Remarks by James B. Busey
FAA Administrator
To the Society of Travel Agents in Government
Washington, D.C.
November 1, 1990

I am pleased to be with you today. For a time, it looked like there might not be any government travel money this year. I thought I might have to borrow cab fare to get over here.

On that score, everyone here--and certainly we at FAA and throughout the Federal establishment--have been following closely what has been going on in Washington with the Federal budget during the past month.

Watching the Congress cobble together the Federal budget probably is not the sort of thing you would want to see included in the lesson plan for Civics 101. As a writer for the Washington Post pointed out during the height of the debate, "Democracy isn't tidy." Still -- to paraphrase Winston Churchill -- it beats all the available alternatives hands down.

And I must confess that I found a certain affirmation -- if that's the word -- in hearing people speculate on what would happen to our air transportation system if we were forced to furlough air traffic controllers. Well, we all know what would have happened. It would have been a disaster to an industry already experiencing severe financial problems. Indeed, the impact would have been felt across the board in our economy.

So, the whole exercise was a reminder -- albeit a reminder we really could have done without -- of just how important air transportation is in the modern scheme of things. The nation's economic health and well being depend upon it.

The health of the air transportation industry, of course, is a matter of great concern to this audience. Directly or indirectly, you are part of that industry. When airline travel is booming, your business if booming. When it goes in the dumpster, well, you don't need me to tell you what happens.

And don't let anyone tell you that government is recession proof. You know better. Government is just like the real world. When the going gets tough, the tough don't get going. They cut the travel budget and stay right where they are.

I don't claim to have any special insight into the economics of the airline business. My job is safety. But I read the financial pages, just like you do, so I know what's going on. It's not encouraging. The airlines are facing a billion dollar loss in the fourth quarter alone.

Still, we've seen the industry go through these downturns before and come out the other side to set new records. FAA forecasters remain upbeat about the future and are projecting a doubling of airline passengers by early in the next century. And if you're looking for something even more substantial to hang your hats on, you might consider the recent United Air Lines-Boeing deal as a $22 billion vote of confidence in the future.

So it is incumbent upon us to take the long view and continue to plan for the future. We need to get on with the job already underway of upgrading and modernizing the National Airspace System in order to handle the demands of the 21st century. That's what I would like to focus on today because we have a mutual interest in making our airports and airways operate as safely and smoothly and efficiently as possible.

Among the major issues confronting us are:

First, system capacity because that's where push really comes to shove;

Second, aircraft noise, which is related to the capacity issue, because it's a major impediment to airport development; and

Third, aviation security because the problem is not going to go away.

The Reauthorization Bill that just passed will have a major impact on capacity by authorizing the collection of passenger facility charges, or PFCs, at the nation's major airports. This will provide a significant new source of airport development funds. The ability of airports to begin projects for increasing capacity will be dramatically increased.

For instance, New York's three airports could raise as much as $116 million, Dallas-Fort Worth $67 million and Los Angeles $65 million. Total estimates run to more than one billion dollars a year.

As you people in the travel business know, PFCs really are not anything new. Most of the industrial countries have had them for years. However, Congress previously had prohibited their collection in the United States because of past experience in which the funds were applied to non-aviation uses. Accordingly, the new legislation includes built-in safeguards to prevent this from happening.

Perhaps the best thing about the PFC is that it eliminates the middleman -- me. The money is to be collected at the local level and spent at the local level. The Federal government never gets to lay a glove on it although, as you might suspect, we are not completely out of the picture. The bill calls for FAA to issue regulations governing the imposition, collection and use of these fees.

Still, the PFC will allow airport operators greater flexibility in initiating and implementing airport improvement projects designed to ease congestion, reduce delays and make air travel a more comfortable and enjoyable experience all the way around. It also will increase an airport's access to the bond markets, giving it additional financial leverage.

Still, money alone is not going to solve our airport problems. As Senator Wendell Ford of Kentucky said in discussing the Reauthorization Bill on Capitol Hill, "The greatest obstacle to expanding airports and increasing air carrier service is the opposition to aircraft noise."

To expand a bit on the Senator's theme, let me point out that more than 400 airports across the country currently have some kind of noise restriction in place. We also estimate that 47 major airport projects have been cancelled of significantly delayed by noise concerns in recent years. Those are <u>not</u> the kinds of numbers the air transportation system can live with.

Moreover, the pressures to impose additional restrictions and block capacity enhancement projects are increasing almost daily all around the country. In fact, we don't have to travel around the country to see it. It's right here in our own backyard -- at Dulles, at BWI and, of course, at Washington National.

Now I am not without sympathy with the adverse impact aircraft noise has on communities located near major airports. But I'm also concerned about the potential adverse effects of these kinds of restrictions on interstate commerce, the costs of air transportation and the efficiency of the system. Ask yourselves how we can possibly accommodate the projected doubling of airline passenger traffic in the next 20 years if we gradually choke off the limited capacity available. The answer is we can't.

The Reauthorization Bill includes a provision that requires the Secretary to issue a National Noise Policy.

It reflects our own thinking at FAA and the Office of the Secretary, calling for: the phase out of older, nosier Stage 2 jets; assessments and review of the impact of local noise restrictions, and finding ways to encourage compatible land use around airports.

Taken together, these provisions will reduce by at least two-thirds the number of people currently subjected to significant aircraft noise. Let me just mention, as an addendum to the discussion of Passenger Facility Charges, that PFCs will provide airports with additional funding sources that could be used for noise abatement programs, such as soundproofing of schools, homes and businesses. PFCs could also be used for noise monitoring systems, noise barriers and compatible land use planning.

As we begin implementation of the Congressional directives, we need the full participation and support of the aviation industry, state and local governments and the private sector in developing an effective noise policy.

A national noise policy will help to make airports better neighbors but it won't eliminate the noise problem by any stretch of the imagination. Getting new airports and new runways built where we need them most will remain a continuing challenge.

Recognizing this, FAA has been emphasizing the systems approach to capacity enhancement. That means we are looking at ways to reduce congestion and delays both in the air and on the ground through the application of new technology and new procedures.

Capacity enhancement, in fact, is the major thrust of our Capital Investment Plan, which is the successor to the National Airspace System Plan. It picks up where the NAS Plan left off and is designed to carry us into the 21st century.

Certainly the most exciting technical program of the 90's and the one that is going to have the greatest impact on capacity is the Advanced Automation System, or AAS. This project will permit us to pull together all of our primary air traffic control facilities -- terminal and en route -- into an integrated, highly automated system. AAS also will have a built-in capability to incorporate new technology and adapt to changing operational conditions well into the next century.

We also are planning to upgrade and relocate the Air Traffic Control Systems Command Center, which is popularly known as Central Flow. This facility currently is located in our headquarters downtown. It monitors real-time IFR traffic flows nationwide, makes short-term traffic projections to identify potential trouble spots in the system and, then, initiates corrective action designed to reduce congestion and delays.

With this upgraded Command Center, we will be enhancing our traffic management capabilities and adding new functions such as computer modeling and analysis that will enable us to look at traffic data in depth, discern trends and develop alternative strategies.

Perhaps the best examples of how technology can help to relieve our capacity problems were the two demonstration programs that we just completed at the Raleigh-Durham and Memphis airports, respectively. The objective in each case was to determine if the use of quick-scan radars for faster traffic updates could increase the utilization of closely-spaced parallel runways in instrument weather conditions.

The results are very encouraging, and the capacity implications nationwide are obvious. At least a dozen key airports with parallel runways that do not meet the current criteria but could meet the 3,400-foot standard could benefit immediately from this technology. Perhaps another dozen would become candidates when planned or proposed runway construction is completed. Included are some of the nation's busiest airports like Chicago O'Hare, JFK, Atlanta and Orlando.

Another interesting capacity-enhancement program, called "ghosting," will be tested at the St. Louis airport early next year. If successful, it could lead to the use of intersecting converging runways in IFR conditions with similar gains in capacity.

Switching from concepts to reality, let me mention that FAA has implemented a new system for accelerating the pre-departure clearances process for airlines at Chicago O'Hare, Dallas-Fort Worth and San Francisco. Early next year, another 27 busy airports are scheduled to receive this "Pre-Departure Clearance" system which uses electronic data link, in place of voice communications, to transmit information between the control tower and the airline cockpit.

Initial reports indicate that the system is working very well, reducing radio frequency congestion and cutting down on the number of read-back errors. "Push back" delays from airline gates also are down and that can be very significant at terminals like O'Hare where gate space is always at a premium.

Now let me make another transition and talk a bit about airport security. It's a subject that concerns everyone, even those who never fly.

One of the hallmarks of the aviation security system is that it is continually evolving. There was a time when our major concern was stopping the "take me to Cuba" hijackers. Then we had to deal with an increasingly criminal element, beginning with the elusive "D.B. Cooper." In recent years, we've had to shift our focus to stop terrorists -- the most vicious group of all.

We have taken a great many steps to strengthen aviation security since the destruction of the Pan Am Flight 103 in December 1988. The President's Commission on Aviation Security and Terrorism made 64 recommendations. Of these, 47 were applicable to the FAA and we have completed or are in the process of completing 32 of them. These include:

- Organization changes designed to improve efficiency and responsiveness;
- Increasing the size of both our domestic and international security staffs;
- Doubling the budget for security R&D and building a new laboratory at the FAA Technical Center to evaluate new security technology;
- Proposing a rule to replace older X-Ray machines with more sophisticated ones.

We're also continuing with the demonstrations of the Thermal Neutron Analysis, or TNA, systems with four already in place and two more to go. Despite any criticisms you may have heard about TNA, it has been working quite well at the test locations and we are very encouraged by the results.

Is it a perfect system that will allow us to forget that there are such people in the world as terrorists? Of course, not! There is no single system that by itself can stop acts of terrorism and aircraft sabotage. But TNA as part of a larger system works quite well.

Moreover, you can look at TNA as a sort of first generation system. We also are working to develop better, smaller and less costly systems. But don't look for any sudden break throughs. Improvements are likely to be incremental. In the interim TNA is the best we've got.

I was encouraged by the report on TNA by the National Academy of Sciences issued earlier this week. In essence, the Academy concluded that we're on the right track with TNA.

The Academy stated that "given the state of the art, a combination of a sophisticated x-ray analysis and a nuclear method such as thermal neutron analysis may offer the optimal approach for detection of bulk explosives."

We've got this combination of technologies in the Gatwick system and the one we demonstrated at Dulles on Wednesday, and we are going to add it to the New York and Miami systems, as well as the two remaining demonstration sites yet to be named.

So, as I said before, I think we are all pretty much on the same wave length when it comes to defining the needs of our air transportation system.

We need money and the Passenger Facility Charge will be a help there.

We need a National Noise Policy to get airport neighbors on our side and that's coming.

We need new technology to make better use of available airport and airways capacity and I have only hinted today at what is coming down the pike.

And we need to be continually on guard against terrorism and other acts of violence directed against aviation and we are and will continue to be.

Most of you probably are familiar with Charles Kuralt, who does the "On the Road" commentaries for CBS. He had an article in the New York Times recently in which he noted that nobody smiles in the airline ticket lines anymore. He said they just "wait glumly and check their watches" as air travel has become more and more of an ordeal.

Well, all of us here have a vested interest in changing that attitude. Maybe, just maybe, we can make air travelers smile again.

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REMARKS BY JAMES B. BUSEY
FAA ADMINISTRATOR
BEFORE THE CHICAGO ASSOCIATION
OF COMMERCE AND INDUSTRY
CHICAGO, ILLINOIS
NOVEMBER 2, 1990

Thank you very much. I'm glad to have this opportunity to talk with you about the Chicago metropolitan area's aviation future.

For more than a century, the Chicago area has dominated the nation's transportation system. There's a lot of truth in the often repeated statement that this city is a national crossroad.

Today, however, the Chicago metropolitan area itself has reached a crossroad of its own. It is at a decision point. The decisions that must be made -- and made soon -- will determine the role that this city and this region will play in the nation's, and indeed in the world's, air transport system in the next century.

I think all of you realize that if the right decisions aren't made, and if they aren't made in time, then this city and the surrounding region will inevitably lose its dominant position in transportation. It will become less of a national crossroad.

In the world of aviation, there is now growing and increasingly intense competition between cities and regions. The Chicago metropolitan area could lose its place in the sun. You could lose your aviation leadership, almost by default -- and it would be incredibly difficult to recapture.

That would not be a happy outcome. The economic vitality of this region would suffer. Businesses would be hurt, and job opportunities would decline.

So this area is challenged. And there is only one way to meet that challenge -- by making the difficult decisions that will assure the continued vitality and growth of air transportation in this region.

The Chicago metropolitan area is not alone in facing this challenge. The whole nation faces it. Air travel has grown beyond all expectations. It's growing right now. And it will continue to grow on into the foreseeable future, with no end in sight.

Unfortunately, we have not kept our aviation infrastructure in shape to handle this ever-rising demand. The result is exactly what you would expect. Costly congestion and delay is increasing. Efficiency is declining.

Now that's not good enough, for the nation or for this area. We can do better. And we are going to do better.

When I say "we" I mean all of us, working together.

The FAA can't do the job alone. We can't modernize and expand the nation's air transport system all by ourselves. The airlines must help. The aerospace industry must help. And, most assuredly, people like all of you, here in the Chicago area and in cities and regions all over the country, must help too.

The FAA, of course, is modernizing -- and will continue to modernize our air traffic control system. That modernization -- using the most advanced technology available -- will give us payoffs in greater efficiency, greater capacity, and greater safety.

But the FAA won't be designing and building the aircraft of the future -- the quieter, more efficient planes we must have to meet environmental requirements and competitive pressures. The aerospace industry will do that.

And the FAA won't be flying millions of passengers safely and efficiently, day in and day out. The airlines will do that.

Nor will we be building and operating airports. That's <u>your</u> piece of the action, because in our country, airports are built and operated on a local and state basis.

So the aviation pie has many pieces -- which is just what you'd expect in a democratic society like ours. Such a system may have some drawbacks and shortcomings. It may not always do the right thing at the right time.

But make no mistake about it, despite what might appear to be structural weaknesses in the way it's organized, the American air system is the best in the world. In fact, it's the envy of the world. It moves more people and more goods more efficiently than any other system.

Now that doesn't mean we are problem-free. We aren't, by a long shot. As I said, we do have problems -- major problems that cannot be ignored. I could spend the rest of the day telling you what we're going to do about them.

But let's focus on just one of them, one that all of you know very well from first-hand experience. I'm talking about the problem of increasing airport congestion and delays.

I have the feeling that many people around the country don't really understand the role airports play in our national air system. Airports are a lot like switching centers in a phone system. Those centers must work right. When one malfunctions, it slows down the whole system.

It's exactly the same in air transportation. When a major airport is jammed up, it can delay planes and passengers all across the country.

That's what's happening too often today in our country -- and around the world as well.

As I said, the demand for air travel is increasing all the time. The number of passengers doubled in the past ten years. We've got 1.3 million a day now. And it's going to double again.

We'll have 2.5 million a day early in the next century -- which means we'll have two passengers for every one we have now. There'll be more planes and more flights in the air and on the ground -- all of which will increase the potential for even more congestion and delay.

But we've already got too much of both. We're not gridlocked yet, as some headlines proclaim, but at certain times and places we come pretty close to it.

Twenty-one of our major airports now have significant delay problems. According to a recent study by the Transportation Research Board, that number's going to double in the next seven years.

Our competitive strength in world markets depends on efficient transportation. But the efficiency of our air transport system is severely threatened by congestion in the air and on the ground.

That's why the Administration's National Transportation Policy emphasizes the need to increase the capacity of our air traffic control system and our airports.

The plain fact is that America's airport infrastructure has not been substantially improved or increased in 20 years. It's been 16 years since we dedicated a new major airport. And we've got only <u>one</u> under construction now.

Now where does the Chicago metropolitan area fit into this picture? Well, you know the answer as well as I do.

Just calling the Chicago area a transportation crossroad doesn't really define this region's importance in air transportation today.

What does it mean to have the world's busiest airport right here in this city?

It means that the Chicago area plays a unique and pivotal role in America's aviation system. It means that what happens -- or doesn't happen here -- is of vital importance to the entire nation.

As I said, what happens at any one major airport can affect others across the country. But O'Hare is the busiest airport in the world. That means it has a bigger impact than other airports. Its impact is magnified and multiplied. Its effect on the system is greater.

Increase your efficiency here, and you increase efficiency all across the country. Increase your capacity in this region, and you increase capacity for the nation. On the other hand, let delay and congestion increase, and you slow down the whole system.

Not only do you have the world's busiest airport here, but the Chicago region is home to the world's busiest air route traffic control center that handled more than 2.5 million flights last year.

Certainly you folks are well aware of aviation's economic impact in this region. One recent estimate says that aviation here generates directly and indirectly about 20 billion dollars worth of economic activity a year and provides 350,000 jobs.

There's no doubt you have a bright aviation future -- if you choose to seize the opportunities open to you. You already have a solid foundation for future growth -- and a long history of taking the initiative vigorously.

But this bright promise is threatened by congestion and delay. O'Hare may be the world leader in operations, but it's also the national leader in delays, with more than 100,000 hours a year.

Even now, airlines are routing flights to avoid delays here in Chicago. O'Hare's share of the nation's domestic travel has slipped 15 percent in the last ten years. That erosion may continue.

One estimate says that, within five years, more than 100,000 connecting flights will go to other hubs because of congestion in the Chicago region. And another predicts a loss within 30 years of 15 million passengers who will have to use other terminals.

So, if you are of a pessimistic frame of mind, you might conclude that the Chicago metropolitan area may well fall from its premier position. You might foresee a loss of thousands of jobs and billions of dollars.

But I recited those numbers not to ruin your lunch, but merely to indicate the gravity of the situation.

I, for one, am not pessimistic. I know the spirit that has always motivated the energetic people of this region. And I do not doubt for one moment that we can work together to assure the future of aviation here.

So let's quickly review a few of the things the FAA is doing to reduce delays and increase efficiency in this region.

One of our major efforts is aimed at strengthening our controller staff in the O'Hare control tower and radar approach control facilities and the Chicago Center. To help do that, we've set up a pay demonstration project that allows us to pay the higher salaries needed to attract and hold qualified people.

In late 1988, we undertook a thorough safety and efficiency review, which included representatives of the aviation industry, that came up with 100 major recommendations. More than 60 percent of those recommendations have already been completed.

Among other things, we're going to build a new control tower for O'Hare, twice as large as the present tower. We're also going to build a new Terminal Radar Approach Control facility to accommodate the advanced automation technology that will be coming on line later in this decade.

And we're installing two new long-range radar systems. We're replacing seven aging instrument landing systems at O'Hare with new ones that are more reliable and easier to maintain. We're also going to give O'Hare an advanced terminal doppler weather radar, a new airport surface detection radar, and two new terminal radar systems.

Midway is scheduled to get a new tower and a terminal doppler weather radar system.

In addition, Midway is the site of one of the two demonstrations we're doing of the new microwave landing system which will become the world's primary precision landing system by the end of this decade.

This MLS demonstration will provide a precision approach to Midway's runway 22 Left. Under certain weather conditions, pilots landing on this runway now must use a circling approach that requires operation at low altitudes and high power for extended periods.

MLS will reduce low altitude aircraft noise, increase safety and capacity, and reduce delays at Midway. And it will provide a safe, curved approach that will keep traffic away from downtown Chicago.

I'm sure this demonstration will prove that MLS can give us greater safety and the increased efficiency that we need to reduce airport congestion. Once that's proven, we'll be installing MLS at major airports all over the country.

All of these things -- and many, many more that I have not mentioned -- are aimed at safer and more efficient use of that finite resource, our airspace.

We're already beginning to see some results. The number of controller errors in this region declined by 11 percent in the fiscal year that just ended. Delays at O'Hare increased 160 percent in the five years 1985 through 1989, but they were down 27 percent in the first seven months this year compared to last year. So I think we're going in the right direction.

But the fact is that no matter what we do, the full and final answer to the problem cannot come from the FAA.

Like it or not, no matter how much we improve our air control operations here -- and no matter how much the city improves O'Hare and Midway -- those two airports will not be able to handle all of the traffic we expect in future years.

Why not? Well simply because demand is growing so fast. The number of passengers here has risen 85 percent in the past eight years. And we expect it to double in the next 30 years.

As Secretary Skinner said: "From a capacity standpoint ... Chicago's cup is full ... the Northern Illinois and Indiana area is faced with a capacity crisis."

As I mentioned earlier, airlines are detouring flights to avoid delays here in the Chicago area. O'Hare's share of the nation's total domestic travel has slipped, and forecasts show a continuance of that trend in the future.

So what's the answer? I think we all agree that it's a third airport somewhere in this region.

Other cities and regions are eager to steal some of your business away from you. You must either keep up with demand or slip behind. There's no two ways about it. And the only way you're going to be able to do that will be by building a major new airport.

But -- and here's the fly in the ointment -- it takes a good ten years or more to build a major airport. So it's already late in the game. It's really catch-up time -- right now.

We can help. We're funding 90 percent of the costs of the bi-state selection study. And we can provide expertise on airport design, environmental, and other important issues.

But the decision to build -- or not to build -- must be made locally, by the people and political leaders right here in the Chicago region. We urge the new policy committee chairman and members to work together effectively to select a new airport site.

Now, in instance after instance around the country, whenever a community moves to improve an airport or build a new one, it comes up against the problem of aircraft noise. It's an issue that generates a lot of emotion -- and a lot of operational restrictions.

Over 400 of our airports have some kind of operational restrictions because of noise. I'm concerned about these restrictions because they threaten our efforts to increase capacity. They can seriously affect interstate commerce and our national economy by undermining the overall efficiency of our air commerce system.

The noise problem is complex and difficult. And it will be with us as long as we fly. So we've got to come to grips with it.

The way to do that is spelled out in our National Transportation Policy, where Secretary Skinner called for a uniform national aircraft noise policy that would take into account both local and national needs.

Fortunately, the Congress agreed with the Secretary. The budget measure passed last weekend mandates the development of a national noise policy, along with the scheduled phase-out of noisier aircraft. Taken together, the noise provisions of the legislation will reduce dramatically the number of people exposed to significant aircraft noise.

For example, we expect that 89 percent fewer people near O'Hare will be exposed to significant aircraft noise. The legislation also provides a more deliberate process for local airports which are considering new operating restrictions.

In addition, the law creates a new opportunity for local authorities to raise additional funds to improve airport capacity. They will now be able to collect a passenger facility charge, or PFC, of up to $3 per passenger. This could provide real money.

We estimate the nation's major airports could collect a an additional $1 billion dollars a year -- money that would remain under local control and that would be used for airport improvements right where it was collected. The two Chicago area airports could raise as much as $95 million dollars annually.

This provision was our number one priority this year. It puts more of the burden of airport financing where it ought to be -- on the people who use airports and benefit from air services.

In my view, this is landmark legislation. As the Secretary said a few days ago, it "takes care of two of the biggest problems facing aviation in this country today -- airport noise and capacity." He went on to call it the most significant legislation since deregulation.

You folks in the Chicago region have lived with those two problems for a long time. You know them both from first hand experience.

You also know how important aviation is to your local economy -- how it generates significant income, how it creates jobs and economic opportunity. You know full well how your businesses depend on the availability of efficient air transportation.

And you know that aviation here is not growing as fast as it should. You know that if the right steps aren't taken, in time, then the entire region will suffer. And the Chicago area will lose it's premier place in world aviation.

Decisions must be made. But we can't make them for you. We don't have that responsibility. You have to make the choice.

We can help. We can advise. We can provide funds. And, as I've said, we will continue to modernize the air control system.

But the Chicago metropolitan area's place in the air world of the 21st Century is really in your hands. What you do -- or don't do -- will be the deciding factor.

I'm a native of this state, and I know the spirit of its people well. So I have no doubt that you will do whatever is necessary to maintain the Chicago area's pre-eminent position in America's great air transport system.

Thank you.

TALKING POINTS FOR
FAA ADMINISTRATOR JAMES B. BUSEY
MD-11 CERTIFICATION CEREMONY
DULLES INTERNATIONAL AIRPORT
NOVEMBER 8, 1990

- This new aircraft is a marvelous piece of work. It has a number of features that will help make it competitive in world markets. It has fuel efficient engines and design. It will have reduced noise and exhaust emissions, and it is designed for a two-person crew working in a highly sophisticated cockpit environment.

- This is a proud moment for McDonnell-Douglas. As Americans we also should be pleased that an U.S. manufacturer has produced yet another technologically advanced aircraft that will help keep the U.S. number one in aviation around the world.

- FAA is certainly proud of this accomplishment as well. The best and most important feature of this new aircraft is that is safe, and FAA has had an important role to play in this regard.

- FAA's motto is that aviation safety begins with a safe aircraft. The primary responsibility for this aspect of our safety mission rests on the shoulders of the Aircraft Certification Service. In the case of the MD-11, this includes especially the Transport Airplane Directorate in Seattle and the Aircraft Certification Office in Los Angeles.

- Certification of a transport category aircraft, like the MD-11, is a long and complicated process. It requires many hours of engineering evaluation and testing. The FAA effort alone required more than 2,000 flight test hours and another 80,000 hours for the review of some 3,000 technical reports, drawings and other data.

- Today's ceremony is the climax of some five years of dedicated work by FAA personnel working side by side with McDonnell-Douglas employees at Long Beach, to make sure this aircraft meets the most rigorous safety standards.

- I would just like to take a minute to salute all 83 members of the FAA MD-11 certification team who were involved in this project--the certification engineers, test pilots, safety inspectors, and administrative support staff. You have done a splendid job, working

- I also want to recognize the many FAA engineering and manufacturing designees at Douglas who have worked countless hours assisting the FAA team in getting us to this day. They, too, have had a long, tough row to hoe.

- I think we should all take pride and satisfaction in the way this certification process has worked. The cooperation and professional working relationships between McDonnell Douglas and the FAA were superb.

- McDonnell Douglas, for example, agreed to comply with more stringent safety requirements added to the certification regulations after the MD-11 process had already begun. They should be commended for this.

- The Los Angeles Aircraft Certification Office made many quality improvements during this process with the full cooperation of the manufacturer and in concert with foreign civil air authorities. This joint commitment to quality and international cooperation is essential to our continued world leadership role in aircraft safety.

- So, it gives me great pleasure to present these two certificates to McDonnell Douglas. One is the FAA Type Certificate for the MD-11 and the other is the Production Certificate that gives McDonnell Douglas the green light to begin building MD-11s, like this one here today.

- These certificates are rather simple in appearance, but they are recognized around the globe as symbols of safety and quality. You have earned them and you can display them proudly.

- Thank you all for coming here today.

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REMARKS BY ADMIRAL JAMES B. BUSEY
FAA ADMINISTRATOR
BEFORE THE AVCAD REUNION
NATIONAL MUSEUM OF NAVAL AVIATION
PENSACOLA, FLORIDA
NOVEMBER 10, 1990

Thank you. It's great to be here with you tonight.

I was going to tell you how proud I am to be with the guys who won World War II -- but I thought that's a bit of an exaggeration. I was also going to tell you how excited I was to fly one of the F6F's one of you may have flown when I went thru training at Corpus ----- but I thought that might be too boring.

We've all heard the old aviation saying that there are old pilots and there are bold pilots, but there are no old bold pilots. Well, looking out over this audience makes me wonder about the truth of that statement. It looks to me like we've got a whole room full of old bold pilots.

I won my Navy wings in 1954, and that seems like only yesterday to me. I'm sure you feel the same way after spending a few days here in the cradle of Naval aviation. But just being here tonight, with this group, I'm just a bit in awe of the contributions you all made to our country and the rich heritage you created as Aviation cadets for all of us who followed you.

Now I know, you're not here to listen to a serious and lengthy speech -- and I'm not here to make one. This is a time to renew friendships and tell lies and sea stories -- but, as Bob Rasmussen says, that's a little redundant.

I'm reminded that the principal speaker at an event like this is a lot like the corpse at an Irish wake -- very essential to the proceedings, but not expected to contribute very much. So I'm going to follow President Roosevelt's advice on speechmaking. He said one should "Be sincere; be brief; and be seated."

Now I may have come along some years after many of you -- my primary trainer was the SNJ and I guess most of you survived the "yellow peril," the N3N -- but we're all veterans of a training program that took otherwise normal human beings and turned them into naval aviators.

And I think that all of us who went through that program are bound together by many common threads, some of which are the common experience of everyone who flies -- like the first solo, the first cross country, the first night flight, and so on.

But others are unique to the aviation cadet program -- like the memory of the drill instructor who took you through your preflight indoctrination.

He was probably a Marine who defied medical science by living without a human heart and whose sole mission in life was to turn you into a military man fast. And he, of course, did that with a vengeance.

I'll bet the majority of you can still remember the name of your drill instructor or at least what he looked or sounded like. Those DIs created indelible impressions that don't fade with the passage of time.

The common threads that bind us came from many sources. From the days when we didn't know port from starboard to the day we got those golden wings, we were challenged and tested by a training program unlike any other in aviation.

To me, all pilots are special people. But the naval aviators who came through the aviation cadet program are something more. They're the best in the world. Maybe it's the training, maybe it's the tradition, or maybe it's the innate quality of people in the program -- or possibly a combination of all of these factors. So I for one was delighted when we were successful in starting up the NAVCAD program again in the mid 80's.

To get through the cadet program, in your time, in my time, and now, you had to prove that you were equal to -- or as some would say, <u>better</u> than -- anything the Navy had to offer, whether from the Naval Academy or anywhere else.

In my judgment, a pilot needs three qualities. He's got to be eager to fly. He's got to have the ability. And he's got to stay cool when things don't go right.

Cadet training was very effective in washing out the guys who didn't have those qualities and developing those who did have them.

The final words in the 1940 cadet yearbook expresses what I am trying to convey better than I can say it: "A Naval Aviator ... the dream of many; the achievement of a few."

Speaking of that 1940 yearbook, I came across an interesting item about the Commandant that year. Maybe some of you remember him. He was Captain Aubrey W. Fitch, who was commissioned in 1906 and who had served 22 years at sea. In April of 1940, he relinquished command of the Air Station and moved on to what he probably thought would be his final tour before retirement.

I imagine someone may have said to him "Captain, we've got a nice spot waiting for you, a great place to spend your final years in the Navy. You're going to be the commander of Patrol Wing 2 at Pearl Harbor."

To tell the rest of the story for you, Captain Fitch went on to become a hero of the Battle of the Coral Sea, a full admiral, and Commandant of the Naval Academy before he retired in 1947.

I think most of us are struck with wonder when we consider the tremendous changes aviation has brought to life on our planet. It has transformed the way we live, and it has done it with unbelievable speed.

When those two bicycle mechanics from Ohio showed the world how to fly, they set off an astonishing technological revolution.

Within a dozen years after the miracle at Kitty Hawk:

* the seaplane had been developed,

* the first helicopters had appeared,

* speeds had reached 125 miles an hour,

* a pilot had set an altitude record of just under 26,000 feet,

* another pilot had set an endurance record by staying aloft for 24 hours and 12 minutes,

* Igor Sikorski had flown 16 people in a giant multi-engined aircraft,

* the first landing and takeoff from a warship had been achieved,

* and a guy named Cal Rodgers had made the first coast to coast flight, which took 84 days and involved twelve major crashes.

But I don't have to go so far back in time to illustrate how fast aviation has advanced. The technological revolution that followed the Wright's first flight still continues today.

In fact, we've all been witnesses and participants in that revolution.

When many of you folks were aviation cadets you spent an hour a day learning the morse code. And you learned to navigate by the stars. What a contrast there is between that and the way we do it today.

When some of you first flew from carriers, it was not so long after the days when the arrester was a rope tied to sandbags. And you had to make carrier landings at night without ever having practiced them and on a straight deck to boot. Unthinkable today, of course.

And how did we get from point A to point B just a few years ago? We listened for an A code or an N code. Aboard ship you used the Y-G code.

Looking back from the vantage point of today's glass cockpits, you have to wonder how we ever made it from A to B. I've got a gulfstream IV today and the flight control computer can enter a holding pattern better than I ever thought or dreamed I could. And it shows a display of exactly what the airplane is doing as well.

And looking back at the fighting aircraft of half a century ago -- names that will live forever in Naval history -- the Avenger, the Dauntless, the Wildcat, the Hellcat, the Corsair, and all the rest -- you can't help but be struck by the unbelievable advances we've made.

Today we have supersonic fighter planes and missiles that can destroy enemies we can't even see. But I don't need to go further.

You've all lived it.

My point is simply this: No matter how fantastic the changes we've seen so far, we're still just at the dawn of the aviation age.

Think about what's already in view, just over the horizon -- an incredibly accurate, worldwide satellite communications and navigation system, hypersonic transports that will bring nations and peoples even closer together, new kinds of aircraft that will speed from city center to city center, jumbo transports with possibly a thousand passengers, automated air traffic control systems, advanced weather systems, and on and on.

We take miracles for granted today. And we never stop asking for more. But we really can't be sure what the future holds, especially in aviation.

Even Wilbur Wright, who should have known better, was way off when he told Orville in 1901 that "Man will not fly for fifty years." As we all know, they did it a couple of years later.

Today, all we can say with any certainty is that the changes we've seen so far are nothing compared to what's coming.

And that's why I feel privileged to be the FAA Administrator. I think America is going to continue to lead the world into aviations future. We taught the world how to fly. We've been the world aviation leaders from the very beginning. And I want to do what I can to make sure America stays in the lead.

I'm proud of our air transportation system in this country. You airline pilots know from experience that it's the best in the world.

Sure we've got some problems. But we know how to solve them.

One of those problems comes as a result of the tremendous growth in air travel. It's growing now, and it's going to continue growing on into the foreseeable future, with no end in sight.

Unfortunately, we haven't kept our aviation infrastructure in shape to handle this ever-rising demand, with the result that we're plagued by increasing congestion and delay.

We can do better. And that's why the FAA is investing billions of dollars to modernize our air traffic control system. That modernization -- using the most advanced technology available -- will most certainly give us greater safety, greater efficiency, and greater capacity in the years ahead.

While we're doing that we've also got to turn our sights outward, from the United States to a global perspective.

Why? Because the air traffic control system of tomorrow must be a global system. And it must be the best we can build. It's got to give us the highest levels of efficiency and safety that advanced technology can provide.

If it falls short of that goal, then we will not realize the full potential of air transportation. The growth of the world economy will be slowed, and the efforts of many nations to raise their standards of living will be frustrated.

How can we make the global system good enough?

The answer is easy: By modeling it after the best we have today, which is the air traffic control system right here in America.

I think we have a special responsibility to extend the benefits of our experience and our technology to other nations that must upgrade their air systems.

So one of my goals is to get far greater international commonality in operations, certification, and maintenance -- as well as in our airspace management systems and traffic control technology. Those building blocks of a global air control system must fit together around the world, regardless of national boundaries.

It won't be easy, but I'm sure we can build a global system that will bring the benefits of efficient, safe air transportation to people everywhere.

So the FAA faces some tremendous challenges, and that's why, as I said earlier, I feel privileged to have this job right now. But I must add, it hasn't always been quite as smooth as I had imagined it would be.

Many of you transitioned to civilian life some time ago. I did it last year. I've heard of military people who have had a hard time making the transition, which of course does present some tough challenges -- like choosing a different colored tie every morning.

I got through that part okay, but it took me a few days to sort out my transportation problem. I would leave the house in the morning and get in the back seat of my car and wait for something to happen. It didn't, of course.

When I first took this job that the President appointed me to, I felt like I was on the working end of a roto-rooter. I knew where I was headed -- I wasn't sure what I was going to find -- but I was pretty sure I wouldn't like it very much. That has changed now, of course, and I am really excited to be at the helm of civil aviation today.

Finally, I want to say how impressed I am with this great museum of ours. It's twice as big as it was just two years ago when I was last here. And the collection of planes is growing all the time thanks to the hard work of a lot of dedicated folks.

All I have to do is look up, and there's a copy of the bird I flew in Vietnam. Yours is here some where too, and I know how special that memory is to all of you. It's just great, and it deserves our continuing support.

Well, I think I've talked long enough. I'm very honored to have had this opportunity to be with you tonight and to say a few words. It's been a real pleasure -- thanks for having me, and Press On!

However, before I conclude I want to recognize some very special guests we have with us this evening.

In the fall of 1940, eighty-five young men who had just completed the Civilian Pilot Training Program (CPTP) in various parts of the country, came to Pensacola.

This group, known as Class 159-C, was the first class in the Navy to come directly from the CPTP to the Navy's flight training program here.

Of these 85 brave men, 83 graduated and received their commissions and their 'Wings of Gold.' Two had problems with their eyesight and were not able to complete the program.

Upon graduation, one-half of the class was assigned to the fleet and the other half stayed here in Pensacola as instructors.

Their first casualty was on December 7, 1941 -- Pearl Harbor.

Today, 47 of these men are still alive ... and, in fact, 23 of them are here with us this evening!

I'd like to take just a moment to recognize the men (and their wives) of Class 159-C who are with us tonight. I especially thank Admiral "Mo" Wittman for letting me know that you all would be here to celebrate the 50th Anniversary of your class.

On behalf of both the FAA and the Navy--let me say how very proud we are of what you men have accomplished in your lives.

REMARKS BY ADMIRAL JAMES B. BUSEY
ADMINISTRATOR
FEDERAL AVIATION ADMINISTRATION
BEFORE THE ANNUAL GENERAL MEETING
INTERNATIONAL FEDERATION OF AIRWORTHINESS
TOULOUSE, FRANCE
NOVEMBER 19, 1990

Thank you very much.

I certainly appreciate this opportunity to share some of my thoughts on the need to work together to assure the continued safety and efficiency of aviation throughout the world.

My message today is essentially the same one I gave to the joint FAA/JAA meeting in San Francisco last June: We must continue to move rapidly to harmonize our aviation rules and regulations on a worldwide basis.

Aviation is clearly the primary international mass transit system. It is of tremendous importance to the world economy and to the standards of living of nations and people all over the world.

Today we're witnessing two major developments. Aviation is growing beyond all expectations. And it is becoming ever more international.

World air travel is growing nearly 6 percent a year. We predict international flights will increase 50 percent faster than domestic travel in the 1990s.

Airlines are buying at a rate of almost 700 new transports a year. This means that there will be 10,000 new aircraft delivered in the next 15 years. This equates to more flights and more planes in our systems.

Along with this, the end of the Cold War and the formation of the European Community will most certainly lead to greater aviation activity here in Europe as well.

On the other side of the world, there is rapid growth in the air traffic around the Pacific Rim.

In response to all this, air carriers are becoming increasingly international. And so are aircraft manufacturers. Every large transport aircraft manufactured today contains components from many different nations.

Aircraft are built internationally and they are flown internationally. At the same time, transport aircraft are increasingly being used in cross-border transfers, leasing, and chartering arrangements.

Now I know you are familiar with the trends I've just outlined. I mention them for background and because I think it's important to realize that we no longer have just a collection of domestic air transport systems.

We have an international system, in which aircraft are built, maintained, and operated on a truly global basis -- a system in which aircraft and passengers flow across national borders as if they weren't there.

This fact presents us with a major problem. How can we assure the highest level of safety in such an international air system?

There is only one way. Around the world, the major aviation nations must coordinate and harmonize their aviation rules and regulations. We need commonality not only in the rules governing aircraft certification but also in the rules governing operations and maintenance.

No matter what our nationality, no matter what our job may be, we all have the same number one priority. That priority is safety. It comes before everything else.

Now, obviously, no one nation can assure the safety of planes flying internationally. That must be done on an international, cooperative basis.

We need common rules and regulations that apply throughout the world. The rules and regulations of the major aviation nations must mirror each other.

We all know that is not a wimple project to be accomplished in isolation. Nations must work together to harmonize the standards and rules that are the foundation of aviation safety.

Last June, at the seventh joint meeting of the FAA and the European Joint Aviation Authorities, I laid down a challenge to move faster toward harmonization.

I challenged the people at that conference to do more than just spin their wheels and make noise. I pledged the full cooperation of the United States.

I'm very pleased to report that we have made progress. We are on the right track. We've got the commitments we need. We know the problems, and we know how to solve them.

Now what have we done, and what still needs to be done?

First of all, we have virtually completed the harmonization of the airworthiness standards for transport airplanes. As you know, these standards are spelled out in FAR 25 and JAR 25.

This was our first major harmonization effort, and it is a success. We learned a lot about how to work together, and I think we created a spirit of cooperation that will help us succeed in other areas as well.

As I previously mentioned, aircraft certification is not the whole story. We've also got to focus on operations and maintenance.

Here, too, we've made progress. We have virtually completed the harmonization of FAR's 43 and 145 with JAR 145, which cover repair stations.

And we've made a good start toward the standardization of our Maintenance Review Board procedures. We've had a number of meetings and have now begun the standardization process for the first aircraft under this program, which will be Saab-Fairchild 340.

On the operations side, we're zeroing in on the issues related to flight-time limitations, operational procedures, and operator certification.

This is a JAA project, but we've been asked to participate, and we appreciate that very much. In fact, our people met with JAA representatives in Washington last week to determine how we can work together on those questions.

We're also making progress on the issues related to extended twin-engine operations. This is, of course, an issue involving both operations and maintenance questions.

Since it is a fairly new issue that is undergoing constant refinement, we need to ensure that our technical working groups continue to focus on these regulations as we introduce new aircraft and gain more operating experience.

Now let's quickly visit some other problems that still need to be solved.

In recent years, we've heard a lot about the problems involved in certification of derivative aircraft. Until recently, we were concentrating primarily on finding a way to apply current airworthiness standards to changes in aircraft that were certificated under older standards. But, in recent meetings with the JAA, it was decided to broaden the objective significantly.

Rather than focus strictly on derivative aircraft, the effort will be directed toward applying current airworthiness standards to the entire existing fleet -- including new type designs, as well as aircraft in service, and aircraft in production -- both those that are being changed and those that are not.

And, to help us achieve this larger objective, it was agreed to set up an International Certification Procedures Task Force.

This is the biggest single harmonization effort relating to type certification we have engaged in together, and it will take a lot of work. A number of meetings have occured, including one two weeks ago in Paris, and agreement has been reached on a series of steps that must be taken.

The basic concepts are pretty well developed now, and I think we can look forward to significant progress. In my view, this is a very worthwhile and important development.

In the past three months, we've also accelerated our work with the JAA and Canada aimed at harmonizing cabin safety standards, which involve both airworthiness and operating requirements. These discussions have given us a good understanding of what's needed, and we expect to publish the first set of proposed standards next year.

We're also working toward a more effective system for monitoring the safety of operations and maintenance of aircraft that are leased or chartered to operators in other countries. This is imperative, in view of the rapid growth of the cross-border leasing, chartering, and interchange of aircraft.

But how can we maintain control over maintenance and operating standards of aircraft that are owned by a company in one country, operated on lease by another company in another country, maintained by someone else, and possibly flown by crews from a fourth country?

Well, for one thing, we need ratification of the proposed ICAO Article 83 bis. It would provide a legal way to transfer responsibility for overseeing maintenance and operation to the leasing country.

As you know, ten years have passed since 83 bis was adopted by the 23rd ICAO Assembly, and unfortunately only 55 nations have ratified the amendment so far. 98 ratifications are needed. Dr. Assad Kotaite, the president of ICAO, recently called for rapid ratification of 83 bis. And I for one trust his call will be heard around the world and acted upon swiftly.

In the meantime, however, we're concentrating on developing new ways to deal with the aircraft leasing problem on an interim basis.

To assure the continued airworthiness of aircraft operating under international leases, nations must cooperate in exchanging appropriate information. We need greater assistance in airworthiness surveillance procedures. And we need to be able to take action when we are notified of specific problems.

As we move toward greater harmonization of our rules and regulations, we also need to reduce the time it takes to get new rules and amendments on the books.

To find ways to do that, we're setting up an Advisory Committee at the FAA to help us streamline our rule-making process. The Committee will have representatives from throughout the world of aviation, including the JAA. We want the JAA to be represented not only on the Committee itself, but in its subcommittees and technical working groups as well.

Now, of course, the effort to harmonize aviation rules should be a worldwide in scope. It should not be confined just to the FAA and the JAA. We must involve other authorities as well.

The FAA participated in the Asia/Pacific director general's meeting in Sri Lanka last week (Nov. 12-16), and we will be encouraging them to work with us in harmonizing worldwide regulations.

I would like to see an organized effort for JAA and FAA to help all nations to follow the example set by us in this area.

Finally, I want to challenge the aerospace industry to work with us in all of these efforts. As I have said, we must move faster. If we are to do that, the world aerospace industry must reach a level of agreement that will allow it to present a unified viewpoint. I know that will be difficult but I firmly believe it is possible.

In closing, I want to emphasize again what I said at San Francisco -- the United States is ready to move rapidly toward harmonization of world aviation rules and regulations.

Let me assure you, we have committed extensive resources to this monumental task. And I trust that we will see that same level of commitment throughout the industry and the world.

I believe we have created a spirit of compromise and cooperation that will be the foundation for continued progress.

We no longer have the luxury of being concerned only about our own narrow interests. We must consider other needs as well as our own, because that is the only way we can achieve our international goals.

Thank you.

REMARKS BY
FAA ADMINISTRATOR JAMES B. BUSEY
ASR-9 DEDICATION CEREMONY
TULSA, OKLAHOMA
NOVEMBER 28, 1990

THANK YOU VERY MUCH. IT IS A PLEASURE TO BE WITH YOU TODAY. AS I TOLD THE MEMBERS OF THE ROTARY CLUB AT LUNCH, IT'S ALWAYS NICE TO BE WITH PEOPLE WHO UNDERSTAND AND APPRECIATE THE IMPORTANCE OF AVIATION TO THEIR COMMUNITY.

I WANT TO TAKE A MOMENT TO RECOGNIZE CONGRESSMAN JIM INHOFE, WHO REPRESENTS THE 1ST CONGRESSIONAL DISTRICT OF OKLAHOMA. CONGRESSMAN INHOFE, WHO IS WITH US TODAY, IS A KEY MEMBER OF THE HOUSE PUBLIC WORKS AND TRANSPORTATION SUBCOMMITTEE ON AVIATION. HE HAS BEEN A STRONG SUPPORTER OF AVIATION ISSUES, INCLUDING

I ALSO WANT TO CONGRATULATE AND THANK MAYOR ROGER RANDLE AND MR. BRENT KITCHEN, THE AIRPORT DIRECTOR FOR THE TULSA AIRPORT AUTHORITY, FOR MAKING THIS DAY POSSIBLE.

FINALLY, I WANT TO TAKE THIS OPPORTUNITY TO SALUTE THE FAA PERSONNEL HERE AT SALT LAKE CITY. THERE IS A LOT OF PRELIMINARY WORK THAT GOES INTO THE IMPLEMENTATION OF A MAJOR SYSTEM LIKE AN ASR-9, PARTICULARLY IN THE AREA OF STAFFING AND TRAINING.

FOR SEVERAL MONTHS, CONTROLLERS HERE AT TULSA WENT THROUGH TRAINING IN ADDITION TO HANDLING THEIR REGULAR DUTIES. SO, WHEN THE ASR-9 WAS TURNED ON, THEY WERE FULLY PREPARED TO OPERATE THE SYSTEM IMMEDIATELY TO PROVIDE IMPROVED QUALITY SERVICE TO PILOTS IN THE AREA.

THE NEW ASR-9 RADAR WE ARE DEDICATING HERE TODAY IS THE FIRST OPERATIONAL UNIT TO GO ON LINE IN THE STATE OF OKLAHOMA. AND IT IS AMONG THE FIRST OF ALMOST 100 SCHEDULED FOR INSTALLATION AT VARIOUS SITES THROUGHOUT THE U.S.

IT IS ONLY FITTING THAT TULSA SHOULD BE ONE OF THE FIRST TO RECEIVE THIS NEW GENERATION RADAR. TULSA HAS A LONG AND PROUD AVIATION HISTORY, AND TODAY THE TULSA AREA IS A MAJOR CENTER OF AVIATION ACTIVITY FOR THIS REGION.

FAA HAS A LONG ASSOCIATION WITH TULSA AND THE STATE OF OKLAHOMA. SO, THIS ASR-9 REPRESENTS JUST ANOTHER STEP IN FAA'S COMMITMENT TO PROVIDING QUALITY AVIATION SERVICE TO PILOTS IN THIS AREA.

ACTUALLY, THIS ASR-9 PROVIDES SERVICE FOR A WIDE GEOGRAPHICAL AREA THAT EXTENDS FAR BEYOND TULSA. USING AERONAUTICAL DATA GATHERED FROM THIS ANTENNA SITE, THE RADAR CONTROL FACILITY AT TULSA INTERNATIONAL WILL PROVIDE APPROACH AND DEPARTURE SERVICES FOR THE TULSA AREA FROM AS FAR SOUTH AS HENRYETTA, OKLAHOMA, TO INDEPENDENCE, KANSAS, TO THE NORTH. THIS RADAR WILL SERVE 47 AIRPORTS, INCLUDING TULSA INTERNATIONAL.

PEOPLE EVERYWHERE IN THE WORLD LOOK TO AMERICA FOR AERONAUTICAL EXCELLENCE. 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.

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 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 CON'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, BEFORE THE YEAR 2010, IT WILL REACH 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.

TO MEET THE CHALLENGE OF INCREASED CAPACITY AND SAFETY, 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 $15.8 BILLION DOLLAR MODERNIZATION PROGRAM THAT WILL LEAD US TOWARD THE AIR TRAFFIC SYSTEM WE'RE GOING TO NEED IN THE 21ST CENTURY.

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.

FINALLY, 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.

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given by FAA Regional Administrator

LUNCHEON REMARKS
FAA ADMINISTRATOR JAMES B. BUSEY
THE ROTARY CLUB OF TULSA
TULSA, OKLAHOMA
NOVEMBER 28, 1990

Clyde DeHart

THANK YOU, DICK, FOR THE KIND INTRODUCTION.

IT IS A REAL PLEASURE TO BE WITH YOU ALL TODAY. I ALWAYS ENJOY GETTING OUT AND TALKING TO PEOPLE WHO ARE INTERESTED IN AVIATION.

AND, IF YOU ARE FROM TULSA, I THINK IT'S SAFE TO SAY YOU ARE INTERESTED IN AVIATION. IN FACT, YOU MAY WELL BE INVOLVED IN AVIATION IN ONE FORM OR OTHER. AVIATION HAS DEEP ROOTS IN THIS COMMUNITY, DATING BACK TO THE EARLY DAYS OF FLYING. AND TODAY IT PLAYS AN EVEN MORE SIGNIFICANT ROLE IN THE ECONOMIC LIFE OF THIS AREA.

THE AMERICAN AIRLINES MAINTENANCE FACILITY, FOR EXAMPLE, IS THE LARGEST SINGLE EMPLOYER IN TULSA, AND AEROSPACE HAS REPLACED OIL AS THE NUMBER ONE INDUSTRY FOR THE AREA.

IN ADDITION, YOU HAVE HERE IN SPARTAN AVIATION ONE OF THE OLDEST AND BEST AVIATION TRAINING FACILITIES IN THE ENTIRE UNITED STATES.

I AM TOLD THAT SPARTAN HAS TAUGHT MORE PEOPLE HOW TO FLY THAN ANYBODY OUTSIDE OF THE U.S. MILITARY. AND ITS MECHANICS SCHOOL SERVES AS A FEEDER FOR THE AMERICAN AIRLINES MAINTENANCE FACILITY AND MANY OTHER MAINTENANCE SHOPS AND REPAIR STATIONS AROUND THE COUNTRY.

A FURTHER INDICATION OF THE IMPORTANCE OF AVIATION TO THIS COMMUNITY IS THE AEROSPACE ALLIANCE THAT WAS ANNOUNCED RECENTLY HERE IN TULSA. THIS NETWORK OF AEROSPACE AND AVIATION-RELATED BUSINESSES, WORKING CLOSELY WITH CITY OFFICIALS, WILL HELP ENSURE A SOLID FUTURE BASE FOR AVIATION AND AEROSPACE IN THIS AREA. AND I COMMEND THE COMMUNITY FOR TAKING THIS IMPORTANT STEP.

FAA, OF COURSE, HAS HAD A LONG HISTORY OF INVOLVEMENT IN OKLAHOMA, PARTICULARLY AT OKLAHOMA CITY WHERE OUR AERONAUTICAL CENTER IS LOCATED, BUT ALSO HERE IN TULSA. AND OUR ASSOCIATION WITH THIS AREA WILL ONLY EXPAND TO MATCH THE PROJECTED GROWTH OF AVIATION AND THE DEMAND FOR AVIATION SERVICES.

AFTER THIS LUNCHEON TODAY, FOR EXAMPLE, I AM HEADED OUT TO TULSA INTERNATIONAL WHERE I WILL DEDICATE A NEW STATE-OF-THE-ART RADAR SYSTEM, CALLED AN ASR-9. JUST A FEW LOCATIONS HAVE GOTTEN ASR-9 SO FAR, BUT ULTIMATELY SOME 100 LOCATIONS AROUND THE COUNTRY WILL BE EQUIPPED WITH THIS NEW RADAR.

THE CHIEF BENEFIT OF ASR-9 IS THAT IT GIVES CONTROLLERS FOR THE FIRST TIME A SIMULTANEOUS PICTURE OF WEATHER AND TRAFFIC. THE TULSA ASR-9 WILL PROVIDE APPROACH AND DEPARTURE SERVICE FOR THE TULSA AREA, FROM AS FAR SOUTH AS HENRYETTA, OKLAHOMA, TO INDEPENDENCE, KANSAS, IN THE NORTH.

THE ASR-9 IS JUST ONE OF THE ELEMENTS OF OUR MODERNIZATION PROGRAM FOR THE NATIONAL AIRSPACE SYSTEM. PREPARING THE AVIATION SYSTEM FOR THE FUTURE IS CLEARLY OUR GREATEST CHALLENGE. AND I SAY "OURS" BECAUSE IT'S A CHALLENGE THAT IS NOT FAA'S ALONE. IT'S A CHALLENGE WE ALL MUST FACE.

AND THE CHALLENGE IS ENORMOUS. OUR PROJECTIONS SHOW THAT BY THE TURN OF THE CENTURY, WE'LL HAVE CLOSE TO 800 MILLION PASSENGERS, COMPARED TO 500 MILLION THIS YEAR, AND WITHIN THE FIRST DECADE OF THE NEW CENTURY, WE WILL BE APPROACHING A BILLION--DOUBLE WHAT WE HAVE TODAY.

YET, WE HAVEN'T OPENED A MAJOR NEW AIRPORT SINCE 1974, EVEN THOUGH THE NUMBER OF AIR PASSENGERS HAS DOUBLED DURING THAT TIME. AND WE'VE GOT ONLY ONE UNDER CONSTRUCTION NOW.

WHAT DOES THIS ALL MEAN? WELL, WITHOUT ADDITIONAL CAPACITY IN THE SYSTEM, IT SIMPLY MEANS INCREASING CONGESTION AND DELAY--AND VERY COSTLY CONGESTION AND DELAY, I MIGHT ADD.

HERE'S HOW IT LOOKS TODAY. TWENTY-ONE OF OUR MAJOR AIPORTS NOW HAVE SIGNIFICANT DELAY PROBLEMS. AND, ACCORDING TO A RECENT STUDY BY THE TRANSPORTATION RESEARCH BOARD, THAT NUMBER'S GOING TO DOUBLE IN THE NEXT SEVEN YEARS.

WHAT'S TO BE DONE? ACTUALLY, A NUMBER OF THINGS. AS I MENTIONED EARLIER, FAA IS MODERNIZING--AND WILL CONTINUE TO MODERNIZE--OUR AIR TRAFFIC CONTROL SYSTEM. THIS MODERNIZATION--USING THE MOST ADVANCED TECHNOLOGY AVAILABLE--WILL GIVE US PAYOFFS IN GREATER EFFICIENCY, GREATER CAPACITY, AND GREATER SAFETY.

BUT, THE FAA DOESN'T BUILD AND OPERATE AIRPORTS. THAT'S YOUR PIECE OF THE ACTION, BECAUSE AIRPORTS ARE BUILT AND OPERATED ON A LOCAL AND STATE BASIS. BUT, WE CAN AND WILL HELP.

TULSA CLEARLY SHOWS THAT IT UNDERSTANDS THE IMPORTANCE OF PLANNING AHEAD. YOUR PROPOSAL FOR A SECOND RUNWAY AT TULSA INTERNATIONAL SHOWS THAT TULSA IS PREPARING TO MEET THE CHALLENGES OF THE FUTURE.

SO I COMMEND YOU FOR YOUR FORESIGHT. I GUARANTEE YOU IT WILL PAY GREAT DIVIDENDS DOWN THE ROAD. WHEN YOU ARE PLANNING FOR AVIATION FACILITIES, YOU CAN'T PLAY CATCHUP. YOU'VE GOT TO HAVE THE ABILITY TO THINK BEYOND THE HORIZON, EVEN WHILE YOU ARE GRAPPLING WITH A MYRIAD OF TODAY'S PROBLEMS AND ISSUES.

YET, WE ALL REALIZE HOW DIFFICULT AND FRUSTRATING THIS RESPONSIBILITY IS. IN INSTANCE AFTER INSTANCE AROUND THE COUNTRY, WHENEVER A COMMUNITY MOVES TO IMPROVE AN AIRPORT OR BUILD A NEW ONE, IT COMES UP AGAINST THE PROBLEM OF AIRCRAFT NOISE. IT'S AN ISSUE THAT GENERATES A LOT OF EMOTION--AND A LOT OF OPERATIONAL RESTRICTIONS.

TODAY, OVER 400 OF OUR AIRPORTS HAVE SOME KIND OF OPERATIONAL RESTRICTIONS BECAUSE OF NOISE. THESE RESTRICTIONS THREATEN OUR EFFORTS TO INCREASE CAPACITY. THEY ALSO SERIOUSLY AFFECT INTERSTATE COMMERCE AND OUR NATIONAL ECONOMY BY UNDERMINING THE OVERALL EFFICIENCY OF OUR AIR COMMERCE SYSTEM.

FORTUNATELY, THE RECENTLY-ENACTED AIRPORT SAFETY AND CAPACITY EXPANSION ACT OF 1990 GIVES US SOME OF THE TOOLS TO HELP CHANGE THAT.

IT IS BEING HAILED AS "LANDMARK" LEGISLATION AND IT TRULY IS. IN FACT, IT IS THE MOST SIGNIFICANT AVIATION LEGISLATION SINCE DEREGULATION BECAUSE IT DEALS HEAD-ON WITH TWO OF THE BIGGEST PROBLEMS FACING AVIATION IN THE COUNTRY TODAY: CAPACITY AND NOISE.

LET ME JUST DIGRESS FOR A MINUTE TO RECOGNIZE CONGRESSMAN JIM INHOFE FOR HIS ROLE IN THIS LEGISLATION. CONGRESSMAN INHOFE HAS BEEN A STRONG SUPPORTER FOR THE PASSENGER FACILITY CHARGES ALL ALONG, AND IF IT HADN'T BEEN FOR THE STAUNCH SUPPORT OF HIM AND OTHERS, WE MIGHT NOT HAVE GOTTEN THAT LEGISLATION PASSED. SO, I THINK ALL OF US OWE HIM AND HIS COLLEAGUES WHO SUPPORTED THE LEGISLATION A GREAT DEAL OF CREDIT.

LET ME JUST HIT SOME OF THE NEW LEGISLATION'S HIGHLIGHTS. FIRST, IT CALLS FOR THE DEVELOPMENT OF A NATIONAL NOISE POLICY, ALONG WITH THE SCHEDULED PHASE-OUT OF NOISIER AIRCRAFT.

TAKEN TOGETHER, THE NOISE PROVISIONS OF THE LEGISLATION WILL REDUCE DRAMATICALLY THE NUMBER OF PEOPLE EXPOSED TO SIGNIFICANT AIRCRAFT NOISE.

NEXT, THE LAW CREATES A NEW OPPORTUNITY FOR LOCAL AUTHORITIES TO RAISE ADDITIONAL FUNDS TO IMPROVE AIRPORT CAPACITY. THESE ARE THE SO-CALLED PASSENGER FACILITY CHARGES, PFCS--OR HEAD TAXES. THIS NEW SOURCE OF REVENUE WILL DRAMATICALLY INCREASE THE ABILITY OF AIRPORT AUTHORITIES TO FUND IMPROVEMENT PROJECTS AND THE FLEXIBILITY TO DEAL WITH PROJECTED GROWTH IN AIR TRAFFIC IN THE NEXT DECADE. AND THESE NEW REVENUES HAVE TO STAY AT THE AIRPORT--THEY CAN'T BE TAKEN DOWNTOWN.

HERE AT TULSA, FOR EXAMPLE, WE ESTIMATE THAT IMPOSITION OF A $3 PASSENGER FACILITY CHARGE WOULD RAISE ABOUT $4.1 MILLION THIS YEAR, COMPARED TO $2.2 MILLION TULSA IS SCHEDULED TO GET IN ENTITLEMENT FUNDS UNDER EXISTING LEGISLATION.

I CAN ASSURE YOU, THE CONGRESS HAS SET VERY SPECIFIC, RELATIVELY SHORT-TERM DEADLINES FOR CARRYING OUT THE PROVISIONS OF THIS LEGISLATION, SO THE REGULATORY PROCESS WILL NOT BE A LONG DRAWN-OUT AFFAIR.

THE LAW REQUIRES US TO ISSUE IMPLEMENTING REGULATIONS BY JULY 1, 1991 FOR BOTH THE NOISE POLICY AND THE PHASE-OUT OF NOISIER AIRCRAFT AS WELL AS THE PASSENGER FACILITY CHARGES. SO WE ARE MOVING AHEAD QUICKLY IN THE DEVELOPMENT OF THESE REGULATIONS.

YET, I AGREE THAT THE LEGISLATION IS TERRIBLY SIGNIFICANT, I WOULD ADD A CAVEAT. THIS LEGISLATION IS NOT A PANACEA, AS NO LEGISLATION EVER IS BY ITSELF. LEGISLATION IS ONLY AS GOOD AS OUR ABILITY TO IMPLEMENT IT. AND IN THIS REGARD, WE ALL HAVE OUR WORK CUT OUT

IN THE NOISE AREA, FOR EXAMPLE, EVEN THOUGH THE LEGISLATION PROVIDES FOR A NATIONAL NOISE POLICY AND A PHASE-OUT OF NOISIER AIRCRAFT, THERE IS STILL A CRITICAL ROLE FOR COMMUNITIES TO PLAY IN TERMS OF BETTER MANAGING LAND USE AROUND AIRPORTS.

THIS IS A MAJOR CHALLENGE, PARTICULARLY IN FULLY DEVELOPED METROPOLITAN AREAS. BUT IT IS GOING TO BE A CHALLENGE EVERYWHERE, INCLUDING HERE IN TULSA, BECAUSE THE KEY IS NOT TO ALLOW INCOMPATIBLE SITUATIONS TO DEVELOP. IT'S TOO LATE TO START DEALING WITH THE SITUATION WHEN REAL ESTATE DEVELOPMENT HAS REACHED THE AIRPORT FENCE.

WITH PROPER PLANNING AND FORESIGHT--AND SOME COURAGEOUS LOCAL DECISIONMAKING, I MIGHT ADD--YOU CAN PREVENT THAT FROM HAPPENING. AND, PASSENGER FACILITY CHARGES WILL PROVIDE AN ADDITIONAL SOURCE OF LOCAL REVENUE TO HELP DESIGN AND IMPLEMENT COMPATIBLE LAND USE PLANS.

IN SHORT, THIS LEGISLATION PRESENTS US ALL WITH AN OPPORTUNITY AND A CHALLENGE. AND I AM LOOKING FORWARD TO THAT CHALLENGE BECAUSE I THINK THE WAY WE RESPOND TO THE TWIN ISSUES OF CAPACITY AND NOISE OVER THE NEXT COUPLE OF YEARS WILL LARGELY DETERMINE THE FUTURE OF AVIATION IN THIS COUNTRY.

AND THE WAY WE MEET THIS CHALLENGE WILL DEPEND IN LARGE PART ON HOW WELL WE ALL WORK TOGETHER. AS I LOOK AROUND THIS ROOM AND REFLECT ON THE WAY THAT COMMUNITIES LIKE TULSA ARE RESPONDING AND HAVE RESPONDED TO AVIATION CHALLENGES IN THE PAST, I THINK OUR CHANCES FOR SUCCESS ARE VERY GOOD INDEED.

[IF THERE IS TIME, ANSWER A FEW QUESTIONS.]

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