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SECRETARY OF TRANSPORTATION ANDREW H. CARD, JR.
VIDEOTAPE -- AIRCRAFT OWNERS AND PILOTS ASSOCIATION
OCTOBER 2, 1992
LAS VEGAS, NEVADA

Thank you very much for allowing me to participate in your convention in this way.

Unfortunately I can't be with you today because I'm still devoting a large amount of my time and energy to my special assignment as President Bush's representative in the Hurricane Andrew relief, and restoration efforts in South Florida. We are making progress, but there is still much to be done.

The Aircraft Owners and Pilots Association, born in the infancy of the aviation industry, has become the voice of general aviation and a tremendous force for progress. Your members are highly respected for their professionalism and for their acts of good citizenship.

In the days right after Hurricane Andrew struck, when the need was greatest, I saw many of your members on the scene in South Florida, helping in any way they could.

Traditionally, from transporting blood to reporting drug smugglers, the general aviation pilot has a proud record of service to America.

At DOT, we are aware that the costs of general aviation products and services have increased greatly in the last decade. Although the government in general cannot directly influence many of the factors that cause these increases, it can promote efficient and economical general aviation operations in a number of ways.

The Bush Administration is committed to an aggressive program that is assessing existing government regulations in an effort to control costs and make the skies friendlier to general aviation. We will not sacrifice safety, but we want to inject more common sense in our regulations.

The FAA has been consolidating and simplifying the types and classifications of airspace, making them easier for pilots to understand. The new system conforms with the recommendations of the International Civil Aviation Organization, and the changes should be completed by next September.

We are also working with our general aviation partners to improve pilot training, education and certification, and to modernize aircraft certification standards and criteria. The Administration also strongly supports tort reform.

As I said, safety is -- and always will be -- our highest priority and these changes enhance overall safety while bringing efficiencies to general aviation. But none of our rules are worth the paper they are written on without the support of our partners in general aviation. We look to AOPA to guide us. We look forward to continuing to work with AOPA as we have in the past.

Have a great convention in Las Vegas.

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