

A REPORT BY THE OFFICE OF
SENATOR FRANK R. LAUTENBERG

October 31, 2006



**AN ACCIDENT WAITING TO HAPPEN:
OVER HALF OF AMERICA'S AIRPORTS
HAVE RUNWAYS THAT FAIL TO MEET
FAA STANDARDS**

**LAUTENBERG RUNWAY SAFETY LAW
REQUIRES AIRCRAFT OVERRUN PREVENTION**

According to Federal Aviation Administration (FAA) data, 325 major U.S. airports have at least one runway that fails to meet the agency's standards for aircraft overrun protection. This represents over half of the country's 573 major commercial airports. Since 1983, there have been 45 fatal aircraft overrun crashes, and over 2000 total overruns at U.S. airports. Even in non-fatal crashes, many involve serious injuries and uncounted millions of dollars in property damage.

For most major airports, the FAA has established a 1000-foot safety zone (called "Runway Safety Area," or RSA) at the end of each runway to help prevent deaths, injuries and damage to speeding aircraft. But many runways – some 507 out of 1017 runways for major U.S. commercial airports – do not have an adequate RSA.

"Arrestor beds" are devices made of porous concrete that can absorb the weight of a plane, allowing the plane to slow or stop – as if in quicksand – if the plane runs over it. These devices can be used as an alternative if 1,000-foot RSA's are not available.

This report, based on FAA data, contains the status of major U.S. airport runways which do not meet current standards, either with a 1,000-foot RSA or an arrestor bed.

History

In 1988, FAA established safety standards for airport RSAs to improve safety by providing an added layer of protection for aircraft operations. [See

[http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/580be8f908207b01862572030073133a/\\$FILE/AC150-5300-13_chg10.pdf](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/580be8f908207b01862572030073133a/$FILE/AC150-5300-13_chg10.pdf)].

However, even though the National Transportation Safety Board (NTSB) has recommended that all major commercial airports should meet the FAA standards, FAA has never proactively required this for U.S. airports [*see open NTSB Recommendations # A-03-011 and #A-03-12*].

In 2003, FAA stated it had a plan for all major airports to meet its standards by 2007 [*see Attachment 'A'*]. Two years later, FAA pushed this date to 2015. To prevent the FAA from further delaying these important safety improvements, Congress passed the Lautenberg law in 2005.

Lautenberg Runway Safety Law

Alarmed by the dangerous February 2005 overrun at Teterboro Airport, Senator Lautenberg offered legislation to hold FAA to the 2015 deadline by requiring overrun protection at all major airports by that date.

The Lautenberg runway safety legislation was signed into law on November 30, 2005 as part of an annual transportation spending package (bill number H.R. 3058--*see Attachment 'B'*). This law requires FAA to ensure that all major U.S. airports at which commercial airlines operate (known in the industry as "Part 139 airports") have an adequate runway safety area (either 1000-foot RSA or an arrestor bed) by 2015. The Lautenberg law also requires FAA to report to Congress annually on its progress.

Safety Status of U.S. Airport Runways

The following tables are based on recent FAA data (as of 9/30/06), and show how many and which airports in the U.S. have at least one runway that does not meet FAA safety standards for runway safety areas. This means that the runway has neither the requisite 1,000-foot RSA (or other minimum size required by FAA) nor an arrestor bed to slow or stop overrunning aircraft. In all, there are 325 airports, with 507 runways, which fall into this category.

Alaska

City	Airport Code	Number of Noncompliant Runways
ADAK ISLAND	ADK	2
KODIAK	ADQ	2
RED DOG	AED	1
KING SALMON	AKN	1
BETHEL	BET	1
BARROW	BRW	1
COLD BAY	CDB	1
CORDOVA	CDV	1
DILLINGHAM	DLG	1
UNALASKA	DUT	1
KENAI	ENA	1
GALBRAITH LAKE	GBH	1
GUSTAVUS	GST	1
JUNEAU	JNU	1
KETCHIKAN	KTN	1
NOME	OME	2
KOTZEBUE	OTZ	1
PROSPECT CREEK	PPC	1
PETERSBURG	PSG	1
DEADHORSE	SCC	1
SITKA	SIT	1
WRANGELL	WRG	1
YAKUTAT	YAK	1
TOTAL: 23 Airports		26 Runways

Alabama

City	Airport Code	Number of Noncompliant Runways
ANNISTON	ANB	1
DOTHAN	DHN	2
TOTAL: 2 Airports		3 Runways

Arkansas

City	Airport Code	Number of Noncompliant Runways
EL DORADO	ELD	2
FORT SMITH	FSM	1
FAYETTEVILLE	FYV	1
HOT SPRINGS	HOT	2
FAYETTEVILLE/SPRINGDALE/	XNA	1
LITTLE ROCK	LIT	2
TEXARKANA	TXK	1
TOTAL: 7 Airports		10 Runways

Arizona

City	Airport Code	Number of Noncompliant Runways
FLAGSTAFF	FLG	1
BULLHEAD CITY	IFP	1
KINGMAN	IGM	1
MARANA	MZJ	1
PHOENIX	PHX	1
PRESCOTT	PRC	2
TUCSON	TUS	1
TOTAL: 7 Airports		8 Runways

California

City	Airport Code	Number of Noncompliant Runways
ARCATA/EUREKA	ACV	1
BAKERSFIELD	BFL	1
BURBANK	BUR	1
CONCORD	CCR	2
CRESCENT CITY	CEC	2
LOS ANGELES	LAX	4
LONG BEACH	LGB	2
MODESTO	MOD	1
MONTEREY	MRY	1
OAKLAND	OAK	3
ONTARIO	ONT	2
OXNARD	OXR	1
PASO ROBLES	PRB	1
SAN DIEGO	SAN	1
SANTA BARBARA	SBA	1
SAN FRANCISCO	SFO	4
SANTA ANA	SNA	1
SANTA ROSA	STS	2
SOUTH LAKE TAHOE	TVL	1
VISALIA	VIS	1
TOTAL: 20 Airports		33 Runways

Colorado

City	Airport Code	Number of Noncompliant Runways
PUEBLO	PUB	1
TELLURIDE	TEX	1
TOTAL: 2 Airports		2 Runways

Marshall Islands

City	Airport Code	Number of Noncompliant Runways
SAIPAN ISLAND	GSN	1
TINIAN ISLAND	TNI	1
TOTAL: 2 Airports		2 Runways

Connecticut

City	Airport Code	Number of Noncompliant Runways
BRIDGEPORT	BDR	2
DANBURY	DXR	1
GROTON NEW LONDON	GON	1
NEW HAVEN	HVN	1
TOTAL: 4 Airports		5 Runways

District of Columbia

City	Airport Code	Number of Noncompliant Runways
WASHINGTON	DCA	3
TOTAL: 1 Airport		3 Runways

Delaware

City	Airport Code	Number of Noncompliant Runways
WILMINGTON	ILG	2
TOTAL: 1 Airport		2 Runways

Florida

City	Airport Code	Number of Noncompliant Runways
KEY WEST	EYW	1
FORT LAUDERDALE	FLL	3
MIAMI	MIA	3
OCALA	OCF	1
WEST PALM BEACH	PBI	1
PANAMA CITY	PFN	2
ST PETERSBURG-CLEARWATER	PIE	2
ST AUGUSTINE	SGJ	1
TITUSVILLE	TIX	2
TOTAL: 9 Airports		16 Runways

Georgia

City	Airport Code	Number of Noncompliant Runways
AUGUSTA	AGS	1
ATLANTA	ATL	3
BRUNSWICK	BQK	1
COLUMBUS	CSG	2
SAVANNAH	SAV	1
TOTAL: 5 Airports		8 Runways

Hawaii

City	Airport Code	Number of Noncompliant Runways
HONOLULU	HNL	2
HILO	ITO	2
LAHAINA	JHM	1
KAILUA/KONA	KOA	1
LIHUE	LIH	1
LANAI CITY	LNK	1
KAUNAKAKAI	MKK	1
KAHULUI	OGG	2
TOTAL: 8 Airports		11 Runways

Iowa

City	Airport Code	Number of Noncompliant Runways
CEDAR RAPIDS	CID	1
MASON CITY	MCW	2
SIOUX CITY	SUX	1
TOTAL: 3 Airports		4 Runways

Idaho

City	Airport Code	Number of Noncompliant Runways
HAILEY	SUN	1
TOTAL: 1 Airport		1 Runway

Illinois

City	Airport Code	Number of Noncompliant Runways
ALTON/ST LOUIS	ALN	1
BLOOMINGTON/NORMAL	BMI	2
CHAMPAIGN/URBANA	CMI	1
CHICAGO	MDW	2
MOLINE	MLI	3
MATTOON/CHARLESTON	MTO	1
MOUNT VERNON	MVN	1
MARION	MWA	1
CHICAGO	ORD	6
PEORIA	PIA	1
ROCKFORD	RFD	2
SPRINGFIELD	SPI	3
QUINCY	UIN	2
TOTAL: 13 Airports		26 Runways

Indiana

City	Airport Code	Number of Noncompliant Runways
COLUMBUS	BAK	2
ELKHART	EKM	1
EVANSVILLE	EVV	1
FORT WAYNE	FWA	1
GARY	GYG	1
TERRE HAUTE	HUF	1
INDIANAPOLIS	IND	3
SOUTH BEND	SBN	2
TOTAL: 8 Airports		12 Runways

Kansas

City	Airport Code	Number of Noncompliant Runways
HUTCHINSON	HUT	2
WICHITA	ICT	3
MANHATTAN	MHK	2
TOTAL: 3 Airports		7 Runways

Kentucky

City	Airport Code	Number of Noncompliant Runways
BOWLING GREEN	BWG	2
LEXINGTON	LEX	1
LOUISVILLE	SDF	2
TOTAL: 3 Airports		5 Runways

Louisiana

City	Airport Code	Number of Noncompliant Runways
BATON ROUGE	BTR	3
LAKE CHARLES	LCH	2
LAFAYETTE	LFT	2
MONROE	MLU	2
NEW ORLEANS	MSY	1
NEW ORLEANS	NEW	1
SHREVEPORT	SHV	1
TOTAL: 7 Airports		12 Runways

Massachusetts

City	Airport Code	Number of Noncompliant Runways
NANTUCKET	ACK	1
WESTFIELD/SPRINGFIELD	BAF	2
BEDFORD	BED	2
BOSTON	BOS	5
HYANNIS	HYA	1
VINEYARD HAVEN	MVY	1
WORCESTER	ORH	2
TOTAL: 7 Airports		14 Runways

Maryland

City	Airport Code	Number of Noncompliant Runways
BALTIMORE	BWI	3
HAGERSTOWN	HGR	1
SALISBURY	SBY	2
TOTAL: 3 Airports		6 Runways

Maine

City	Airport Code	Number of Noncompliant Runways
AUGUSTA	AUG	2
BAR HARBOR	BHB	1
PRESQUE ISLE	PQI	2
PORTLAND	PWM	1
ROCKLAND	RKD	1
TOTAL: 5 Airports		7 Runways

Michigan

City	Airport Code	Number of Noncompliant Runways
ALPENA	APN	1
KALAMAZOO	AZO	1
BATTLE CREEK	BTL	1
HANCOCK	CMX	2
DETROIT	DET	1
DETROIT	DTW	3
ESCANABA	ESC	2
FLINT	FNT	1
GRAND RAPIDS	GRR	3
IRON MOUNTAIN KINGSFORD	IMT	1
IRONWOOD	IWD	1
LANSING	LAN	1
MANISTEE	MBL	1
SAGINAW	MBS	2
MUSKEGON	MKG	1
PONTIAC	PTK	1
MARQUETTE	SAW	1
TRAVERSE CITY	TVC	1
DETROIT	YIP	5
TOTAL: 19 Airports		30 Runways

Minnesota

City	Airport Code	Number of Noncompliant Runways
BEMIDJI	BJI	2
INTERNATIONAL FALLS	INL	1
MINNEAPOLIS	MSP	1
ROCHESTER	RST	1
ST CLOUD	STC	1
THIEF RIVER FALLS	TVF	1
TOTAL: 6 Airports		7 Runways

Missouri

City	Airport Code	Number of Noncompliant Runways
KIRKSVILLE	IRK	1
KANSAS CITY	MCI	2
KANSAS CITY	MKC	2
SPRINGFIELD	SGF	2
ST LOUIS	STL	2
ST LOUIS	SUS	1
TOTAL: 6 Airports		10 Runways

Midway Island

City	Airport Code	Number of Noncompliant Runways
SAND ISLAND	MDY	1
TOTAL: 1 Airport		1 Runway

Mississippi

City	Airport Code	Number of Noncompliant Runways
GREENVILLE	GLH	1
GULFPORT	GPT	1
TOTAL: 2 Airports		2 Runways

North Carolina

City	Airport Code	Number of Noncompliant Runways
CHARLOTTE	CLT	2
FAYETTEVILLE	FAY	1
GREENSBORO	GSO	1
HICKORY	HKY	1
WILMINGTON	ILM	1
WINSTON SALEM	INT	1
GREENVILLE	PGV	1
ROCKY MOUNT	RWI	1
PINEHURST/SOUTHERN PINES	SOP	1
TOTAL: 9 Airports		10 Runways

North Dakota

City	Airport Code	Number of Noncompliant Runways
BISMARCK	BIS	1
DICKINSON	DIK	2
DEVILS LAKE	DVL	1
GRAND FORKS	GFK	1
WILLISTON	ISN	1
MINOT	MOT	1
TOTAL: 6 Airports		7 Runways

Nebraska

City	Airport Code	Number of Noncompliant Runways
CHADRON	CDR	1
LINCOLN	LNK	1
MC COOK	MCK	1
OMAHA	OMA	2
TOTAL: 4 Airports		5 Runways

New Hampshire

City	Airport Code	Number of Noncompliant Runways
LEBANON	LEB	2
MANCHESTER	MHT	2
TOTAL: 2 Airports		4 Runways

New Jersey

City	Airport Code	Number of Noncompliant Runways
NEWARK	EWR	1
TETERBORO	TEB	2
TRENTON	TTN	2
TOTAL: 3 Airports		5 Runways

New Mexico

City	Airport Code	Number of Noncompliant Runways
ALBUQUERQUE	ABQ	1
CARLSBAD	CNM	1
FARMINGTON	FMN	2
HOBBS	HOB	2
LAS CRUCES	LRU	2
ROSWELL	ROW	1
RUIDOSO	SRR	1
TOTAL: 7 Airports		10 Runways

Nevada

City	Airport Code	Number of Noncompliant Runways
ELKO	EKO	1
RENO	RNO	2
TOTAL: 2 Airports		3 Runways

New York

City	Airport Code	Number of Noncompliant Runways
BINGHAMTON	BGM	2
BUFFALO	BUF	1
FARMINGDALE	FRG	2
GLENS FALLS	GFL	2
WHITE PLAINS	HPN	2
NIAGARA FALLS	IAG	1
ISLIP	ISP	3
ITHACA	ITH	1
NEW YORK	JFK	3
JAMESTOWN	JHW	1
NEW YORK	LGA	2
MONTICELLO	MSV	1
PLATTSBURGH	PLB	1
ROCHESTER	ROC	1
SARANAC LAKE	SLK	1
NEWBURGH	SWF	1
SYRACUSE	SYR	1
TOTAL: 17 Airports		26 Runways

Ohio

City	Airport Code	Number of Noncompliant Runways
CLEVELAND	BKL	1
AKRON	CAK	2
CLEVELAND	CLE	3
COLUMBUS	CMH	2
DAYTON	DAY	3
WILMINGTON	ILN	2
COLUMBUS	LCK	2
CINCINNATI	LUK	1
MANSFIELD	MFD	2
COLUMBUS	OSU	1
SPRINGFIELD	SGH	1
TOLEDO	TOL	2
YOUNGSTOWN/WARREN	YNG	2
TOTAL: 13 Airports		24 Runways

Oklahoma

City	Airport Code	Number of Noncompliant Runways
LAWTON	LAW	1
OKLAHOMA CITY	OKC	1
STILLWATER	SWO	1
TULSA	TUL	3
TOTAL: 4 Airports		6 Runways

Oregon

City	Airport Code	Number of Noncompliant Runways
EUGENE	EUG	1
TOTAL: 1 Airport		1 Runway

Pennsylvania

City	Airport Code	Number of Noncompliant Runways
ALLENTOWN	ABE	1
ALTOONA	AOO	1
WILKES-BARRE/SCRANTON	AVP	1
BRADFORD	BFD	1
ERIE	ERI	2
WILLIAMSPORT	IPT	1
JOHNSTOWN	JST	2
LATROBE	LBE	1
LANCASTER	LNS	1
PHILADELPHIA	PHL	2
PITTSBURGH	PIT	2
READING	RDG	2
TOTAL: 12 Airports		17 Runways

Puerto Rico

City	Airport Code	Number of Noncompliant Runways
PONCE	PSE	1
SAN JUAN	SJU	2
TOTAL: 2 Airports		3 Runways

Rhode Island

City	Airport Code	Number of Noncompliant Runways
PROVIDENCE	PVD	2
TOTAL: 1 Airport		2 Runways

South Dakota

City	Airport Code	Number of Noncompliant Runways
ABERDEEN	ABR	1
WATERTOWN	ATY	1
BROOKINGS	BKX	1
SIOUX FALLS	FSD	2
HURON	HON	1
RAPID CITY	RAP	1
TOTAL: 6 Airports		7 Runways

Tennessee

City	Airport Code	Number of Noncompliant Runways
NASHVILLE	BNA	2
MEMPHIS	MEM	1
TOTAL: 2 Airports		3 Runways

Texas

City	Airport Code	Number of Noncompliant Runways
ABILENE	ABI	2
WACO	ACT	2
FORT WORTH	AFW	2
AMARILLO	AMA	1
AUSTIN	AUS	1
BEAUMONT/PORT ARTHUR	BPT	2
BROWNSVILLE	BRO	2
COLLEGE STATION	CLL	2
CORPUS CHRISTI	CRP	1
DALLAS	DAL	3
DALLAS-FORT WORTH	DFW	7
DEL RIO	DRT	1
HOUSTON	EFD	2
EL PASO	ELP	2
FORT WORTH	FTW	1
LONGVIEW	GGG	2
HOUSTON	HOU	4
HARLINGEN	HRL	2
HOUSTON	IAH	5
LUBBOCK	LBB	2
ANGLETON/LAKE JACKSON	LBX	1
LAREDO	LRD	2
MIDLAND	MAF	3
MC ALLEN	MFE	1
PARIS	PRX	1
SAN ANTONIO	SAT	3
SAN ANGELO	SJT	2
TEMPLE	TPL	2
TYLER	TYR	2
VICTORIA	VCT	1
TOTAL: 30 Airports		64 Runways

Utah

City	Airport Code	Number of Noncompliant Runways
MOAB	CNY	1
VERNAL	VEL	1
TOTAL: 2 Airports		2 Runways

Virginia

City	Airport Code	Number of Noncompliant Runways
LYNCHBURG	LYH	1
NEWPORT NEWS	PHF	2
ROANOKE	ROA	1
TOTAL: 3 Airports		4 Runways

Virgin Islands

City	Airport Code	Number of Noncompliant Runways
CHARLOTTE AMALIE	STT	1
TOTAL: 1 Airport		1 Runway

Vermont

City	Airport Code	Number of Noncompliant Runways
RUTLAND	RUT	1
TOTAL: 1 Airport		1 Runway

Washington

City	Airport Code	Number of Noncompliant Runways
BELLINGHAM	BLI	1
SEATTLE	SEA	2
YAKIMA	YKM	1
TOTAL: 3 Airports		4 Runways

Wisconsin

City	Airport Code	Number of Noncompliant Runways
APPLETON	ATW	1
MOSINEE	CWA	2
GREEN BAY	GRB	2
JANESVILLE	JVL	1
LA CROSSE	LSE	3
MILWAUKEE	MKE	3
MADISON	MSN	3
RHINELANDER	RHI	1
TOTAL: 8 Airports		16 Runways

West Virginia

City	Airport Code	Number of Noncompliant Runways
BECKLEY	BKW	1
BLUEFIELD	BLF	1
CLARKSBURG	CKB	1
CHARLESTON	CRW	2
HUNTINGTON	HTS	1
LEWISBURG	LWB	1
MORGANTOWN	MGW	1
PARKERSBURG	PKB	1
TOTAL: 8 Airports		9 Runways

For more information on this or other reports from the office of Senator Lautenberg, contact:

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U.S. Department
of Transportation

**Federal Aviation
Administration**

ATTACHMENT 'A'

Office of the Administrator

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

2030429
7330B

AUG 7 2003

The Honorable Ellen G. Engleman
Chairman, National Transportation
Safety Board
490 L'Enfant Plaza East, SW.
Washington, DC 20594

Dear Chairman Engleman:

This is in response to Safety Recommendations A-03-11 and -12 issued by the Board on May 6, 2003. These safety recommendations were issued as a result of the Board's investigation of an accident on March 5, 2000, involving Southwest Airlines, Inc., flight 1455, a Boeing 737-300. The airplane overran the departure end of runway 8 after landing at Burbank-Glendale-Pasadena Airport, Burbank, California. The airplane touched down at approximately 182 knots, and about 20 seconds later, at approximately 32 knots, collided with a metal blast fence and an airport perimeter wall. The airplane came to rest on a city street near a gas station off of the airport property. Of the 142 persons on board, 2 passengers sustained serious injuries; 41 passengers and the captain sustained minor injuries; and 94 passengers, 3 flight attendants, and the first officer sustained no injuries. The airplane sustained extensive exterior damage and some internal damage to the passenger cabin. The flight, which was operated on an instrument flight rules flight plan, was conducted under 14 CFR Part 121.

A-03-11. Require all 14 Code of Federal Regulations Part 139 certificated airports to upgrade all runway safety areas that could, with feasible improvements, be made to meet the minimum standards established by Advisory Circular 150/5300-13, "Airport Design." The upgrades should be made proactively, not only as part of other runway improvement projects.

FAA Comment. The Federal Aviation Administration (FAA) agrees with the intent of this safety recommendation and believes that the intent will be met without the need to initiate a regulatory action. The FAA issued Order 5200.8, Runway Safety Area (RSA) program, in May 2003, to establish a program to bring all runway safety areas up to the current standards, whenever possible. I have enclosed a copy of the order for the Board's information. Order 5200.8, paragraph 10, Implementation of RSA Improvements, also states that a project to improve an RSA is not dependent on other runway improvement projects. The FAA has established a goal to upgrade RSAs at all 14 CFR Part 139 and federally obligated airports to

meet standards or some alternative by 2007. The FAA's goal is to upgrade at least 65 per year through 2007. The following number of RSA projects were funded and initiated:

71 in Fiscal Year 2000
68 in Fiscal Year 2001
74 in Fiscal Year 2002

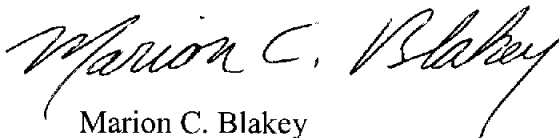
I believe that the FAA has satisfactorily responded to this safety recommendation, and initiating a rulemaking project would not significantly advance its current goal of completing the RSA upgrades by FY 2007. I look forward to your response.

A-03-12. Require all 14 Code of Federal Regulations Part 139 certificated airports to install engineered materials arresting systems in each runway safety area available for air carrier use that could not, with feasible improvements, be made to meet the minimum standards established by Advisory Circular 150/5300-13, "Airport Design." The systems should be installed proactively, not only as part of other runway improvement projects.

FAA Comment. The FAA agrees with the intent of this safety recommendation to provide an alternate system where a full runway safety area cannot be achieved. The engineered materials arresting system (EMAS) is one way to provide a level of safety on runways that cannot have a standard safety area as defined in Advisory Circular 150/5300-13. When airport operators are unable to meet the current standard, they may propose other choices that the FAA would consider. One choice may be EMAS, another declared distances. Also, there may be other systems that might be developed as technologies occur. The FAA believes that having the EMAS as a choice rather than a 14 CFR Part 139 requirement achieves a comparable level of safety. Also, as mentioned in response to Safety Recommendation A-03-11, a project to install EMAS (if EMAS is appropriate) is not dependent on other runway improvement projects. To the best of our knowledge, there have been eight EMASs installed throughout the country and several more are being planned.

I believe that the FAA has satisfactorily responded to this safety recommendation, and I look forward to your response.

Sincerely,



Marion C. Blakey
Administrator

Enclosure

One Hundred Ninth Congress
of the
United States of America

AT THE FIRST SESSION

*Begun and held at the City of Washington on Tuesday,
the fourth day of January, two thousand and five*

An Act

Making appropriations for the Departments of Transportation, Treasury, and Housing and Urban Development, the Judiciary, District of Columbia, and independent agencies for the fiscal year ending September 30, 2006, and for other purposes.

*Be it enacted by the Senate and House of Representatives of
the United States of America in Congress assembled,*

DIVISION A—TRANSPORTATION, TREASURY, HOUSING AND
URBAN DEVELOPMENT, THE JUDICIARY, AND INDE-
PENDENT AGENCIES APPROPRIATIONS ACT, 2006

That the following sums are appropriated, out of any money in the Treasury not otherwise appropriated, for the Departments of Transportation, Treasury, Housing and Urban Development, the Judiciary, and independent agencies for the fiscal year ending September 30, 2006, and for other purposes, namely:

TITLE I

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE SECRETARY

SALARIES AND EXPENSES

For necessary expenses of the Office of the Secretary, \$84,900,000, of which not to exceed \$2,198,000 shall be available for the immediate Office of the Secretary; not to exceed \$698,000 shall be available for the immediate Office of the Deputy Secretary; not to exceed \$15,183,000 shall be available for the Office of the General Counsel; not to exceed \$11,650,000 shall be available for the Office of the Under Secretary of Transportation for Policy; not to exceed \$8,485,000 shall be available for the Office of the Assistant Secretary for Budget and Programs; not to exceed \$2,293,000 shall be available for the Office of the Assistant Secretary for Governmental Affairs; not to exceed \$22,031,000 shall be available for the Office of the Assistant Secretary for Administration; not to exceed \$1,910,000 shall be available for the Office of Public Affairs; not to exceed \$1,442,000 shall be available for the Office of the Executive Secretariat; not to exceed \$697,000 shall be available for the Board of Contract Appeals; not to exceed \$1,265,000 shall be available for the Office of Small and Disadvantaged Business Utilization; not to exceed \$2,033,000 for the Office of Intelligence and Security; not to exceed \$11,895,000 shall be available for the Office of the Chief Information Officer; and not to exceed \$3,120,000 shall be available for the Office of Emergency

ATTACHMENT 'B'

H. R. 3058—6

other airport improvements that are necessary to install bulk explosive detection systems: *Provided further*, That notwithstanding any other provision of law, of funds limited under this heading, not more than \$71,096,000 shall be obligated for administration, not less than \$10,000,000 shall be available for the airport cooperative research program, and not less than \$10,000,000 shall be available to carry out the Small Community Air Service Development Program, to remain available until expended: *Provided further*, That not later than December 31, 2015, the owner or operator of an airport certificated under 49 U.S.C. 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR part 139: *Provided further*, That the Federal Aviation Administration shall report annually to the Congress on the agency's progress toward improving the runway safety areas at 49 U.S.C. 44706 airports.

GRANTS-IN-AID FOR AIRPORTS

(AIRPORT AND AIRWAY TRUST FUND)

(RESCISSION OF CONTRACT AUTHORIZATION)

Of the amounts authorized for the fiscal year ending September 30, 2006 and prior years under sections 48103 and 48112 of title 49, United States Code, \$1,032,000,000 are rescinded.

ADMINISTRATIVE PROVISIONS—FEDERAL AVIATION ADMINISTRATION

SEC. 101. Notwithstanding any other provision of law, airports may transfer without consideration to the Federal Aviation Administration (FAA) instrument landing systems (along with associated approach lighting equipment and runway visual range equipment) which conform to FAA design and performance specifications, the purchase of which was assisted by a Federal airport-aid program, airport development aid program or airport improvement program grant: *Provided*, That the Federal Aviation Administration shall accept such equipment, which shall thereafter be operated and maintained by FAA in accordance with agency criteria.

SEC. 102. None of the funds in this Act may be used to compensate in excess of 375 technical staff-years under the federally funded research and development center contract between the Federal Aviation Administration and the Center for Advanced Aviation Systems Development during fiscal year 2006.

SEC. 103. None of the funds in this Act shall be used to pursue or adopt guidelines or regulations requiring airport sponsors to provide to the Federal Aviation Administration without cost building construction, maintenance, utilities and expenses, or space in airport sponsor-owned buildings for services relating to air traffic control, air navigation, or weather reporting: *Provided*, That the prohibition of funds in this section does not apply to negotiations between the agency and airport sponsors to achieve agreement on "below-market" rates for these items or to grant assurances that require airport sponsors to provide land without cost to the FAA for air traffic control facilities.

SEC. 104. The Administrator of the Federal Aviation Administration may reimburse amounts made available to satisfy 49 U.S.C. 41742(a)(1) from fees credited under 49 U.S.C. 45303: *Provided*, That during fiscal year 2006, 49 U.S.C. 41742(b) shall not apply, and any amount remaining in such account at the close of that