

SECRETARY OF TRANSPORTATION ANDREW H. CARD, JR.  
INTERNATIONAL CONFERENCE ON AIRPLANE GROUND DE-ICING  
RESTON, VIRGINIA  
MAY 28, 1992

Thank you very much, Barry, and I thank all of you for being here, especially those of you who have flown in from all over the world to participate in this very significant conference. We really do value your expertise, and we recognize the progress that some of you have already made on the aircraft de-icing problem, and we want to learn together from you and with you.

I also want to congratulate FAA acting administrator Barry Harris. Barry is the one who called this conference, and Barry has done a great job of focusing industry and government attention on the de-icing issue. We owe him a great deal of gratitude for allowing us to recognize the importance of this international opportunity to address a very significant problem that is not just a problem in the United States, but a problem throughout the world. I also want to thank Dave Harrington of the FAA, and his staff, for what they've done in pulling this meeting together. It is a complicated meeting and they pulled it together in record time, so thank you very much, Dave.

The National Transportation Safety Board Report on the tragedy at LaGuardia in March isn't in, but all indications are that ice did in fact play a part in that tragedy. The Bush Administration is committed to seeing that similar icing accidents never happen again. As Secretary of Transportation, safety is my number one priority, and it is the Department's number one priority.

The good news is that progress has been made since the LaGuardia accident. More than 40 airports have established groups to work on the problems of icing. Industry groups such as S.A.E. (Society of Automotive Engineers) have been hard at work on new techniques for dealing with the problem. And the free flow of ideas at this meeting today adds to the arsenal of weapons against aircraft icing tragedies. We will keep this momentum going to maintain strong focus during the summer and fall when icing would normally be the furthest from our thoughts, because we recognize that this is not only a national problem, it is an international problem that demands our attention.

No one expects a panacea from this conference. De-icing is a very complex issue and there is no regulation, procedure, or technological development that will provide the complete answer. But we will learn -- I think we will learn a lot here -- that we can, and, in fact, that we will do better. A lesson from the LaGuardia tragedy is that education and training are key. Vigilance is vital. Cooperation between pilots, the air traffic controllers, and airport authorities is the most important ingredient of all.

You see, de-icing is not a government problem alone. It's not an industry problem alone. It's a problem we all share, and in order to solve the problem, it's essential that we work together. The FAA is committed to having new de-icing procedures in place before this winter. And for the long haul we need to encourage industry to develop new technologies, new systems, new designs that could help eliminate or



prevent the deadly build-up of ice on wings and other vital aircraft components.

You will be meeting in working groups and you'll have a chance to look at the aircraft icing issues from all of these perspectives. And I encourage you to have a free flowing dialogue of creative thinking so that new solutions are discussed, so that you are challenging those who have to deal with this issue.

And finally, aviation safety is the bottom line for everyone in this room. We know that. We've attracted the very best minds from around the world to focus on this particular threat to safety, and I have every confidence that we all will keep the momentum building until aircraft de-icing becomes a non-issue. This conference does, in fact, set the stage for a significant difference. There will be new rules. There will be new procedures. Icing problems will have been addressed. And I thank you very, very much for your attention, and I thank you most of all for your commitment to making a difference.

Thank you.

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