maximum gross weights of 2,700 pounds. The planes also must have unpressurized cabins and hold no more than four people.

"The new category will simplify the FAA's certification process as well as provide owners with an aircraft that is less costly to buy and maintain than current categories," FAA Administrator Thomas C. Richards said.

The new regulation will permit pilot-owners of primary category aircraft to perform an expanded range of special inspections and preventive maintenance, provided they successfully complete an FAA-approved maintenance training program.

The regulation prohibits the carrying of persons or property for hire by primary aircraft, but does permit their rental provided they are maintained by an FAA-certificated mechanic or repair station.

The new regulation was published in the Federal Register of Sept. 9.

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U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
September 14, 1992

FAA 44-92
Contact: JoAnn Sloane
Tel.: (202) 267-3447

FAA REQUIRES AIRLINES TO ALLOW USE OF APPROVED CHILD RESTRAINT SYSTEMS

The Federal Aviation Administration (FAA) today issued a final regulation requiring airlines to allow the use of approved child restraint systems on their aircraft.

The new rule makes it mandatory for the airlines to allow the use of any child restraint system approved by the U.S. Department of Transportation, the United Nations, or a foreign government as long as the restraint can be secured to a forward-facing passenger seat.

Parents would, however, be required to pay for an airline seat when one is used to secure a restraint system -- if that is the airline's policy.

"With this action," said FAA Administrator Thomas C. Richards, "we are able to increase the level of safety for young children whose parents are willing to pay for the airline seat."

The agency proposal to require the airlines to allow the use of child restraint systems asked for public comments on whether to make the use of the safety seats mandatory.

Many of the responses favored mandatory use of the seats. But the FAA said that mandating the use of the safety seats could require parents to pay for the extra airline seat. Under the final rule, parents will continue to have the choice of carrying young children on their laps or paying for a separate seat.

Children under two years of age have traditionally been allowed to fly free when carried on an adult's lap. Several independent studies indicated that mandating child restraint use on aircraft would force a significant number of families to substitute for air travel a cheaper, less safe form of transportation.

The new regulation is effective 30 days after publication in the Sept. 15 edition of the Federal Register.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, September 16, 1992

FAA 45-92
Contact: JoAnn Sloane
Tel.: (202) 267-8521

FAA ISSUES REVISED PROPOSAL ON EMPLOYMENT INVESTIGATIONS

The Federal Aviation Administration (FAA) has issued a revised proposal concerning employment investigations for prospective airport and airline employees who would have access to security-sensitive areas of U.S. airports.

"Based on public meetings and numerous comments on the initial proposal," FAA Administrator Thomas C. Richards said, "we are now proposing a more cost-effective way of ensuring that individuals who apply for sensitive airline jobs do not pose an unreasonable threat to the security of the aviation system."

Under a Supplemental Notice of Proposed Rulemaking published in the Federal Register today, these applicants would be subject to a criminal history records check only under certain conditions, such as when the previous employment history has a gap that cannot otherwise be accounted for. This would greatly decrease the number of job applicants subject to a criminal records check which would, in turn, reduce the financial burden on the industry.

Today's notice supersedes the proposed rule published last Feb. 13, and proposes the criteria that would trigger the requirement for a criminal history records check and prohibit access privileges for individuals convicted of certain crimes. It also proposes a five-year employment history verification, and specifies the minimum requirements for employment information that must be on an application as well as the information which must be verified.

Following the 1988 bombing of Pan American World Airways Flight 103 over Lockerbie, Scotland, the president established a Commission on Aviation Security and Terrorism. Based on the commission's recommendations, Congress, in the Aviation Security Improvement Act of 1990, required background investigations, including criminal records checks for those individuals who have unaccompanied access to secure areas or who can authorize such access to others.

Airport and airline employees who already have authority to access security-sensitive areas of U.S. airports would be exempt from the proposed employment investigation and criminal background check.

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U.S. Department of Transportation

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

FOR RELEASE THURSDAY
September 17, 1992

FAA 46-92
Contact: Fred Farrar
Tel.: (202) 267-8521

FAA EASES REGULATORY BURDEN OF LIGHT HELICOPTERS MANUFACTURERS

The Federal Aviation Administration today eased the regulatory burden on the makers of light helicopters by giving them an alternative procedure they can use to determine whether their helicopters meet noise requirements.

The alternative procedure, which is more stringent in terms of noise limits but less expensive for the manufacturer, is expected to cut the costs of certifying that the helicopters meet noise requirements by an estimated 90 percent. The alternative procedure was published as a final rule in today's Federal Register.

The new procedure reduces from three to one the number of microphones to be used in noise certification and reduces from three to one the number of test flights required.

"This is a move that will benefit everyone involved," FAA Administrator Thomas C. Richards said. "The manufacturers will save money and helicopter noise levels will improve."

The FAA said the alternative is in concert with the president's effort to reduce regulatory burdens that add to the cost of doing business. It does not add a new rule that the helicopter manufacturers have to comply with and does not harm the environment. Instead, it gives a manufacturer the option of complying with the existing procedure or following the new procedure.

This alternative procedure, which applies to helicopters with certificated takeoff weights of less than 6,000 pounds, is expected to foster better relationships between helicopter operators and airports, heliports and local communities by providing for quieter helicopters.

It is estimated that helicopter manufacturers and modifiers will save an estimated $22 million over 15 years. Helicopters certificated under the new procedure must meet a standard that is two decibels more stringent than for those certificated under the existing procedure.

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U.S. Department of Transportation

News:

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

FOR RELEASE FRIDAY
September 25, 1992

FAA 49-92
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA ACTS ON PROBLEM OF BUILDUP OF ICE ON AIRCRAFT

The Federal Aviation Administration, moving to minimize the risk of accidents caused by snow and ice buildup on the wings of large aircraft, today adopted a new interim regulation requiring airlines to have FAA-approved ground deicing programs in effect by Nov. 1.

The move is foremost among several actions taken by the agency to prevent takeoff accidents caused by icing during the winter season.

"This action," FAA Administrator Thomas C. Richards said, "gives airline flight crews the knowledge and guidance they need for safe winter operations. Transportation Secretary Andrew Card has made a commitment to deal effectively with the deicing problem."

The regulation requires airlines to train pilots and other personnel in the detection and removal of wing ice. It also establishes limits on how long and under what conditions an airplane can be exposed to snow or freezing rain before it has to be inspected or deiced again.

The regulation, and many of the other agency actions, are based on suggestions offered last May at FAA's International Conference on Airplane Ground Deicing. More than 800 persons from 20 countries attended the conference. The FAA regulation is an interim rule and may be changed after next winter as a result of experience under the interim regulation and further comments.

Although the interim regulation does not apply to foreign airlines, Richards pressed for similar action in other countries at a meeting this week in Montreal, Canada, of the International Civil Aviation Organization. "We are calling upon the international community to join us in reviewing and revising deicing procedures to ensure the safety of the traveling public," Richards said.

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The FAA also will use special operational procedures for controlling the flow of aircraft on the ground to reduce the time an aircraft has to wait for takeoff after being deiced. For example, air traffic controllers can tell a flight crew the time it can expect to be cleared to taxi to the runway, which will allow the crew to adjust the timing of deicing.

The FAA also will issue a pocket-sized manual for pilots entitled, A Pilot's Guide to Large Aircraft Ground Deicing. And it will update and re-issue its Winter Operations Guide.

The agency also will make available Airport Improvement Program funds to help finance the construction of such improvements as deicing pads -- possibly on taxiways to reduce the time between deicing and takeoff -- and drainage systems to collect used deicing fluid.

In the case of airports that historically have experienced takeoff delays or have longer than average taxiing distances, the FAA is encouraging airport, airline and air traffic control officials to get together and develop a deicing plan tailored to their specific airport.

The new regulation applies to passenger and cargo operations using large aircraft. The FAA is continuing to monitor winter operations of commuter airlines and business aircraft to see if further rulemaking is necessary.

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U.S. Department
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**Federal Aviation
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U.S. Department of Transportation

News:

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

FOR RELEASE MONDAY
November 2, 1992

FAA 51-92
Contact: Fred Farrar
Tel.: (202) 267-3441

FAA PROPOSES CRITERIA FOR EXPLOSIVES DETECTION SYSTEMS

The Federal Aviation Administration (FAA) today proposed the criteria manufacturers would have to meet for certification of their explosives detection systems intended to screen baggage checked on airline flights.

The criteria set minimum performance requirements that the explosives detection systems -- automated devices that sound an alarm when they sense the presence of explosives -- would have to meet before the FAA certifies their use in screening baggage.

"The proposed criteria are based on the best scientific, intelligence and investigative information available on how to combat the technological challenges of terrorism," FAA Administrator Thomas C. Richards said.

The agency said it is unlikely that any single explosives detection technology will meet the performance requirements and that it expects combinations of existing technologies will have to be used until a new breakthrough is developed. The FAA encouraged manufacturers to combine resources to develop and build the screening systems as quickly as possible.

Many of the details of the performance requirements -- such as how small an amount of explosive would have to be detected -- are classified information and will be made available only to prospective manufacturers and others who have security clearances and a need to know.

The proposed requirement that the systems be automated reflects the FAA's view that new technology for the detection of explosives should not rely solely upon human judgment.

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The proposal would not require airlines to use the systems. However, once the system or systems have been developed and certified, the FAA will be in a position, after some additional analysis, to require their use for screening baggage going aboard international flights.

The unclassfied criteria will be published in the Federal Register of Nov. 2, 1992.

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U.S. Department
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**Federal Aviation
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U.S. Department of Transportation

News:

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

FOR RELEASE WEDNESDAY
December 2, 1992

FAA 57-92
Contact: Stan Lou
Tel.: (202) 267-8809

AIRPORT GRANT ALLOCATIONS ISSUED FOR FOURTH QUARTER

The Federal Aviation Administration approved $706,106,691 in allocations under the Airport Improvement Program (AIP) during the fourth quarter of Fiscal Year 1992. The money went to 50 states and five territories for 308 planning and development projects.

A $1.9 billion level was available for the FY 1992 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 $706.1 million allocated in the fourth quarter, $477.9 million went for 143 projects at primary airports. Included were seven Letters of Intent (LOI) for capacity enhancements totaling $390.2 million at Jacksonville, Fla.; Belleville (Scott AFB), Ill.; Covington, Ky.; Reno, Nev.; Elmira, N.Y.; Raleigh, N.C. and Providence, R.I. 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 $58.3 million was allocated for 99 projects at general aviation airports and $155.2 million was approved for 34 projects at reliever airports which help to keep traffic away from the busier primary airports.

Smaller commercial service airports received allocations of $10.2 million for 14 projects. Airports in this category generate at least 2,500 passenger departures a year.

Also approved were 18 system plan studies totaling $4.4 million.

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ALLOCATIONS FOR THE AIRPORT IMPROVEMENT PROGRAM (AIP)

BY STATE

JULY 01, 1992 TO SEPTEMBER 30, 1992

ALABAMA	$577,040	NEBRASKA	$3,949,404
ALASKA	$45,942,150	NEVADA	$79,836,542
AMERICAN SAMOA	$150,000	NEW HAMPSHIRE	$3,588,674
ARIZONA	$10,571,112	NEW JERSEY	$5,784,950
ARKANSAS	$452,000	NEW MEXICO	$716,130
CALIFORNIA	$26,663,483	NEW YORK	$21,176,612
COLORADO	$9,502,428	NORTH CAROLINA	$11,531,934
CONNECTICUT	$281,700	NORTH DAKOTA	$4,707,525
DELAWARE	$894,600	NORTHERN MARIANA I	$1,494,790
FLORIDA	$45,814,630	OHIO	$9,636,013
GEORGIA	$2,925,031	OKLAHOMA	$45,000
GUAM	$2,000,000	OREGON	$658,318
HAWAII	$11,991,891	PENNSYLVANIA	$17,445,266
IDAHO	$2,420,000	PUERTO RICO	$2,271,792
ILLINOIS	$154,793,302	RHODE ISLAND	$66,194,290
INDIANA	$4,161,940	SOUTH CAROLINA	$1,754,586
IOWA	$2,559,910	SOUTH DAKOTA	$523,064
KANSAS	$4,212,393	TENNESSEE	$9,688,270
KENTUCKY	$88,714,774	TEXAS	$5,769,829
LOUISIANA	$830,758	TRUST TERRS PAC	$900,000
MAINE	$912,500	UTAH	$6,694,742
MARYLAND	$4,236,336	VERMONT	$200,000
MASSACHUSETTS	$1,840,392	VIRGINIA	$6,271,952
MICHIGAN	$2,621,112	WASHINGTON	$7,150,000
MINNESOTA	$692,318	WEST VIRGINIA	$313,364
MISSISSIPPI	$241,200	WISCONSIN	$4,432,375
MISSOURI	$2,295,047	WYOMING	$819,665
MONTANA	$4,253,557		
		TOTAL	$706,106,691

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News:

Office of the Assistant Secretary for Public Affairs
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FOR RELEASE TUESDAY
December 15, 1992

FAA 59-92
Contact: F. Jones
Tel.: (202) 267-8521

USE OF FUEL SAVING ROUTES TO BE EXPANDED BY FAA

Starting Jan. 4, airline and business aircraft will be encouraged to use more direct, fuel-saving routes across the nation under the expansion of a successful Federal Aviation Administration program.

While the National Route Program, which started in 1990, is currently limited to 56 city-pair markets, it will be expanded to many more markets to encourage greater use by high performance corporate and general aviation aircraft, as well as airline aircraft.

Currently, 100 commercial airline flights a day use the cost effective and time-saving routes, which save $4.5 million a year in fuel costs. However, very few general aviation aircraft take advantage of the program.

Secretary of Transportation Andrew H. Card Jr. said, "We encourage corporate and general aviation flights to use these direct high altitude routes, as the airlines do, to save fuel, time and money. Successful programs like these should be expanded and made available to even more users."

Under the expanded program any flight in the continental United States of at least 1500 nautical miles, flown at or above 39,000 feet, is eligible. The program allows aircraft operators to select and use the most efficient direct route in place of a published Instrument Flight Rule route.

Aircraft operating under the program are subject to normal air traffic control and traffic management procedures.

Approval of the requested routes will be based upon controller workload and system capacity. The procedures in FAA Advisory Circular No. 90-91 outline the National Route Program operating limitations.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Wednesday, December 30, 1992

FAA 62-92
Contact: F. Jones
Tel.: (202) 267-8521

FAA IMPROVES ADMINISTRATION OF SLOTS AT FOUR BUSY AIRPORTS DURING AIRCRAFT DEICING PROGRAMS

The Federal Aviation Administration (FAA) acted today to ensure that takeoff and landing "slots" for airlines at four of the nation's busiest airports will not be adversely affected by the agency's new deicing program.

Slot allocations allow a carrier to take off or land at airports where limits have been imposed on air traffic because of congestion. Slot limits have been imposed at New York's LaGuardia and John F. Kennedy, Chicago's O'Hare and Washington National airports.

As of Jan. 1, 1993, a revision of the existing slot rules requires airlines holding slots to use them 80 percent of the time during any two-month period or be in jeopardy of losing them, up from 65 percent under the previous requirement. This "use or lose" provision in the rule is designed to promote growth and competition.

Today's action was taken in response to concerns that the new deicing rule could cause the loss of slots. This rule, among other provisions, establishes limits on how long and under what conditions an airplane can be exposed to snow or freezing rain before it has to be inspected or deiced again.

"The FAA acknowledges that there may be delays associated with the new rule, especially if aircraft return for a second deicing," said FAA Administrator Thomas C. Richards. "However, no operator will be forced to lose a slot that has been adversely affected by deicing."

The FAA's action allows aircraft operators to designate, in their "use or lose" reports submitted to the agency, slots that were adversely affected by deicing programs. The FAA will not count the non-use or late use of a slot upon verification of a deicing program that has adversely affected an operator.

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U.S. Department of Transportation

News:

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

FOR IMMEDIATE RELEASE
Thursday, December 31, 1992

FAA 60-92
Contact: Kathleen Bergen
Tel.: (404) 763-7201

PUERTO RICO AIRPORTS CAN CHARGE PASSENGER FEES, SECRETARY CARD SAYS

Secretary of Transportation Andrew H. Card Jr. today announced approval of the Puerto Rico Ports Authority's proposal to impose passenger facility charges (PFC) at San Juan, Ponce, and Aguadilla airports to finance $51.6 million in airport improvements.

The ports authority plans to raise the funds by charging each departing passenger a $3 fee starting March 1, 1993. The Federal Aviation Administration (FAA) approved the collection of the funds to extend the runway at Ponce and improve the terminals at San Juan, Ponce, and Aguadilla. In addition, funds will be used to build a new taxiway at San Juan.

Secretary Card said, "I am pleased to approve these important airport improvements. They will enhance capacity, encourage competition, and benefit both the residents of Puerto Rico and those flying to and from the island."

Today's action makes Puerto Rico the latest of 75 applicants to win PFC approval from the FAA. An estimated 200 airports are expected to be participating in the program by the end of 1993.

The PFC program was authorized by Congress in the Aviation Safety and Capacity Expansion Act of 1990, which specified that the money must be used to preserve or enhance the capacity, safety and security of the air transportation system, promote competition, reduce noise, or expand passenger facilities.

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