



# THAD COCHRAN

UNITED STATES SENATOR • MISSISSIPPI

RECEIVED  
OCT 6 1989

DEPT. OF AIRPORTS



FOR IMMEDIATE RELEASE

SENATOR COCHRAN SECURES WAYPORT FEASIBILITY STUDY IN TRANSPORTATION BILL

Senator Thad Cochran (R-Miss.) has won approval for a feasibility study of wayports as a means of easing the nation's airport congestion problems.

Senator Cochran Thursday succeeded in amending the Senate Appropriations report on the Transportation funding bill for FY 1990 to direct the Federal Aviation Administration to study wayports as a "long-term alternative for improving our nation's air capacity."

He also pointed out that he and his colleague, Senator Trent Lott (R-Miss.), are sponsoring legislation to establish a Wayport Development Commission to study and make recommendations on the wayport concept.

Several areas of Mississippi have been mentioned as potential sites for any future regional wayports.

Under the wayport concept, Senator Cochran said, "the strain of major hub airports would be relieved by establishing regionally located facilities to serve as transfer points for cargo and passengers.

"The historical problems associated with locating new, conventional airports in metropolitan areas--noise, environmental problems, the lack of, and high cost of, available space--would be greatly reduced under this proposal."

Senator Cochran's proposal, as incorporated in the Transportation funding bill report, would "encourage the FAA to review this concept as a long-term alternative for dealing with air congestion all over the nation."

As originally written, the committee report would have directed the FAA to study congestion problems only at major airports in the Washington area.

9/8/89

CONTACT: John Perkins (202) 224-5054  
or 543-2692

DEPARTMENT OF TRANSPORTATION AND RELATED  
AGENCIES APPROPRIATION BILL, 1990

SEPTEMBER 7 (legislative day SEPTEMBER 6), 1989.—Ordered to be printed

Mr. LAUTENBERG, from the Committee on Appropriations,  
submitted the following

REPORT

[To accompany H.R. 3015]

The Committee on Appropriations, to which was referred the bill (H.R. 3015) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1990, and for other purposes, reports to the Senate with various amendments, and presents herewith information relative to the changes recommended.

AMOUNTS OF NEW BUDGET (OBLIGATIONAL) AUTHORITY FOR FISCAL  
YEAR 1990

Amount of bill passed by the House.....	\$11,972,399,569
Amount of bill as reported to Senate .....	11,937,504,569
Amount of budget estimates, 1990 .....	10,027,696,569
Fiscal year 1989, enacted .....	11,866,666,569

*Underutilized airports case studies*

As noted above, since 1982 under the auspices of the FAA, an industry task force has been studying ways of increasing airport capacity. The Committee concurs with the House in directing the Airport Capacity Office to undertake case studies of airports that are underutilized and could possibly relieve congestion at major hubs. The Office needs to assess the willingness of the Nation's airlines to support such a strategy for capacity enhancement and use the potentially new connecting hub airports identified in the 1988 airport capacity enhancement plan.

The Committee is also aware of proposals of establishing regionally located wayports throughout the Nation to serve as transfer points for cargo and passengers. The Committee directs the FAA to study the feasibility of wayports as a long-term alternative for improving our Nation's air capacity.

In addition, the Committee directs the FAA to study the feasibility of creating regional air cargo facilities that could alleviate the congestion at major airports in the immediate area. The study should include the impact of a possible air freight and cargo operations facility that would alleviate congestion and thereby increase capacity at the major airports in the Washington, DC, area, (Dulles International, National Airport, and Baltimore/Washington International). The Committee notes the support that the FAA has given this concept in its support of the new Alliance, TX, airport which will serve the needs of the Dallas/Fort Worth area by providing for air freight and cargo operations which will relieve operations at the Dallas/Fort Worth International Airport (DFW). To maximize the utilization of the new Alliance airport and to provide relief for DFW, (assuming that it is technically feasible), the FAA is encouraged to provide the necessary landing aids and to equip a control tower at this location during fiscal year 1990.

COMMENTS ON LEGISLATION

The legislation mandated a long-term study of Wayports for passengers and cargo.

Wayports are defined to be located at new sites, underutilized airports, and abandoned military bases.

Wayports are defined to handle, cargo, express mail and U.S. Postal Mail.

Wayports are defined as being phased with cargo being the primary activity while passenger activities develop. This is very applicable today with massive amounts of cargo coming to America from developing countries like China and India

FAA has not complied with this legislative mandate and made a long-term study of Wayports.

Studies for cargo airports, new sites, and underutilized airports should be integrated into a single combined Wayports study in "*dealing with air Congestion all over the nation*" as the legislation says. The Wayports legislation that Senator Cochran and Lott introduced was referred to the Interstate Aviation System.