

REMARKS PREPARED FOR DELIVERY BY  
SECRETARY OF TRANSPORTATION ELIZABETH HANFORD DOLE  
TO THE  
M. C. FARMER AIRPORT TERMINAL DEDICATION  
OCTOBER 27, 1986  
MOBILE, ALABAMA

THANK YOU, JERRY FOR THOSE KIND WORDS OF INTRODUCTION. YOU HAVE A MAN OF COURAGE, BACKBONE AND CONVICTION REPRESENTING YOU IN THE UNITED STATES SENATE. IT IS CERTAINLY MY HONOR TO WORK WITH JERRY ON ISSUES VITAL TO ALABAMA AND OUR NATION. SUCH AS THE CRUMPTON BRIDGE ISSUE, AND CERTAINLY SENATOR DENTON WAS INSTRUMENTAL IN GETTING APPROVAL OF FEDERAL FUNDS TO COMPLETE THIS TERMINAL. YOU ALSO HAVE ONE OF THE MOST OUTSTANDING CONGRESSMEN IN WASHINGTON. SONNY CALLAHAN IS A MEMBER OF THE HOUSE PUBLIC WORKS AND TRANSPORTATION COMMITTEE, WHICH OVERSEES A GREAT DEAL OF MY DEPARTMENT'S LEGISLATION SO I HAVE REASON TO KNOW HE'S DOING A GREAT JOB AS WELL.

MAY I BEGIN BY SAYING HOW PLEASED I AM TO BE IN ALABAMA -- HOME OF THE CRIMSON TIDE AND THE AUBURN TIGERS -- AND IT'S A JOY TO BE IN MOBILE --MOTHER CITY OF MARDI GRAS -- AND JUST ABOUT THE BEST PLACE I KNOW TO GET AWAY FROM THE HYPE AND HYSTERIA OF WASHINGTON, D. C.

I UNDERSTAND BOB DOLE WAS HERE ON OCTOBER 21.

- SHIPS IN THE NIGHT.
- PEOPLE MAGAZINE.
- WASHINGTON POST



-- YANKEE FROM BOSTON AT MEETING IN CHARLESTON... (CARD ATTACHED OPTIONAL JOKE)

THIS AUDIENCE CALLS TO MIND ANOTHER SOUTHERN AUDIENCE AT A DINNER SPONSORED BY THE SONS OF THE CONFEDERACY IN CHARLESTON, TO WHICH A VERY DISTINGUISHED BOSTONIAN HAD BEEN INVITED AS A GUEST. AS THE DINNER PROCEEDED, THE TRIBUTES TO ROBERT E. LEE AND THE MANY VIRTUES OF THE SOUTH WORE THE BOSTONIAN'S PATIENCE RATHER THIN. FINALLY, HE COULD TAKE IT NO LONGER. HE ROSE TO HIS FEET, AND IN THE MOST UNMISTAKABLE BOSTON ACCENT, HE FLUNG DOWN A CHALLENGE. "I WAS BORN A YANKEE," HE ANNOUNCED. "I HAVE LIVED AS A YANKEE. I SHALL DIE AS A YANKEE." THE AUDIENCE GREW QUIET, AND THEN AN OLD SOUTHERN COLONEL STOOD AND ASKED A QUESTION OF HIS OWN. "WHAT'S THE MATTER WITH YOU SON," HE ASKED. "HAVE YOU NO AMBITION?"

SERIOUSLY, THOUGH, I'M DELIGHTED TO DEDICATE THIS BEAUTIFUL AIRPORT TERMINAL --A \$26 MILLION DOLLAR MONUMENT TO PRIVATE INITIATIVE AND COMMUNITY SPIRIT. YOU SAW THE NEED. YOUR PRIVATELY-OPERATED AIRPORT AUTHORITY SOLD \$17 MILLION DOLLARS WORTH OF BONDS TO GET THE JOB DONE. AND YOU PERSEVERED UNTIL THE TASK WAS COMPLETED. THE FEDERAL AVIATION ADMINISTRATION PUT \$9 MILLION DOLLARS INTO IMPROVEMENTS IN THE PAST FIVE YEARS, BUT THIS TERMINAL IS AN OUTSTANDING EXAMPLE OF LOCAL CITIZENS' UNITY AND COMMITMENT TO THE FUTURE. COMMUNITY-WIDE SUPPORT OF THIS AIRPORT PROJECT --AS EVIDENCED BY THE ENTHUSIASM HERE TODAY -- IS MOST DEFINITELY A MODEL FOR THE NATION.



THE M.C. FARMER TERMINAL WAS COMPLETED ON TIME AND WITHIN BUDGET AND THIS IS ANOTHER ACCOMPLISHMENT WHICH WE HAVE A HARD TIME DUPLICATING IN WASHINGTON, D.C. AND THAT'S NOT ALL. CONSTRUCTION WAS COMPLETED WITH MORE THAN 15 PERCENT MINORITY PARTICIPATION, WHICH BRINGS A SMILE TO THE FACE OF MY COORDINATOR FOR MINORITY AFFAIRS JOANN COLLINS. THELMA DUGGIN, WHO WAS SPECIAL ASSISTANT TO THE PRESIDENT, AND LATER MY MINORITY COORDINATOR AT DOT AND JOANN COLLINS ARE BOTH NATIVES OF MOBILE AND BOTH ARE OUTSTANDING SPOKESWOMEN FOR MINORITY INTERESTS IN WASHINGTON.

WITH THE COMPLETION OF THIS TERMINAL, EXPANDING YOUR PASSENGER FACILITIES TO EIGHT GATES WITH SEVEN JETWAYS, MOBILE HAS PUT INTO PLACE THE FINAL LINK IN A TRANSPORTATION NETWORK THAT IS SECOND TO NONE. YOU ARE SERVED BY FOUR RAILROADS -- YOUR CITY STANDS AT THE INTERSECTION OF TWO INTERSTATE HIGHWAYS; -- THE TENNESSEE-TOMBIGBEE WATERWAY OPENED LAST YEAR, DOUBLING THE AMOUNT OF COAL LEAVING THE PORT OF MOBILE IN THE FIRST SIX MONTHS, AND THAT'S JUST THE BEGINNING -- MORE THAN \$230 MILLION DOLLARS AS BEEN INVESTED IN YOUR WATERFRONT FACILITIES IN THE PAST DECADE -- AND FINALLY, YOUR PORT JUST CLEARED A HURDLE TOWARD A \$388 MILLION DOLLAR PORT DREDGING PROJECT TO DEEPEN THE CHANNEL TO 55 FEET. THE MOBILE HARBOR PROJECT WAS AUTHORIZED IN LEGISLATION ENACTED IN THE FINAL HOURS OF THIS CONGRESSIONAL SESSION.

ALL THIS AND MUCH MORE IS PROOF POSITIVE THAT: "THE SUNBELT'S BEST DEAL: (IS) MOBILE."

NOW,-- LADIES AND GENTLEMEN, THIS NEW AIRPORT TERMINAL POSITIONS MOBILE TO TAKE ADVANTAGE OF OPPORTUNITIES PROVIDED BY AIRLINE



DEREGULATION. DEREGULATION IS AN EXCITING ADVENTURE. IT PROVES THERE IS NO LIMIT TO THE GENIUS OF THE AMERICAN ENTREPRENEUR. 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 MOBILE (MOW-BEEL') IS UP 21 PERCENT AND SEAT CAPACITY HAS INCREASED 11 PERCENT.

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 CANNOT BE EXAGGERATED. THEY ARE REAL, SUBSTANTIAL AND ONGOING, AND THEY ARE MEASURED IN BILLIONS OF DOLLARS IN REDUCED TRAVEL COSTS.

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 THIS YEAR AND NEXT YEAR COMBINED 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 THE NAS 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.

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.

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 MAINTAIN 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 IT HASN'T COMPLETED ADMINISTRATION REVIEW, 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.

LADIES AND GENTLEMEN, ONE ONLY HAS TO WALK THROUGH THIS BEAUTIFUL NEW AIRPORT TO SENSE THIS COMMUNITY'S DEDICATION AND COMMITMENT TO THE FUTURE. IN THIS AIRPORT AND ITS POTENTIAL FOR ECONOMIC GROWTH AND AS A SHOWPIECE FOR MOBILE (MOW-BEEL'), YOU'VE DEMONSTRATED WHAT ONE COMMUNITY CAN DO WHEN UNITY AND DETERMINATION ARE THE WATCHWORDS. THE M.C. FARMER TERMINAL IS AN OUTSTANDING SUCCESS STORY AND YOU HAVE MUCH REASON TO BE PROUD.

OUR CHALLENGE IN THE YEARS 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 LEAD THE REST OF THE WORLD. AMERICA DESERVES IT. HISTORY DEMANDS IT. OUR CHILDREN WILL REWARD IT.

AND NOW, IT IS MY PRIVILEGE TO DEDICATE THE M.C. FARMER TERMINAL. MAY IT SERVE MANY GENERATIONS OF MOBILIANS (MOW-BEEL'E-UNS) AS WELL AS THOSE OF US WHO PASS THROUGH YOUR TRULY REMARKABLE CITY.