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REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE
TO THE
CEDAR RAPIDS AIRPORT LUNCHEON
OCTOBER 21, 1986
CEDAR RAPIDS, IOWA

THANK YOU, DON FOR YOUR WARM HOSPITALITY. WHAT A JOYOUS CELEBRATION. FOR JUST AN HOUR OR TWO WE'RE ALL CELEBRATING. A MAN WITH A BIG BOX JUST PASSED THE TABLE AND SAID, "I HAVE A SHIPMENT HERE FOR THE BATHROOM... BUT NOBODY TO SIGN FOR IT." DON TOOK CARE OF THAT VERY EXPEDITIOUSLY. MAY I BEGIN BY SAYING HOW PLEASED I AM TO BE BACK IN IOWA -- NEIGHBOR TO MY ADOPTED HOMESTATE OF KANSAS -- AND JUST ABOUT THE BEST PLACE I KNOW TO GET AWAY FROM THE HYPE AND HYSTERIA OF WASHINGTON, D. C.

SPEAKING OF MY ADOPTED HOME STATE AND YOUR MIDWESTERN HOSPITALITY REMINDS ME OF MY HUSBAND.

-- WASHINGTON POST

-- PRESIDENT REAGAN TOLD BOB AND ME A FAVORITE STORY I'D LIKE TO SHARE...

A TERRIBLE STORM WAS CAUSING MASSIVE FLOODING IN A SMALL TOWN, AND THE RED CROSS WAS EVACUATING THE TOWNSPEOPLE. BUT ONE OLD MAN REFUSED TO LEAVE. THEY SENT A LIFEBOAT FOR HIM, BUT THE OLD FELLOW SAID, "NO, I'M NOT GOING TO LEAVE. THE LORD WILL SAVE ME." WELL, A LITTLE LATER, THE FLOOD WATERS ROSE TO THE SECOND STORY OF HIS HOUSE. HE STILL WOULDN'T LEAVE. THE RED CROSS SENT ANOTHER BOAT FOR HIM AND THEY SAID, "YOU BETTER COME WITH US, GRANDAD." HE SAID,

"NOPE, I'M NOT GOING. THE LORD WILL SAVE ME." A LITTLE WHILE LATER, THE FLOODWATERS REACHED THE ROOF OF HIS HOUSE, AND THIS TIME, THEY SENT A HELICOPTER AFTER HIM, THE OLD MAN WAS HANGING ON THE CHIMNEY, BUT HE STILL WOULDN'T GO. "I HAVE FAITH IN THE LORD. THE LORD WILL SAVE ME," THE MAN CRIED OUT.

THEN THE FLOODWATERS WASHED AWAY HIS HOUSE, AND THE OLD MAN WOUND UP AT THE PEARLY GATES. HE ASKED FOR AN AUDIENCE WITH THE LORD. HE SAID, "LORD, I WORKED FOR YOU ALL MY LIFE. I UNDERSTAND MOST THINGS, BUT I WANT TO ASK YOU ONE QUESTION --WHY DIDN'T YOU SAVE ME? THEN THE LORD SAID, "GRANDADY, I SENT TWO LIFEBOATS AND A HELICOPTER AFTER YOU!"

-- A FAVORITE TRANSPORTATION STORY!

SERIOUSLY, THOUGH, I'M DELIGHTED TO DEDICATE THIS OUTSTANDING FACILITY -- A \$20 MILLION DOLLAR MONUMENT TO THE FUTURE. EVEN OUR FEDERAL AVIATION ADMINISTRATION PUT NEARLY \$5 MILLION INTO THIS AIRPORT SINCE 1981, BUT IT IS UNQUESTIONABLY A TRIBUTE TO YOUR INGENUITY, YOUR FORESIGHT AND YOUR DETERMINATION TO PLACE CEDAR RAPIDS IN A STRONG POSITION FOR ECONOMIC GROWTH. I CONGRATULATE YOU ON MAKING THE CEDAR RAPIDS MUNICIPAL AIRPORT A CENTERPIECE OF YOUR ECONOMIC GROWTH PLANS. YOUR PRIORITIES ARE WELL CHOSEN, FOR TRANSPORTATION IS CRITICAL TO GROWTH. AND I'M VERY HAPPY TO SEE SO MANY MEMBERS OF THE COMMITTEE OF 100 HERE BECAUSE I KNOW HOW MUCH YOU CONTRIBUTE TO DEVELOPMENT IN THE CEDAR RAPIDS AREA. COMMUNITY-WIDE SUPPORT OF THIS AIRPORT PROJECT --AS EVIDENCED BY THE ENTHUSIASM HERE TODAY -- IS A MODEL FOR THE NATION AND CERTAINLY AN

INSPIRATION TO ME AS I TRY TO MAKE A DIFFERENCE -- A POSITIVE DIFFERENCE FOR PEOPLE.

ON ANOTHER MATTER RELATED TO THE AIRPORT, I'M DELIGHTED TO NOTE THAT THIS YEAR'S FAA AWARD FOR OUTSTANDING FLIGHT ASSISTANCE BY AN AIR TRAFFIC CONTROLLER WAS AWARDED TO MARK GRANT OF THE CEDAR RAPIDS CONTROL TOWER. MARK PROVIDED THE VITAL INSTRUCTIONS NECESSARY TO GUIDE AN EXPERIENCE PILOT WHO BECAME LOST IN BAD WEATHER WITH A ROUGH-RUNNING ENGINE. CEDAR RAPIDS EXCELS ALL THE WAY ROUND! NOW LADIES AND GENTLEMEN, DEREGULATION OF THE AIRLINE INDUSTRY HAS CONTRIBUTED TO PHENOMENAL GROWTH AT THIS AIRPORT AND IN AIR SERVICE THROUGHOUT THE COUNTRY.

DEREGULATION IS AN EXCITING ADVENTURE. IT PROVES THERE IS NO LIMIT TO THE GENIUS OF THE AMERICAN ENTREPRENEUR, FOR UNDER DEREGULATION, ENTREPRENEURS LAUNCHED A NEW ERA IN AVIATION. BEFORE DEREGULATION OUR CHOICE WAS LIMITED TO FIRST CLASS OR COACH. TODAY, YOU CAN FIND AS MANY AS 10 CATEGORIES OF FARES, EACH TAILORED TO A SPECIFIC MARKET SEGMENT. TODAY, THERE ARE ELEVEN MAJOR CARRIERS FLYING, ANOTHER SCORE OR SO OF MEDIUM-SIZED CARRIERS AND A HOST OF REGIONAL AND COMMUTER AIRLINES. IT HAS CLEARLY BROUGHT A NEW LEVEL OF COST CONSCIOUSNESS AND SERVICE OPTIONS TO THE AIRLINE INDUSTRY.

THE LOW FARES MEAN THAT AIR TRAVEL HAS BEEN BROUGHT WITHIN THE FINANCIAL REACH OF MILLIONS WHO OTHERWISE COULD NOT HAVE AFFORDED TO FLY. SINCE DEREGULATION, AIR SERVICE TO CEDAR RAPIDS/IOWA CITY IS UP 151 PERCENT PERCENT AND SEAT CAPACITY HAS INCREASED 85 PERCENT. WITHIN THE PAST YEAR YOU HAVE EXPERIENCED TREMENDOUS GROWTH. A LITTLE OVER A YEAR AGO, THE CEDAR RAPIDS AIRPORT HAD LIMITED JET

SERVICE. NOW NINE AIRLINES SERVE THIS AIRPORT AND FIVE OF THOSE AIRLINES FLY JETS. YOU ARE PROOF POSITIVE THAT DEREGULATION WORKS. AND THIS NEW AIRPORT WILL ALLOW ALL EASTERN IOWA TO ENJOY THE BENEFITS OF DEREGULATION.

INDEED, THE BENEFITS OF DEREGULATION SPAN MANY INDUSTRIES. BUSINESS IN THE TRAVEL AGENT INDUSTRY HAS EXPANDED TREMENDOUSLY. BEFORE DEREGULATION, ABOUT 35 PERCENT OF THE TICKETS SOLD TO AIRLINE PASSENGERS WERE WRITTEN BY TRAVEL AGENTS. THIS YEAR, 1986, WE EXPECT OVER 80 PERCENT OF THE TICKETS TO BE WRITTEN BY THE TRAVEL AGENTS. THE EXPLOSIVE GROWTH IN THE TRAVEL AGENT INDUSTRY IS JUST ONE MORE EXAMPLE OF HOW THE PRIVATE SECTOR REACTS WHEN FREED FROM GOVERNMENT.

BEST OF ALL DEREGULATION HAS INCREASED PROFITS WITHOUT DECREASING SAFETY. EACH DAY, SOME 15 THOUSAND SCHEDULED AIRLINE FLIGHTS CARRY AN AVERAGE OF ONE MILLION PASSENGERS, AND 99.999 PERCENT OF THESE FLIGHTS REACH THEIR DESTINATIONS WITHOUT SO MUCH AS A MINOR OPERATIONAL ERROR. AND LET ME EMPHASIZE THIS POINT: WHEN WE SPEAK OF "AIRLINE DEREGULATION," WE ARE TALKING ABOUT THE ELIMINATION OF ECONOMIC REGULATION. SAFETY HAS MOST ASSUREDLY NOT BEEN DEREGULATED. THE BENEFITS OF ECONOMIC DEREGULATION BOTH TO THE TRAVELER AND THE AMERICAN ECONOMY AS A WHOLE SIMPLY CANNOT BE EXAGGERATED. THEY ARE REAL, SUBSTANTIAL AND ONGOING, AND THEY ARE MEASURED IN BILLIONS OF DOLLARS IN REDUCED TRAVEL COSTS.

AS JOHN ROBSON, WHO SERVED AS CHAIRMAN OF THE CIVIL AERONAUTICS BOARD BEFORE DEREGULATION, RECENTLY SAID IN A WALL STREET JOURNAL COLUMN, "FOR U.S. CARRIERS OPERATING SCHEDULED SERVICE WITH LARGE

AIRCRAFT (WHICH INCLUDES ALL THE MAJOR AIRLINES), THE 1985 TOTAL ACCIDENT RATE RANKED AMONG THE LOWEST OF THE PAST DECADE. IN FACT, THE DOMESTIC FATALITY RATE FOR THESE CARRIERS IN THE SEVEN YEARS AFTER DEREGULATION IS ONLY ABOUT HALF THAT OF THE FIVE YEARS IMMEDIATELY PRECEDING DEREGULATION. THE COMMUTER AIRLINES, WHICH HAVE HAD AN EXPLOSIVE GROWTH UNDER DEREGULATION, LAST YEAR HAD THE LOWEST ACCIDENT RATE IN THEIR HISTORY..."

THERE HAS BEEN A LOT OF CONCERN RECENTLY BECAUSE INTERNATIONAL COMMERCIAL AVIATION IN 1985 EXPERIENCED ITS HIGHEST NUMBER OF FATALITIES IN A SINGLE YEAR -- 1,622 PEOPLE LOST THEIR LIVES. IT IS CRUCIAL, HOWEVER, THAT THIS BARE STATISTIC BE PUT IN PERSPECTIVE. ABOUT 70 PERCENT OF THESE FATALITIES OCCURRED IN ACCIDENTS ON FOREIGN AIRLINES AND ALMOST 50 PERCENT OCCURRED IN THE CRASHES OF JAPAN AIRLINES, WITH 520 DEATHS AND AIR INDIA WITH 329 DEATHS. WE HAVE FOUND NO COMMON THREAD IN THE CAUSES OF LAST YEAR'S TRAGIC ACCIDENTS -- EITHER HERE OR ABROAD -- AND WE HAVE NO EVIDENCE THAT THE PRESENCE OR ABSENCE OF GOVERNMENT ECONOMIC REGULATION CONTRIBUTED TO THOSE CRASHES. IN FACT J.A.L. AND AIR INDIA OPERATE UNDER HEAVY GOVERNMENT ECONOMIC REGULATION.

FOR EXAMPLE, A RECENT REPORT BY THE BROOKINGS INSTITUTE SHOWED DEREGULATION HAS GENERATED \$2.5 BILLION IN ANNUAL AIRLINE EARNINGS THAT WOULD NOT HAVE BEEN POSSIBLE UNDER REGULATION AND HAS PROVIDED SIX BILLION DOLLARS IN ANNUAL NET BENEFITS TO THE NATION'S TRAVELERS SINCE 1977.

I AM NOT CLAIMING THAT THE POST-1978 ERA HAS BEEN PROBLEM-FREE. IT IS INEVITABLE THAT IN THE TRANSITION FROM A STAGNANT,

REGULATED INDUSTRY TO A BOOMING COMPETITIVE ONE, THERE WILL BE SOME GROWING PAINS. ADDITIONALLY, THE PATCO STRIKE, RIGHT IN THE MIDDLE OF OUR TRANSITION TO A FREE MARKET, COMPOUNDED THESE PAINS BY REQUIRING RESTRICTIONS ON AIR TRAFFIC WHILE THE CONTROLLER WORK FORCE WAS BEING REBUILT. FINALLY, THE FAA, WHICH HAD GEARED ITSELF TO THE LETHARGIC PACE OF AN INDUSTRY IN WHICH ECONOMIC CHANGE WAS INHIBITED AT EVERY TURN BY THE CAB, HAS FACED THE CHALLENGE OF KEEPING A STEP AHEAD OF A NEWLY INVIGORATED COMPETITIVE INDUSTRY.

BUT WE ARE DETERMINED NOT TO ALLOW SAFETY TO BE CUT SHORT IN ANY WAY. WE ARE INCREASING THE SIZE OF THE CONTROLLER WORK FORCE BY 1,000 TO ACCOMMODATE FUTURE GROWTH IN THE AVIATION SYSTEM.

TO IMPROVE SAFETY AND PRODUCTIVITY, WE DESIGNED AND IMPLEMENTED A VARIETY OF NEW AND BETTER AIR TRAFFIC CONTROL PROCEDURES. THE FAA'S "FLOW CONTROL" SYSTEM BALANCES AIR TRAFFIC WITH THE CAPACITY OF THE SYSTEM. EACH MORNING, FAA'S MANAGER FOR TRAFFIC FLOW HAS A MEETING BY CONFERENCE CALL WITH THE 22 MAJOR AIR TRAFFIC CONTROL CENTERS AROUND THE COUNTRY. THE KEY WORD IS "ANTICIPATE;" THIS DAILY CALL ENABLES THE CENTERS TO ANTICIPATE AIR TRAFFIC NEEDS MORE EFFICIENTLY. WHEN A PLANE TAKES OFF IN NEW YORK, THE PILOT ALREADY KNOWS WHAT HIS LANDING SLOT WILL BE WHEN HE ARRIVES IN LOS ANGELES. WE HAVE DRAMATICALLY REDUCED THE NUMBER OF PLANES CIRCLING OVER BUSY AIRPORTS. THE RESULTS ARE FEWER DELAYS, (EXCEPT WHERE WEATHER IS A FACTOR) SUBSTANTIAL FUEL SAVINGS, AND A MORE EFFICIENT USE OF OUR CONTROLLER WORKFORCE.

IN ORDER TO DOUBLE OUR CAPACITY IN THE AIR AND BRING ON STREAM NEW SAFETY INITIATIVES, WE HAVE LAUNCHED A PROGRAM TO COMPLETELY

MODERNIZE THE NATIONAL AIRSPACE SYSTEM, PROVIDING TECHNOLOGY TO LEAD US INTO THE 21ST CENTURY. WE WILL SPEND \$12.2 BILLION -- PAID FOR BY USERS OF AIR SERVICES -- AND SAVE MORE THAN \$63 BILLION OVER THE LIFE CYCLE OF THE EQUIPMENT WE ARE PURCHASING. IMPLEMENTATION OF THIS PLAN WILL MEAN INCREASED SAFETY, PRODUCTIVITY AND ECONOMY AS A RESULT OF MOVING TO THE HIGHEST LEVELS OF AUTOMATION. FOR EXAMPLE, THE MICROWAVE LANDING SYSTEM IS THREE TIMES MORE ACCURATE THAN THE INSTRUMENT LANDING SYSTEM.

WE HAVE ALSO MADE A MASSIVE EFFORT TO UPDATE OUR SAFETY-RELATED REGULATIONS AND POLICIES. WE HAVE FINALIZED REGULATIONS SETTING TOUGHER STANDARDS FOR AIRLINE SEAT CUSHION FLAMMABILITY, REQUIRING FLOOR LEVEL EMERGENCY LIGHTING AND MANDATING THAT SMOKE DETECTORS, MEDICAL KITS AND FIRE EXTINGUISHERS BE PRESENT ON ALL COMMERCIAL AIRPLANES. I PUSHED RULES THROUGH THAT ESTABLISH MAXIMUM BLOOD ALCOHOL LEVELS FOR AIRCRAFT CREW MEMBERS OF .04 PERCENT AND REQUIRE TESTS OF AIRCRAFT CREW MEMBERS. AND I'M DETERMINED THAT TRAVELERS HAVE THE RIGHT TO EXPECT AND RECEIVE A DRUG-FREE TRANSPORTATION SYSTEM.

TO BE SURE THAT OUR SAFETY INSPECTORS ARE DOING THE BEST POSSIBLE JOB, I ORDERED FOUR MAJOR EFFORTS WHICH HAVE LED TO DRAMATIC CHANGES IN THE WAY OUR INSPECTIONS ARE CONDUCTED. FIRST, TWO YEARS AGO, I ORDERED AN UNPRECEDENTED, COMPREHENSIVE "WHITE GLOVE" INSPECTION OF ALL U.S. AIRLINES --14,000 ADDITIONAL INSPECTIONS. I ALSO ORDERED A TOP-TO-BOTTOM REVIEW BY OUR INSPECTORS OF GENERAL AVIATION, INCLUDING AIR TAXIS, REPAIR AND MAINTENANCE SHOPS, PILOT TRAINING PROGRAMS AND RECORD KEEPING. OVERALL, WE

FOUND A HIGH LEVEL OF COMPLIANCE WITH OUR STANDARDS -- BUT WE FOUND PROBLEMS WITH SOME CARRIERS, AND WE TOOK CORRECTIVE ACTION IMMEDIATELY. AND BOTH REVIEWS TAUGHT US A LOT ABOUT OURSELVES.

SO WHILE THE FAA WAS GETTING TOUGHER ON OUR CARRIERS IT ALSO CONDUCTED A COMPREHENSIVE REVIEW OF THE SAFETY INSPECTION PROCESS. AS A RESULT, THE FAA IS COMPLETELY REVISING ITS 30 VOLUME INSPECTOR HANDBOOK FOR THE FIRST TIME IN 28 YEARS. TO ASSURE ADEQUATE FOLLOW-UP OF OUR INSPECTION EFFORTS, WE ARE CURRENTLY DEVELOPING THE FIRST COMPREHENSIVE, COMPUTERIZED RECORD KEEPING SYSTEM FOR OUR INSPECTORS, AND WE WILL BE ABLE TO TURN TO THIS NATIONAL DATA BASE FOR UP-TO-THE-MINUTE INFORMATION ON THE INSPECTION AND ENFORCEMENT HISTORIES OF EACH OPERATOR.

AS A RESULT OF THE FAA REVIEW, I INCREASED THE INSPECTOR WORKFORCE BY 25 PERCENT BEGINNING IN EARLY 1984, BRINGING IT TO THE HIGHEST LEVEL IN FAA HISTORY. NOW WE'RE ADDING ANOTHER 500 INSPECTORS. TO BE SURE THAT INSPECTIONS ARE CONDUCTED SYSTEMATICALLY, ALL FAA FIELD OFFICES WERE GIVEN FOR THE FIRST TIME A COMPREHENSIVE SURVEILLANCE WORK PROGRAM, SETTING OUT THE MINIMUM NUMBERS AND TYPES OF INSPECTIONS TO BE CONDUCTED EACH YEAR FOR EACH OPERATOR. CENTRALIZATION INSPECTORS WILL BE ROTATED AMONG THE CARRIERS AND AMONG REGIONS OF THE COUNTRY TO INSURE THEY DON'T BECOME TOO COMFORTABLE WITH THEIR ASSIGNED CARRIERS. IN ADDITION, WE ARE CONDUCTING IN-DEPTH INSPECTIONS ON EACH MAJOR CARRIER, PERIODICALLY, ON TOP OF OUR ROUTINE INSPECTION PROGRAM.

NOW, LET ME SAY A FEW WORDS ABOUT ONE OF OUR CHALLENGES NEXT YEAR -- AS SOME OF YOU MAY KNOW, AUTHORIZATION OF OUR NATION'S

FEDERAL AVIATION PROGRAMS EXPIRES NEXT OCTOBER 1 AND I WILL SUBMIT A REAUTHORIZATION PROPOSAL TO CONGRESS EARLY NEXT YEAR. OUR PROPOSAL WILL ENSURE THE SAFETY OF TODAY'S AIRPORT AND AIRWAY SYSTEM AND WILL PROVIDE THE RESOURCES NECESSARY SO THE SYSTEM CAN GROW TO MEET THE AVIATION NEEDS OF THE FUTURE.

ALTHOUGH ADMINISTRATION REVIEW IS NOT COMPLETED, I CAN ASSURE YOU OUR PROPOSAL REFLECTS A COMMITMENT TO MODERNIZE THE AIRSPACE SYSTEM BY THE EARLY 1990'S. IT ADDRESSES THE PROBLEMS OF DELAYS CAUSED BY INCREASING CONGESTION AT THE NATION'S MAJOR AIRPORTS. IT ENSURES THAT WE WILL HAVE ADEQUATE AIRPORT CAPACITY, AN ADEQUATE NUMBER OF AIR TRAFFIC CONTROLLERS AND SAFETY AND SECURITY PERSONNEL TO KEEP THE SYSTEM OPERATING EFFICIENTLY AND SAFELY.

WELL, LADIES AND GENTLEMEN, ONE ONLY HAS TO WALK THROUGH THIS BEAUTIFUL NEW AIRPORT TO SENSE THIS COMMUNITY'S DEDICATION AND EXCITEMENT AND COMMITMENT TO THE FUTURE. THE NEW PASSENGER TERMINAL BUILDING, ABOUT THREE TIMES LARGER THAN THE OLD ONE, HAS SECOND LEVEL BOARDING FEATURES AND MANY OTHER CONVENIENCES. AND THAT'S NOT ALL. THE OLD TERMINAL WILL BE RENOVATED TO ACCOMMODATE AIR FREIGHT EXPANSION, AND THE AIRPORT WILL TRIPLE ITS ABILITY TO HANDLE OVERNIGHT FREIGHT. YOU'VE HEARD THE TERM THE SKY'S THE LIMIT... WELL, THE AMOUNT OF FREIGHT HANDLED HERE HAS ALREADY REACHED NEW RECORD LEVELS ... AGAIN, SPURRED BY DEREGULATION, IN THIS AIRPORT AND ITS POTENTIAL FOR ECONOMIC GROWTH, YOU'VE SHOWN WHAT ONE COMMUNITY CAN DO WHEN UNITY AND DETERMINATION ARE THE WATCHWORDS. THE CEDAR RAPIDS AIRPORT IS AN OUTSTANDING SUCCESS STORY AND YOU IN THIS COMMUNITY HAVE MUCH REASON TO BE PROUD.

OUR CHALLENGE IN THE YEAR AHEAD WILL BE TO KEEP THE MOMENTUM OF PROGRESS AND SAFETY RUNNING IN TANDEM. WE HAVE THE SAFEST, MOST EFFICIENT TRANSPORTATION SYSTEM IN THE WORLD. WITH YOUR HELP AND SUPPORT, WE WILL CONTINUE TO BE THE BEST IN THE WORLD. AMERICA DESERVES IT. HISTORY DEMANDS IT. OUR CHILDREN WILL REWARD IT.

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