

REMARKS FOR ADMIRAL JAMES B. BUSEY IV
ASR-9 DEDICATION
JUNE 22, 1989
HUNTSVILLE, ALABAMA

THANK YOU VERY MUCH. IT'S A GREAT PLEASURE TO BE WITH YOU TODAY.

AMERICA'S AIR TRANSPORT SYSTEM HAS LONG BEEN RECOGNIZED AS THE BEST IN THE WORLD. WE'VE BEEN THE AVIATION LEADERS EVER SINCE THE WRIGHT BROTHERS DID THEIR THING.

PEOPLE EVERYWHERE IN THE WORLD LOOK TO AMERICA FOR AERONAUTICAL EXCELLENCE. WE'VE SHOWN HOW AVIATION CAN CREATE JOBS, RAISE THE STANDARD OF LIVING, AND STRENGTHEN THE NATIONAL ECONOMY. WE'VE ALSO SET THE WORLD STANDARD FOR SUPERB AIR TRAFFIC CONTROL PROCEDURES AND TECHNOLOGY. I'VE LIVED IN EUROPE THE PAST TWO YEARS, AND I CAN PERSONALLY ATTEST TO THESE FACTS.

NOW, IN THESE FINAL YEARS OF THE 20TH CENTURY, WE'RE CONFRONTED BY THE CHALLENGE OF MAINTAINING OUR EXCELLENCE IN THE AIR.

AND THAT'S WHY THE DEDICATION OF THIS NEW RADAR SYSTEM IS SO SIGNIFICANT. IT MARKS A MAJOR ADVANCE IN THE FAA'S MULTI-FACETED EFFORT TO ENSURE THAT AMERICA CONTINUES TO ENJOY THE WORLD'S SAFEST, MOST EFFICIENT AIR TRANSPORT SYSTEM.

LET'S TAKE A CLOSER LOOK AT THIS CHALLENGE.

AVIATION IS OUR PRIMARY LONG-DISTANCE MASS TRANSPORT SYSTEM. YOU JUST CAN'T OVERSTATE ITS IMPORTANCE. IT AFFECTS EVERY AMERICAN AND EVERY BUSINESS IN AMERICA. OUR ECONOMIC STRENGTH, OUR COMPETITIVENESS IN WORLD MARKETS, AND OUR STANDARD OF LIVING -- ALL DEPEND ON AN EFFICIENT, PRODUCTIVE AIR TRANSPORT SYSTEM.

SO IT'S NOT SURPRISING THAT WE'RE WITNESSING AN EXPLOSIVE GROWTH IN COMMERCIAL AVIATION. THE NUMBER OF AIRLINE PASSENGERS HAS MORE THAN DOUBLED IN THE LAST TEN YEARS. WE'LL HAVE NEARLY A HALF-BILLION PASSENGERS THIS YEAR, AND, BY THE TURN OF THE CENTURY, WE MAY HAVE CLOSE TO A BILLION.

WITH HUNDREDS OF MILLIONS OF ADDITIONAL PASSENGERS COMING THROUGH THE GATES IN THE YEARS AHEAD, WE'VE GOT OUR WORK CUT OUT FOR US. WE'VE GOT TO MAKE SURE THE SYSTEM CAN MEET THESE INCREASING DEMANDS.

AND THAT'S A TASK THAT WILL BE SHARED BY EVERYONE WHO HAS A STAKE IN THE HEALTH OF AVIATION IN THIS COUNTRY. AS I'VE SAID, THAT INCLUDES JUST ABOUT ALL OF US. AND IT INCLUDES ALL LEVELS OF GOVERNMENT TOO.

IF WE FAIL, WE COULD END UP WITH A SECOND-CLASS AIR TRANSPORT SYSTEM THAT WOULD RAISE THE COST OF TRAVEL FOR EVERYONE AND PUT AMERICAN BUSINESS BEHIND THE EIGHT BALL IN WORLD MARKETS.

BUT LET ME ASSURE YOU, THAT'S NOT GOING TO HAPPEN. WE'VE GOT THE BEST AIR TRANSPORT SYSTEM IN THE WORLD, AND WE'RE GOING TO MAKE SURE IT STAYS THAT WAY.

I'VE BEEN WITH THE FAA FOR ONLY A FEW WEEKS, BUT THAT'S LONG ENOUGH TO CONVINCE ME THAT WE HAVE THE PEOPLE, THE EXPERTISE, AND THE RESOURCES TO MAKE SURE THAT OUR AIR COMMERCE SYSTEM WILL CONTINUE TO MEET OUR NATIONAL NEEDS.

TO GET THAT JOB DONE RIGHT, WE'RE GOING TO RELY HEAVILY ON HIGHLY ADVANCED TECHNOLOGY LIKE THE NEW AIRPORT SURVEILLANCE RADAR WE'RE DEDICATING HERE TODAY.

OVER THE NEXT THREE YEARS, WE'LL BE INSTALLING THESE NEW RADARS AT 96 MAJOR AIRPORTS AROUND THE COUNTRY. IN ALL, WE'LL BE INVESTING ABOUT \$470 MILLION DOLLARS IN THIS PROGRAM.

NOW THAT'S A LOT OF MONEY. BUT WE'RE GOING TO GET A LOT FOR IT. WE'RE BUYING A QUANTUM LEAP FORWARD IN RADAR CAPACITY -- A LEAP THAT WILL MEAN GREATER SAFETY FOR EVERYONE WHO FLIES.

FOR THE FIRST TIME, FOR EXAMPLE, OUR CONTROLLERS WILL BE ABLE TO SEE AIRCRAFT AND WEATHER CONDITIONS ON THE SAME RADAR SCOPE, SOMETHING THAT WAS IMPOSSIBLE WITH THE OLD RADAR. THEY'LL BE ABLE TO DIRECT AIRCRAFT AROUND DANGEROUS WEATHER WITH FAR GREATER PRECISION THAN THEY CAN TODAY.

THE NEW RADAR IS ALSO INCREDIBLY ACCURATE. IT CAN DETECT AND TRACK SMALL AIRCRAFT THAT OFTEN CAN'T BE SEEN ON TODAY'S SCOPES. AND, WITH TWO OPERATING CHANNELS, ONE OF WHICH WILL ALWAYS BE ON STANDBY, READY TO TAKE OVER IF THE OTHER FAILS, IT WILL BE A LOT MORE RELIABLE, TOO.

SO, THIS RADAR WILL REDUCE THE RISK OF MIDAIR COLLISIONS AND WEATHER-RELATED ACCIDENTS, AND I THINK THAT'S A BOTTOM-LINE PAYOFF THAT'S WELL WORTH THE INVESTMENT.

THE NEW SYSTEM IS A MAJOR COMPONENT OF A TEN-YEAR, \$16-BILLION DOLLAR MODERNIZATION PROGRAM THAT WILL LEAD US TOWARD THE AIR TRAFFIC SYSTEM WE'RE GOING TO NEED IN THE 21ST CENTURY.

I SAID A MOMENT AGO THAT WE'RE GOING TO RELY ON ADVANCED TECHNOLOGY TO INCREASE THE SYSTEM'S TRAFFIC CAPACITY.

QUITE FRANKLY, NOTHING SHORT OF A TECHNOLOGICAL REVOLUTION WILL DO THE JOB. AND THAT'S JUST WHAT WE INTEND.

FIRST AND FOREMOST, WE'RE GOING TO COMPUTERIZE MORE AND MORE OF OUR OPERATIONS. THE NEXT COMPUTER GENERATION WILL BE ARRIVING IN OUR CONTROL CENTERS IN A COUPLE OF YEARS, AND IT WILL SERVE AS THE FOUNDATION FOR MAJOR ADVANCES IN COMMUNICATIONS, NAVIGATION, SURVEILLANCE, TRAFFIC CONTROL, AND AIRSPACE MANAGEMENT.

EVENTUALLY, WE PLAN TO AUTOMATE MANY OF OUR CONTROL OPERATIONS -- AND THAT WILL BE TRULY A REVOLUTIONARY DEVELOPMENT.

WE'RE GOING TO LET OUR COMPUTERS DO WHAT THEY DO BEST, WHICH MEANS THEY'LL TAKE OVER A LOT OF WORK NOW DONE BY PEOPLE. THAT WILL FREE OUR PEOPLE TO DO WHAT THEY DO BEST, AND THAT IS TO USE HUMAN JUDGMENT TO MONITOR THE SYSTEM AND MAKE CRITICAL AIRSPACE MANAGEMENT DECISIONS.

WE'RE ALSO GOING TO TRANSFORM OUR COMMUNICATIONS BY TIEING THE WHOLE SYSTEM TOGETHER WITH DIGITAL DATA LINKS THAT TRANSMIT INFORMATION AUTOMATICALLY AND DISPLAY IT ELECTRONICALLY IN COCKPITS AND CONTROL CENTERS. THAT WILL ELIMINATE MOST OF THE TIME-CONSUMING AND ERROR-PRONE RADIO CONVERSATIONS BETWEEN PILOTS AND CONTROLLERS.

AND WE'RE GOING TO USE COMPUTERIZED WEATHER PROCESSORS, A NEW GENERATION OF WEATHER RADAR, AND AUTOMATED WEATHER OBSERVING STATIONS AT HUNDREDS OF AIRPORTS TO GIVE US MORE ACCURATE WEATHER INFORMATION AND COMMUNICATE IT FASTER TO THE PEOPLE WHO NEED IT.

SOMEDAY EVEN WEATHER-RELATED DELAYS MAY BE A THING OF THE PAST. WE'RE NOW INVESTIGATING NEW TECHNOLOGY THAT CAN GIVE PILOTS A "PICTURE" OF THE RUNWAY AND ITS SURROUNDINGS, EVEN IN ABSOLUTE ZERO-ZERO WEATHER, WHICH WOULD MEAN THEY WILL BE ABLE TO LAND SAFELY IN CONDITIONS WHERE TODAY THEY HAVE TO HOLD OR DIVERT TO OTHER AIRPORTS.

ADVANCED TECHNOLOGY MAY EVEN SOMEDAY HELP US DO AWAY WITH THE NEED FOR CONTROL FROM THE GROUND, WHICH IS THE HEART OF TODAY'S SYSTEM. ONBOARD SENSORS THAT ALERT AIRCREWS TO THE DANGER OF COLLISION MAY BE DEVELOPED TO THE POINT WHERE PILOTS CAN BE RESPONSIBLE FOR THEIR OWN SEPARATION FROM OTHER TRAFFIC.

THOSE ARE JUST A FEW OF THE MANY, MANY WAYS IN WHICH WE'RE GOING TO USE TECHNOLOGY TO RAISE THE SAFETY AND CAPACITY OF THE SYSTEM. I COULD GO ON TALKING ABOUT OUR PLANS FOR A LONG TIME, BUT I THINK I'VE SAID ENOUGH TO GIVE YOU AN IDEA OF THE THRUST AND DIRECTION OF THIS ONGOING EFFORT.

IT'S GOING TO TAKE A LOT OF MONEY. IT'S GOING TO TAKE A LOT OF CREATIVITY. AND IT'S GOING TO TAKE A LOT OF WORK. BUT IT WILL BE WORTH IT, BECAUSE IT'S GOING TO ENSURE THAT AMERICA CONTINUES TO HAVE THE SAFEST AND MOST PRODUCTIVE AVIATION SYSTEM IN THE WORLD. THE RADAR SYSTEM WE'RE DEDICATING TODAY IS A GIANT STEP TOWARD THAT WORTHY GOAL.

IN CLOSING, I WANT TO NOTE THAT WE WOULDN'T BE HERE TODAY WERE IT NOT FOR THE TEAMWORK OF A LOT OF VERY TALENTED PEOPLE -- TECHNICIANS, ENGINEERS, MANAGERS, CONTROLLERS, AND MANY OTHERS -- IN THE WESTINGHOUSE CORPORATION AND IN THE FAA. AND I WANT TO TAKE THIS OPPORTUNITY TO CONVEY MY APPRECIATION AND THANKS TO ALL OF YOU WHO HAVE CONTRIBUTED SO MUCH TO THIS PROGRAM.

THANK YOU.

REMARKS FOR ADMIRAL JAMES B. BUSEY IV
AWARDS DINNER, ORDER OF THE DAEDALIANS
JUNE 24, 1989
SAN DIEGO, CALIFORNIA

IT'S A GREAT PLEASURE TO PRESENT THE DAEDALIAN'S
CIVILIAN SAFETY AWARD TO THESE TWO OUTSTANDING AVIATORS,
CAPTAIN SCHORNSTHEIMER AND FIRST OFFICER TOMPKINS.

FLYING IS DANGEROUS. WE ALL KNOW THAT. YET DESPITE THE
INHERENT RISKS, AMERICAN COMMERCIAL AVIATION IS ONE OF THE
SAFEST WAYS TO TRAVEL, A LOT SAFER THAN DRIVING A CAR.

THERE ARE MANY REASONS FOR THIS FINE SAFETY RECORD, BUT
ONE STANDS ABOVE ALL THE OTHERS -- AND THAT IS THE
PROFESSIONALISM OF OUR AIRCREWS, BOTH IN THE COCKPIT AND
BACK IN THE CABIN.

THERE'S NO WAY YOU CAN PREPARE IN ADVANCE FOR WHAT
HAPPENED TO ALOHA FLIGHT 243. YOU CAN'T PROGRAM EVERY
POSSIBLE EVENTUALITY INTO A SIMULATOR.

WHEN SOMETHING LIKE THE ALOHA INCIDENT HAPPENS, THE ONLY
THING LEFT IS THE CALM JUDGMENT AND SUPERIOR SKILL OF THE
FLIGHT CREW. WE HAVE A WORD FOR IT: WE CALL IT
PROFESSIONALISM.

IT WAS SURELY THERE, IN GREAT ABUNDANCE, IN THE ALOHA INCIDENT -- AND 93 LIVES WERE SAVED.

WE'VE SEEN THAT KIND OF PROFESSIONALISM OFTEN ENOUGH THAT WE'VE COME TO EXPECT IT FROM OUR AIRCREWS. AND, I'M HAPPY TO SAY, WE'VE RARELY BEEN DISAPPOINTED.

SO, ON BEHALF OF EVERYONE WHO FLIES, WE WANT TO SAY THANKS TO THE TWO OF YOU, AND TO YOUR PROFESSIONAL COLLEAGUES IN THE AIRLINE COCKPITS AND CABINS ACROSS AMERICA, FOR YOUR SKILL, YOUR COURAGE, AND YOUR DEVOTION TO THE NEVER-ENDING PURSUIT OF AVIATION SAFETY.

THANK YOU.

JUNE 30 1989

INTRODUCTION OF SAMUEL K. SKINNER,

SECRETARY OF TRANSPORTATION

BY JAMES B. BUSEY

STAFFORD BUILDING GROUND-BREAKING CEREMONY

JUNE 30, 1989

OKLAHOMA CITY, OKLAHOMA

THANK YOU VERY MUCH.

I'M VERY HAPPY TO BE WITH YOU TODAY, FIRST BECAUSE THIS GROUND-BREAKING CEREMONY MARKS A MAJOR MILESTONE IN THE FAA'S MODERNIZATION PROGRAM -- AND SECONDLY BECAUSE IT'S MY PRIVILEGE TO INTRODUCE ONE OF THE RISING STARS OF THE BUSH TEAM.

SIX MONTHS AGO, SAMUEL SKINNER WAS VIRTUALLY UNKNOWN ON THE NATIONAL SCENE. BUT HE UNDERWENT A BAPTISM OF FIRE EARLY IN HIS TENURE AS SECRETARY OF TRANSPORTATION. RIGHT FROM THE START, HARDLY A DAY WENT BY WITHOUT SOME NEW CRISIS TO TEST HIS METTLE. AND HE QUICKLY PROVED HIMSELF TO BE AN EFFECTIVE POINT MAN, ABLE TO DEAL WITH INCREDIBLY DIFFICULT PROBLEMS SUCH AS THE PAN AM TRAGEDY AND THE ALASKAN OIL SPILL.

TODAY, BECAUSE OF THE ENERGY AND SKILL HE HAS USED ON ONE MAJOR ISSUE AFTER ANOTHER, SECRETARY SKINNER IS NO LONGER AN UNKNOWN FROM ILLINOIS.

BUT WE SHOULDN'T BE SURPRISED. ANYONE LOOKING AT HIS CAREER SO FAR COULD HAVE PREDICTED HIS WASHINGTON PERFORMANCE. HE DID A SUPERB JOB RUNNING THE REGIONAL TRANSPORTATION AUTHORITY OF NORTHEASTERN ILLINOIS. HE WAS AN OUTSTANDING UNITED STATES ATTORNEY. AND, EARLIER, HE WAS ONE OF IBM'S TOP SALESMEN.

THE WASHINGTONIAN MAGAZINE RECENTLY "GRADED" THE CABINET AND GAVE SECRETARY SKINNER AN "A+" ON HIS PERFORMANCE -- THE ONLY "A+" AWARDED. NOW THE SECRETARY WILL TELL YOU THAT HE GOT THE "A+" BECAUSE THE MAGAZINE IS A "SOFT GRADER." BUT, THERE'S A LOT OF US AROUND THE COUNTRY WHO FEEL HE REALLY EARNED IT.

FROM MY FIRST MEETING WITH THE SECRETARY, I HAD THE FEELING THAT HE WOULD BE A GREAT SECRETARY OF TRANSPORTATION -- GREAT FOR THE FAA, FOR THE DEPARTMENT, AND FOR THE NATION. AND EVERYTHING I'VE SEEN SINCE THEN HAS CONFIRMED THAT IMPRESSION.

THIS DEPARTMENT AND EVERYONE IN IT HAS IMPORTANT WORK TO DO FOR AMERICA. WITH A LEADER LIKE SECRETARY SKINNER, THAT WORK WILL SURELY BE DONE EFFECTIVELY AND WELL.

IT'S A PRIVILEGE TO BE PART OF HIS TEAM, AND I LOOK FORWARD TO WORKING WITH HIM IN THE MONTHS AND YEARS AHEAD.

SO IT IS WITH GREAT PLEASURE THAT I PRESENT TO YOU THE SECRETARY OF TRANSPORTATION, SAMUEL K. SKINNER.

MR. SECRETARY.