REMARKS FOR FAA ADMINISTRATOR
JAMES B. BUSEY
GROUNDBREAKING CEREMONY
AIRCRAFT/AIRMEN REGISTRY BUILDING
AERONAUTICAL CENTER
OKLAHOMA CITY, OKLAHOMA
NOVEMBER 1, 1991

Thank you, Mac (McLure) and Bill (Williams-AVN Director)....

Ladies and gentleman, distinguished guests, Mayor Norick, members of the Oklahoma City Airport Trust....Aeronautical Center employees....(others to be added as RSVP's arrive.)

I'm pleased to be here today to help you break ground for the Registry building. This will be a $10 million structure to house equipment that will be among the most important tools in our war against drug traffic in the United States.

It will also provide a major improvement in the service we provide for the aviation industry -- the pilots, the aircraft owners, the manufacturers, the lease-holders -- everyone connected with aviation.

As you know, under FAA rules, every airman and aircraft must be registered here at Oklahoma City. Our safety data banks also include service difficulty reports, accident and incident reports, and records of enforcement actions.

It's a major part of our record-keeping and enforcement programs in the FAA. The present record-keeping system is outdated, the equipment is outdated and the building is inadequate, particularly in the light of Congressional mandates. So, we needed to upgrade and streamline this operation and that's why we are here today.

This new Registry building will fulfill a number of requirements that FAA has undertaken to help law enforcement agencies stop the flow of illegal drugs.

The 1988 Drug Enforcement Assistance Act set out eleven 11 ways our aircraft registry would be used in this fight.

Previously, the FAA's authority for the airmen and aircraft registry was confined to safety, but the Congress spelled out changes in both aircraft registration and airman certification to help in drug interdiction as well.

These requirements are being met in a variety of ways, particularly in providing a great deal more information about aircraft and airmen to law enforcement offices, 24 hours a day, 365 days a year.

State-of-the-art laser-optical record-keeping equipment will be installed in the new building. No one in the world has seen anything like it.

To operate this equipment, we have started hiring and training new aircraft and airmen examiners. Some 200 examiners will be ready when the entire facility comes on line in 1993. They will be here to serve not only the law enforcement community, but in the words of Congress, the needs of the aviation industry in general.

This will be the largest registry of its kind in the world. It will bring 145 new jobs to the Aeronautical Center. It will bring us into a new level in our never-ending fight against the evils of drug-traffic... and enable us to perform even greater services to the aviation industry.

I also am pleased today to pay tribute to the Oklahoma City airport Trust, the financing agency which permitted us to proceed with this building without years of delay and which serves as landlord to the Aeronautical Center.

And, finally, I am pleased today to introduce Rep. Glenn English as principal speaker. As you know, the Aeronautical Center lies in his district and his appearance today is most appropriate for other reasons as well. He has led the fight against drugs for the 19 years he has served in Congress.

He is a great Oklahoman, a great supporter of the Federal Aviation Administration and a great member of Congress and a noted fighter in our war against drugs....

Ladies and gentlemen, Rep. Glenn English....

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REMARKS BY FAA ADMINISTRATOR
JAMES B. BUSEY
FOR
ASDE-3 RIBBON-CUTTING CEREMONY
FAA AERONAUTICAL CENTER
NOVEMBER 1, 1991

It's a pleasure to be with you today.

As you know, this morning we participated in groundbreaking ceremonies for the new Airmen and Aircraft Registry Building at the other side of the Center.

And now, this afternoon, we are here across the way to officially open the Center's new ASDE-3 training facility.

Both these ceremonial events highlight facilities that are critical to aviation safety and security. And the fact that both are located here at the Mike Monroney Aeronautical Center is just another indication of how important we consider this Center to national and international aviation.

The ASDE-3 will provide controllers the equipment they need to monitor ground movements at major airports.

Runway incursions are rare events, although the accident at Los Angeles in February was a tragic reminder of their potential.

We have established a broad-based runway incursion program that addresses the problem from every angle. And the ASDE-3 is a major component of this program.

With ASDE-3, controllers will be able to keep track of all kinds of surface traffic--aircraft, service trucks and other ground vehicles, as well as pedestrians--even during poor visibility conditions.

It also has a dual channel, with each channel operating independently, to provide greater redundancy.

Our current plans are to establish eleven new ASDE-3 systems this fiscal year, ending September 30, 1992. Also this fiscal year, we will replace twelve of the older-type surface detection systems with this new state-of-the art ASDE.

Next fiscal year, we aim to establish another seven new systems and replace an older one.

The ASDE-3 here at the Aeronautical Center will be used for maintenance training by the FAA Academy. Eight classes--each lasting eight weeks--will be conducted annually for the next three years.

We are fortunate to have this sophisticated equipment available full-time for training our maintenance technicians as well as top-notch instructors to conduct the courses.

Let me just take a moment to mention our technician workforce. You never hear much about our technicians. They are behind-the-scenes folks who never get too close to the limelight. But, I will tell you this, there is no group of employees who are more critical to the success of the FAA safety mission than our airway facilities technicians.

So, I am pleased that will have this ASDE-3 available to provide them the training they need to keep this equipment up and running at major airports around the country.

And, finally, let me tell you how delighted I am to be here to mark this occasion because I know how important this facility is for what we are trying to do to provide the highest level of safety for the flying public.

Now, if I may ask Bob Bartanowicz, Superintendent of the FAA Academy, and Pete Kochis, Manager of the FAA Logistics Center, to join me, we'll cut the ribbon officially opening the ASDE-3 training facility.

After the ribbon cutting, I invite all of you to join us on a tour of this new facility.

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REMARKS BY ADMIRAL JAMES B. BUSEY
ADMINISTRATOR
THE FEDERAL AVIATION ADMINISTRATION
NBAA AWARDS CEREMONY
TETERBORO AIRPORT
NOVEMBER 6, 1991

THANK YOU.

THIS IS A HAPPY OCCASION. WE DIDN'T EXPECT TO RECEIVE AWARDS FOR WHAT WE'VE DONE, BUT IT'S SURE NICE TO GET THEM. SO, FOR MY COLLEAGUES AT THE FAA AND ESPECIALLY OUR FOLKS IN THESE THREE FACILITIES, I WANT TO THANK JONATHAN HOWE AND HIS STAFF. IT WAS A THOUGHTFUL AND CONSIDERATE THING TO DO, AND WE ARE GRATEFUL.

THE NBAA ISN'T IN THE HABIT OF GIVING AWARDS LIKE THIS, SO I GUESS WE MUST HAVE REALLY MADE AN IMPRESSION ON THEM.

WE HAD A BAD SITUATION HERE. SOME PEOPLE SAY THAT TETERBORO IS IN THE WRONG PLACE. I DON'T AGREE WITH THAT. WE NEED GOOD RELIEVER AIRPORTS, AND THIS IS ONE OF THE BEST.

BUT, BECAUSE IT IS SO CLOSE TO LAGUARDIA AND NEWARK, IT HAS TO COMPETE FOR LIMITED AIRSPACE. TETERBORO TRAFFIC OFTEN PLAYED SECOND FIDDLE TO TRAFFIC TO THOSE AIRPORTS -- AND, SOMETIMES, WHEN CONDITIONS WERE REALLY BAD, TETERBORO TRAFFIC DIDN'T GET TO PLAY AT ALL.

ACCESS WAS RESTRICTED. DELAYS WERE COMMON. AND SO WERE THE COMPLAINTS.

PILOTS WERE UNHAPPY. FIXED BASE OPERATORS WERE UNHAPPY. AIRPORT MANAGEMENT WAS UNHAPPY. AND BUSINESS PASSENGERS WERE UNHAPPPY.

IT WAS A PERFECT SETUP FOR A NO-HOLDS-BARRED FIGHT, WITH THE FAA ON ONE SIDE AND THE AIRPORT AND ITS USERS ON THE OTHER. IT COULD EASILY HAVE BECOME A NO-WIN SITUATION FOR EVERYONE, WITH BAD TEMPER AND BAD FEELINGS ALL AROUND.

FORTUNATELY, THAT DIDN'T HAPPEN. COOLER HEADS PREVAILED. INSTEAD OF FIGHTING EACH OTHER, WE GOT TOGETHER.

WE TALKED ABOUT WHAT'S RIGHT AND WHAT'S WRONG. WE LISTENED WHEN YOU FOLKS TOLD US -- AND THEN CONVINCED US -- THAT WE OUR PROCEDURES WERE HAVING A SERIOUS EFFECT ON TETERBORO TRAFFIC. AND WE REALIZED THAT CHANGES WERE NEEDED.

NOW THAT'S EASIER SAID THAN DONE. WE'VE GOT THREE MAJOR JETPORTS HERE, PLUS TETERBORO, WESTCHESTER, MORRISTOWN, AND A NUMBER OF SMALLER AIRPORTS. IT'S A HIGH-DENSITY REGION -- MAYBE THE WORLD LEADER. AND THE AIRSPACE IS COMPLEX -- MAYBE THE MOST COMPLEX IN THE WORLD TOO.

SO IT'S NOT EASY TO MAKE CHANGES. WE CAN'T SHUT THE SYSTEM DOWN WHILE WE TINKER WITH IT. IT HAS TO KEEP GOING -- SAFELY -- 24 HOURS A DAY, EVERY DAY IN THE YEAR.

THE FIRST THING WE DID WAS TO GET OUR FAA PEOPLE AT THE REGIONAL AND LOCAL LEVEL TO RECOGNIZE THE ADVERSE IMPACT THAT OUR PROCEDURES WERE HAVING ON TRAFFIC TO AND FROM TETERBORO.

WE GOT THAT RECOGNITION BECAUSE WE HAD THE BENEFIT OF DIRECT INPUT FROM THE AIRPORT USERS AND OPERATORS. AND THE CHANGES WE MADE WERE A DIRECT RESPONSE TO THAT DIRECT INPUT. WE TOOK ACTION AT ALL THREE LEVELS -- LOCAL, REGIONAL, AND NATIONAL -- WITHIN THE FAA.

I WON'T DETAIL ALL OF THE CHANGES EXCEPT TO SAY THAT WE SET UP A COUPLE OF NEW DEPARTURE ROUTES THAT ARE NOT PIGGYBACKED ONTO NEWARK'S DEPARTURES, AND WE INCREASED THE TOWER STAFF, INCLUDING ASSIGNING THREE SUPERVISORS INSTEAD OF JUST ONE. WE'RE GOING TO GIVE TETERBORO ITS OWN DEPARTURE CONTROLLER, AND WE'RE WORKING ON A NEW INSTRUMENT APPROACH FROM THE NORTH.

THE CHANGES WE MADE HAVE BROUGHT MEASURABLE IMPROVEMENT. DELAYS ARE WELL BELOW WHAT THEY WERE TWO YEARS AGO. AND I BELIEVE EVERYBODY'S HAPPIER.

NOW WHAT HAVE WE LEARNED FROM THIS EXPERIENCE?

WE'VE LEARNED THAT WE CAN DO A LOT WHEN WE WORK TOGETHER, WHEN WE COMMUNICATE AND COOPERATE WITH EACH OTHER.

WE HAD A PROBLEM HERE, AND YOU FOLKS HELPED US UNDERSTAND EXACTLY HOW SERIOUS IT WAS. I'LL SAY IT DIRECTLY. WE NEEDED A PUSH, AND YOU FOLKS GAVE US THAT PUSH. YOU DID IT IN THE RIGHT WAY, THE POSITIVE WAY. AND WE REACTED IN THE RIGHT AND POSITIVE WAY.

WE GOT TOGETHER WITH YOU, AND TOGETHER WE TURNED WHAT COULD HAVE BEEN ENCOUNTER SESSIONS INTO WORKSHOP SESSIONS. THAT LED TO A CHANGED ATMOSPHERE -- AN ATMOSPHERE THAT MADE IT EASIER TO GET THINGS DONE.

JOE RITORTO, THE CHAIRMAN OF THE AIRPORT DELAY COMMITTEE, LED THE CHARGE FOR TETERBORO. JOE, CORRECT ME IF I'M WRONG, BUT YOU EXPECTED A FIGHT WHEN YOU WENT TO THE FAA.

INSTEAD, YOU GOT COOPERATION.

I'M PROUD OF THAT, BECAUSE I THINK IT INDICATES A NEW ATTITUDE WITHIN THE FAA, AN ATTITUDE THAT FOSTERS COOPERATION AND UNDERSTANDING, RATHER THAN RIGID ADHERENCE TO THE STATUS QUO.

SURE, THERE WAS GIVE AND TAKE, BUT THAT'S WHAT HAPPENS WHEN PROFESSIONALS GET TOGETHER TO WORK ON COMMON PROBLEMS. AND THAT'S HOW WE GET THE KIND OF RESULTS WE GOT HERE.

SO THIS AWARD TODAY IS A RECOGNITION NOT ONLY OF THE PROFESSIONALISM OF THE FAA PEOPLE INVOLVED, BUT ALSO OF THE FACT THAT WE CAN WORK TOGETHER.

FOR ALMOST THREE YEARS NOW, I'VE BEEN TELLING THE AVIATION WORLD OUTSIDE THE FAA THAT WE MUST LEARN TO COMMUNICATE WITH EACH OTHER. INSTEAD OF SITTING BACK NURSING RESENTMENTS AND ANTAGONISMS, LET'S GET TOGETHER AND SEE IF WE CAN FIND SOLUTIONS TO OUR PROBLEMS.

IF ANYONE HAS DOUBTS ABOUT OUR WILLINGNESS TO DO THAT, I HOPE THEY'LL LOOK AT WHAT WE'VE DONE WITH YOU HERE AT TETERBORO.

I WISH WE COULD BROADCAST THIS AWARD CEREMONY TO EVERY PERSON WHO THINKS THE FAA ISN'T INTERESTED IN WORKING WITH THE PEOPLE IN AVIATION, ESPECIALLY WITH THE PEOPLE IN GENERAL AVIATION.

HERE'S A CASE WHERE WE LISTENED TO GENERAL AVIATION. WE HEARD THE MESSAGE LOUD AND CLEAR. AND WE TOOK ACTION TO MAKE THE SITUATION MORE EQUITABLE.

I WANT A LEVEL PLAYING FIELD FOR EVERYONE IN AVIATION -- AND THAT APPLIES TO GENERAL AVIATION AS WELL AS TO ALL THE OTHER AVIATION GROUPS.

I'M SURE YOU UNDERSTAND THAT IT'S NOT ALWAYS EASY TO LEVEL THE FIELD TO EVERYONE'S SATISFACTION. THE FAA HAS MANY DIFFERENT CUSTOMERS WITH MANY DIFFERENT NEEDS -- GENERAL AVIATION, BUSINESS AVIATION, THE AIRLINES, THE MILITARY, AND ALL THE REST. WE ARE OFTEN CAUGHT BETWEEN CONFLICTING PRESSURES THAT MAKE IT DIFFICULT, IF NOT IMPOSSIBLE, TO PLEASE EVERYONE 1OO PERCENT.

SO WE DO THE BEST WE CAN, AND SOMETIMES -- WHEN WE HAVE THE KIND OF HELP WE'VE HAD HERE -- WE SUCCEED.

WE GOT THE AWARDS TODAY, BUT WE DON'T DESERVE ALL OF THE CREDIT. A LOT OF THAT SHOULD GO TO PEOPLE LIKE PHIL ENGLE, THE AIRPORT MANAGER, AND JOE RITORTO AND HIS COMMITTEE. AND I THINK SPECIAL CREDIT SHOULD GO TO JONATHAN HOWE AND HIS STAFF AT THE NBAA.

I'VE GOTTEN TO KNOW JONATHAN WELL IN THE PAST COUPLE OF YEARS, AND I CAN TELL YOU THAT I GREATLY APPRECIATE HIS HELP ON THE ISSUES RELATING TO BUSINESS AVIATION. HIS ADVICE AND COUNSEL HAVE BEEN INVALUABLE.

I HOPE WE CAN COUNT ON THIS SAME SPIRIT OF COOPERATION THAT WE HAVE HERE AT TETERBORO TO HELP US DEAL WITH OTHER DIFFICULT AVIATION ISSUES. AND I CAN'T LET THIS OPPORTUNITY PASS WITHOUT SAYING A FEW WORDS ABOUT ONE OF THE MOST DIFFICULT ISSUES -- AIRCRAFT NOISE.

RIGHT NOW, IT'S A NO-WIN SITUATION FOR EVERYONE -- A VERY DIFFICULT, VERY COMPLEX PROBLEM.

WE DEPEND ON AIR TRANSPORTATION. IT'S ESSENTIAL TO OUR NATIONAL ECONOMIC WELL-BEING. THAT MEANS THAT AVIATION NOISE IS HERE TO STAY. AS LONG AS WE HAVE AIRPLANES WE'RE GOING TO HAVE NOISE. SO AIRCRAFT NOISE IS A FACT OF LIFE, AND WE'RE GOING TO HAVE LEARN HOW TO DEAL WITH IT.

I THINK WE CAN DO A LOT. AS YOU KNOW, WE'VE SET UP A SPECIAL TEAM OF EXPERTS TO EXPLORE ALL POSSIBILITIES FOR REDUCING THE IMPACT OF AVIATION NOISE IN THIS AREA. THIS IS A SERIOUS EFFORT, AND I BELIEVE THAT WE MAY FIND NEW WAYS TO MITIGATE THE EFFECTS OF AIRCRAFT NOISE.

BUT, YOU KNOW, IT'S NOT JUST AN FAA PROBLEM. IT'S EVERYONE'S PROBLEM. YOURS AS WELL AS MINE.

EVERYONE IN AVIATION, I BELIEVE, SHOULD BE CONSTANTLY AWARE OF THE NEED TO BE A GOOD NEIGHBOR. WE'VE GOT TO BE MORE SENSITIVE TO OUR NEIGHBOR'S NEEDS. AND WE MUST NEVER, EVER, FOREGO THE USE OF GOOD NOISE-REDUCTION PROCEDURES IN OUR FLIGHT OPERATIONS.

YOU'VE GOT A NOISE PROBLEM HERE AT TETERBORO. BUT YOU'VE ALSO GOT AN EFFECTIVE NOISE-ABATEMENT PROGRAM THAT HAS SIGNIFICANTLY REDUCED NOISE IMPACTS OVER THE PAST FEW YEARS. THAT PROGRAM WORKS BECAUSE THE PILOTS HAVE COOPERATED. AND THAT SPEAKS WELL FOR THE PROGRAM AND THE PILOTS.

AND THERE'S ANOTHER FACTOR AS WELL. PHIL ENGLE AND HIS STAFF HAVE WORKED HARD TO CREATE GOOD WILL IN THE COMMUNITY AND GOOD COMMUNICATIONS WITH COMMUNITY LEADERS. THE PAYOFF HAS BEEN GREATER PUBLIC UNDERSTANDING, GREATER SUPPORT AND LESS ANTAGONISM. YOU CAN'T ASK FOR MORE THAN THAT.

WHEN ONE OF MY STAFF PEOPLE ASKED JOE RITORTO WHAT YOU FOLKS WANTED TO HEAR FROM ME TODAY, JOE REPLIED: "I DON'T KNOW EXACTLY WHAT OUR PEOPLE WANT TO HEAR -- EXCEPT THAT THEY'LL GET MORE." HE MEANT MORE COOPERATION.

WELL, I'LL TELL YOU RIGHT NOW, YOU CAN COUNT ON IT.

OVER THE PAST YEAR, WE'VE SEEN WHAT COOPERATION CAN DO. WE'VE ALL LEARNED A GREAT LESSON, THAT WE CAN WORK WITH EACH OTHER. AND, BELIEVE ME, WE WANT TO KEEP THAT PROCESS GOING.

IT'S BEEN GREAT TO BE WITH YOU TODAY. AND, ONCE AGAIN, THANK YOU FOR THESE AWARDS. THEY ARE GREATLY APPRECIATED.

THANK YOU ALL.

REMARKS BY ADMIRAL JAMES B. BUSEY
ADMINISTRATOR
THE FEDERAL AVIATION ADMINISTRATION
INTERNATIONAL OCEANIC USERS CONFERENCE
HONOLULU, HAWAII
NOVEMBER 14, 1991

Thank you. It's good to be here today. We're pleased that so many of you could be with us at this important conference.

As you know, our theme is "Facing Tomorrow's Challenges Today." We chose that theme because we believe that the world of aviation cannot afford to wait until tomorrow to face tomorrow's challenges.

We must begin right now, right here, today. We must work cooperatively. And we must work faster.

Your presence here shows that you understand the urgency for action. It shows that you share our interest in improving air transportation throughout the Pacific region -- and that you are interested in doing that in the only way it can be done, which will be on a truly cooperative, international basis.

I'm confident that this conference can help us strengthen our work with each other in this region.

Now why is this task so urgent? Well, you have only to look at the continuing, rapid growth in international air traffic. Our most recent forecast shows that international revenue passenger miles will double between now and the year 2002. And the fastest growth of all is happening right here in the Asia-Pacific region.

Unfortunately, while air traffic is growing rapidly, our ability to handle it is growing slowly -- or not at all. Airports and airspace are congested. Efficiency is lower than it should be. Costs are higher.

So we have a clear choice. We can sit by and let congestion and delay increase -- or we can get to work and raise capacity and efficiency.

We must realize, however, that aviation is now a glo operation, and it will require a global effort to increas capacity and efficiency.

The day of the purely domestic air traffic control system is just about over. The time is gone when each nation can do its own thing without regard to what the others are doing.

To put it simply, we need an international system in which aircraft can fly anywhere in the world without unnecessary restrictions.

To build that kind of system, we must adopt a truly global vision of aviation -- a vision that encompasses all aspects of air transportation in the context of a single system of international scope -- and not as a collection of unconnected, separate, domestic systems.

It will take an enormous amount of work and international cooperation to bring that vision into being.

For the first time in history, we have the technology for a global system, and our job now is to get it in place on a global basis.

I'm confident that we will do it -- because the price of failure is just too high.

Efficient, safe international air transportation is now essential to the nations of the world and to their peoples. We can not allow our air traffic to become bogged down in congestion and delay.

We must work together to make sure that does not happen.

I came here today to tell you that the United States is committed to that effort -- seriously committed. It is one of our highest priorities. We're willing -- we're eager -- to work with every nation to put a truly efficient, high capacity, global system in place.

In Europe, for example, we're working with the Joint Airworthiness Authorities to get greater commonality in our aviation rules and regulations. We've made real progress in harmonizing our certification standards. We're working on maintenance issues now, and we're starting to consider the operational side as well. We're also working toward greater commonality in air traffic control technology and systems.

Now, we believe, the time has come to start that same process in the Asia-Pacific region as well.

You don't want to experience here what happened in Europe. They developed and operate independent air traffic control systems that are not compatible. The systems don't talk to each other. Their computers can't communicate.

And those nations are paying a heavy price for this incompatibility. They have a tremendous congestion problem, which they have recognized and are trying to correct. But now they are way behind, and they must work twice as hard just to catch up.

If you don't want the same thing to happen in this region, then you must take the right steps now. And I believe you have recognized this need.

I want to take this opportunity to commend the nations of this region for the recent formation of a regional group that will coordinate the planning and implementation of a regional air traffic system that will be compatible with the global system we're building.

That is a major step, because it's the only way you will be able to ensure the compatibility of national systems in this region.

Now another indication of the United States' commitment to a global air system is our decision earlier this year to make our satellite Global Positioning System available to civil aviation throughout the world, for a ten-year period starting in 1993.

That system will cost the United States more than $10 billion dollars to build and maintain, but we are offering it to the world free of charge to anyone who wants to use it.

As you know, the Soviet Union has also offered its GLONASS satellite system to the world. We are working with the Soviets to test <u>both</u> systems for civil use. Earlier this year, we started operational trials of both systems, using a Northwest Airlines 747, over northern Pacific routes that cross Soviet airspace.

We've been working closely with the Soviets for a couple of years now to establish routes over Siberian airspace. The success of these GPS/GLONASS trials has shown us just how important these new routes will be. I am pleased that the Soviet State Commission for Airspace Use and Air Traffic Management recently confirmed to us that the opening of new routes over this region is a top priority for the Commission.

The Deputy Chairman of the Commission is with us today--another good sign of the cooperative spirit of this conference.

I believe that the way in which the Soviet Union and the United States have worked together successfully on the GPS/GLONASS project is a good example of the kind of international cooperation we are going to need all over the

Now let me cite just one more evidence of our commitment to international aviation.

The United States is devoting tremendous resources to developing new technology to improve oceanic operations here in the Pacific region. The work we're doing here is of tremendous importance not only to this region but to others. We plan to use the new systems and technology that are tested and developed here to improve oceanic operations in other regions, especially on the busy North Atlantic routes.

One example is the Automatic Dependent Surveillance system, or ADS, that will eventually give us the more accurate position information that will allow us to reduce separation standards and greatly increase capacity and efficiency on oceanic routes.

ADS will be satellite-based and, in cooperation with United Airlines, we've devoted a lot of time and effort in recent months to testing satellite digital data-link communications over the Pacific.

These tests have been very successful. We will give United the go-ahead to use satellite digital data-links for all position reports from appropriately equipped aircraft as soon as they have provided all the required training for those whose need it.

While this is not yet the full ADS system we envision, it is the first truly operational implementation of this new technology -- and it is a significant step on the way to a truly advanced world air control system.

The Dynamic Ocean Tracking System, or DOTS, is another major technical advance that is first being applied here in the Pacific. As you know, DOTS uses timely weather and wind information to automatically develop optimum flight routes that save both time and fuel. And it's working great.

In the months ahead, we plan to enhance the DOTS capability in ways that will let us use it for more efficient flow control on Pacific routes.

Another technology now being developed first here in the Pacific is the Oceanic Display and Planning System, or ODAPS, which is currently being used on a limited basis in the Oakland Center.

ODAPS is just in the early stages of development, and it still has limitations. But a number of enhancements are on the way, and eventually it will become the first true ocean automation system.

I think I've said enough to show you just how serious we are about building a better international air transport system. GPS, ADS, DOTS, and ODAPS are just the beginning steps.

The vision of that system of the future has been well-defined by the ICAO Future Air Navigation System Committee, and we are in full support of it.

That vision involves many different technologies. We live in the age of technological marvels, and the time has come to use many of them to improve aviation everywhere in the world.

The new technology is here -- and available -- now. And it covers the entire spectrum of aviation -- communications, surveillance, and navigation.

The future system will be largely satellite-based, giving us unparalleled operational efficiencies. Eventually, at least in the more developed nations, air traffic control procedures will be highly automated.

Data-link communications, both digital and voice, will tie the whole system together -- allowing onboard flight management systems to be integrated with automated, ground-based systems. And a new generation of surveillance and weather radars will increase both efficiency and safety.

All of this advanced technology -- and much more that I have not mentioned -- will help us realize the full potential of modern air transportation. And, if we do it right and within a reasonable time, it will undoubtedly improve the lives of people in many nations.

Now I know that some nations are worried about the costs of the new global system and its economic effects. That is a legitimate concern, of course.

But I think we need to put this issue in the right perspective.

First, we should note that, in offering their satellite systems to the world at no charge for ten to 15 years, the United States and the Soviet Union have given us the time we need to sort out the economic consequences and to develop solutions to any problems.

Secondly, we should understand that the future global system, GPS and all the rest, is not an "all or nothing deal." You can chose what you need. You can take what's appropriate now and add other things later, as the system develops.

The system design that came out of ICAO provides the world with what has been called a "flexible shopping list of capabilities." These capabilities can be tailored to various environments.

Finally, this will be a system that is supremely flexible. It will provide an international standard. And we do need that standard. But each nation can move toward that standard in manageable segments that make sense for its particular situation and requirements.

Some components that could offer operational advantages for one country, or even for a particular airspace sector, might not be appropriate for another. So every nation must make decisions that are based on its own evaluation of the costs, the benefits, and the operational suitability of the various alternatives that will be available.

Consider, for example, the State of California. It is an accurate representation of the entire Pacific rim.

In San Francisco and Los Angeles, we have high-density traffic areas that use sophisticated and expensive surveillance and radar equipment. Yet they easily interface with low-traffic locations, such as general aviation airports, that have just the basic air-ground communications equipment.

There is no reason to provide the same degree of technological sophistication in both environments. That would be unnecessary and expensive.

The important thing is to make sure that the advanced system in the high-density area can interface easily with the basic capability in the low-density environment. The computers have to talk to the computers. The airspace design has to be compatible. Procedures have to be compatible. Separation standards have to be the same.

And that is exactly the kind of flexibility that we are going to build into the future world system -- which should make it easier for developing nations to get the benefits of advanced aviation technology without unnecessary financial strain.

As I said earlier, we are convinced that the world now has the technology to build a truly international air transportation system. We believe that now is the time to get started.

The United States is fully committed to this process. And we are ready to work with other nations in every possible way.

I am confident. In the past few years, aviation people in many nations have begun to recognize the need for a world system. And, most hopeful of all, they have begun to understand the need for international cooperation.

This conference itself is a good indicator of the extent of this new recognition and understanding.

We are on the road to the future. Let's ensure that we progress together.

Thank you.

REMARKS BY FAA ADMINISTRATOR
JAMES B. BUSEY
GENERAL AVIATION INDUSTRY AWARDS PROGRAM
WASHINGTON, D. C.
NOVEMBER 18, 1991

It's always a pleasure to participate in this ceremony. It captures us at our best--industry and government pulling together to promote aviation safety and professionalism.

And today we are here to honor a certified flight instructor and a general aviation maintenance technician who were judged by their own industry to best exemplify the highest standards of professionalism and commitment to aviation safety.

There is no higher honor than to receive the esteem of one's peers. So, today, gentlemen, you should feel very proud.

First, I would like to ask Lloyd Probst to come forward.

Lloyd hails from Montgomery, Alabama. He has been an active "Gold Seal" flight instructor since 1969. He served in the U.S. Air Force as a command pilot, instructor and pilot examiner.

After retiring from the Air Force, he flew as a corporate pilot and served as manager of flight training at Auburn University and chief flight instructor for the Maxwell-Gunther Air Force flying club.

For the past decade, Lloyd has been an FAA Accident Prevention Counselor, merit badge counselor to the Boy Scouts of America and a frequent guest speaker before Civil Air Patrol units and flying clubs.

He also has been very active in the FAA Pilot Proficiency Awards Program (WINGS) since its inception.

Clearly, as you can see, Lloyd Probst has devoted a lot of time and effort to the promotion of general aviation and general aviation safety. My only question to him is--what do you do in your spare time?

As we all know, a major responsibility for developing safe, proficient pilots rests squarely on the shoulders of people like Lloyd Probst. And I know I speak for all of us when I say we are very grateful for your long dedication to this important cause.

Your continuing fine efforts have earned you the honor of being this year's recipient of the National Flight Instructor of the Year Award.

(READ THE PLAQUE)

Congratulations, Lloyd, and keep up the good work.

And, now, if I may ask Emerson Stewart to join me here at the podium. Emerson is this year's winner of the Aviation Maintenance Technician of the Year Award.

Let me tell you a little bit about him. Emerson is from Waynesville, Ohio, and he grew up at the Waynesville airport which was run by his father. And, I might just note that this airport is still owned by the Stewart family.

At the age of 14, Emerson assisted in a major overhaul of an aircraft engine.

Later, he received his formal A&P training at Parks College, in St. Louis, and he has been a Certificated Airframe and Powerplant Maintenance Technician since 1965.

He served in the Air National Guard as a maintenance technician and crew chief. He also is a Certificated Flight Instructor.

Emerson Stewart understands the importance of maintaining the highest standards of quality and he puts those standards into practice day after day, year in and year out.

By the force of his warm personality and enthusiasm, he also has served as an ambassador of good will for the entire general aviation community.

So, Emerson, we appreciate all your good work and it's a real pleasure to present you the 1990 national Maintenance Technician of the Year Award.

(READ THE PLAQUE)

Congratulations! Now if I could ask you all to join me in a round of applause for both of our winners.

Before I relinquish the mike, I want to extend my thanks to all who have made this ceremony possible--the judges and so many others who pitched in to help arrange this national awards ceremony.

I want to pay special thanks to the National Business Aircraft Association, the AOPA's Air Safety Foundation, and the General Aviation Manufacturers Association for sponsoring this event and for donating the gifts for the award recipients.

And, again, I want to tell you how much FAA enjoys being part of this. Thank you.

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REMARKS BY FAA ADMINISTRATOR
JAMES B. BUSEY
1991 INTERNATIONAL CONFERENCE
ON
AGING AIRCRAFT AND STRUCTURAL AIRWORTHINESS
WASHINGTON, D.C.
NOV. 19, 1991

Good morning, ladies and gentlemen. I apologize for rustling you out at such an early hour. We've got such a packed agenda over the next three days, we had no choice but to get started early so we could get you out of here at a decent hour in the afternoon.

On behalf of NASA Administrator Dick Truly and myself, I want to welcome you all to this international conference. I am delighted to see the large turnout and the outstanding lineup of speakers over the next three days.

I am particularly pleased that Congressman Tom Lewis will be speaking to the conference on Friday. Congressman Oberstar was scheduled to be here today, but he couldn't make it. I am pleased, however, that Congresswoman Joan Kelly Horn, the Vice Chair of the House Aviation Subcommittee, is here in his stead.

I just want to take a minute to comment on Congressmen Oberstar and Lewis. Both of these gentlemen have been leaders on Capitol Hill on aviation issues, and aviation safety issues in particular.

Congressman Oberstar has been a true champion on the aging aircraft issue. As Chairman of the Aviation Subcommittee of the House Public Works Committee, he has been highly effective in using his leadership role to advance this cause as well as other important aviation issues.

In fact, he was the driving force behind the Aging Aircraft Safety Act of 1991. Essentially, this requires the FAA to initiate rulemaking action leading to a rule that would assure the continuing airworthiness of aging aircraft.

This is a significant step forward in promoting aging aircraft safety because it puts the cap on many of the programs we have already established and the initiatives that are currently underway.

So I think the aviation community and the traveling public owe Congressman Oberstar a debt of gratitude for his dedication in promoting this important cause.

I might just note that we have already put together a team to accomplish the objectives of the legislation. The team is now at work developing a proposed rule, and they are shooting to have a first draft ready for internal review by mid-December.

I also want to recognize the contributions of Congressman Tom Lewis. As the ranking member of the House Subcommittee on Technology and Competitiveness, Congressman Lewis has been very supportive of FAA programs, including aging aircraft initiatives.

In fact, in 1988, Congressman Lewis was very instrumental in passage of the Aviation Safety Research Act that led to the National Aging Aircraft Research Program which I will discuss later.

He also has been very effective in promoting aviation safety legislation in other areas, particularly on cabin safety issues and fire safety research.

So, Congresswoman Horn, I hope that you would pass on to both the Congressmen our appreciation for what they have done. And, again, I am glad you could join us today.

As you all know, this conference is the fourth in a series of international forums on the aging aircraft issue that have held annually since 1988.

I think it is truly phenomenal the way the international aviation community has come together to focus on this problem of aging aircraft since the Aloha accident in April 1988.

Although FAA and other civil airworthiness authorities had been working on the issue of aging aircraft for many years before that, the Aloha incident galvanized the entire aviation community like no other event in recent memory.

The Aloha incident was a wakeup call because it challenged our previously held assumptions about aircraft airworthiness and our philosophy behind the aircraft maintenance program.

As a result, it brought us all together in an unprecedented way to focus on what needed to be done to ensure the continued structural safety of the world's airline fleet.

Since the first international conference here in Washington in June of 1988, a great deal has been accomplished. And I would like to take this opportunity to commend everyone who have made this progress possible.

From the FAA, I want to thank Tony Broderick in particular, as well as Craig Beard and Tom McSweeny, for their leadership roles in this area.

I also want to especially recognize the key role that the Airworthiness Assurance Task Force has played. Shortly after the first conference, this group was formed as a result of a recommendation from ATA and AIA.

What it did was bring together a group of technical representatives from the airlines and aircraft manufacturing industry around the world to work on the issue.

This task force has been an extraordinarily valuable resource. The FAA has taken several important actions based on its recommendations, particularly in the area of structural modifications and corrosion control.

In fact, the group has been so valuable that it is now part of a regular FAA advisory committee. Currently, we are assessing recommendations from the Task Force on maintenance planning, fatigue design, and testing, and we are expecting additional recommendations in the near future.

So, we are grateful for their expertise and support.

Over the next three days, you will be hearing about many programs and plans, so I don't want to get into details. But, I do want to highlight some of the broad areas of accomplishments I think are worth noting:

o FAA has issued several new airworthiness directives calling for the repair or replacement of certain aircraft components on aging aircraft. Since March 1990, as a matter of fact, structural ADs have been issued for the majority of Boeing, Douglas and Lockheed aircraft.

We are currently working on additional ADs for a few remaining aircraft, as well as on ADs for dealing with problems of airframe corrosion. We expect that all structural and corrosion-related ADs will be completed and issued by January of next year.

o Moreover, we have established an aggressive four-year schedule for complying with these ADs. This schedule was adopted with industry input and public consultation with hundreds of individuals.

Contrary to earlier concerns expressed by GAO, we do not believe the 1994 deadline for compliance is unrealistic. In fact, I am confident that 1994 is an attainable and realistic goal.

o I also am confident that we have in place an effective program for verifying compliance with the ADs. Already, our principal maintenance inspectors are working with airlines to gather compliance data.

By the end of the year, we expect to complete a data base on every aircraft operated by U.S. airlines. This will include a plan on how the operators will ensure that every aircraft complies with these ADs.

A good example of our commitment to monitoring aging aircraft is our National Work Program. Under this program, a team of experienced inspectors and engineers are conducting "hands-on" evaluations and examining the maintenance programs of the U.S. carriers involved.

The findings from these evaluations are being incorporated into our on-going National Safety Inspection Program.

o We also have initiated training programs for our inspectors. The initial focus has been on corrosion, but the program is being expanded to include the assessment of fatigue and the durability of repairs.

o In addition, we have broadened the scope of the aging aircraft program to include commuter aircraft. This initiative consists primarily of reviewing existing airworthiness directives and service bulletins relating to commuter aircraft and to establishing guidelines for supplemental structural inspection programs.

o Finally, I would like to mention the National Aging Aircraft Research Program. This program is the result of the Aviation Safety Act of 1988 which gave us the enabling authority and the tools to launch an extensive research program. This program is aimed as ensuring the airworthiness of the existing fleet as well as future transport aircraft.

It is the largest program in our aircraft safety research area, and it is directed to a whole gamut of concerns--material fracture and fatigue, human factors, maintenance and inspections.

Significantly, this research program also incorporates a transfer of technology agreement with the Departments of Defense and Energy, as well as NASA.

Later, you will be hearing about the specific benefit we already have reaped from this program.

So, in short, I think you can see that we are attacking the problem from all angles, and I just want to say once again that I am pleased at the progress that we are making.

However, let me quickly add, pleased is one thing--satisfied is quite another. I don't think anyone in this room is satisfied that all that can possibly be done is being done.

And that's why we are here today--to discuss what we have learned, but more important to identify what still needs to be done to ensure the continued airworthiness of the world's air fleet.

And you won't get it all done this year either. Many of you will be back next year--if not here in Washington, then some place else--discussing many of these same issues. It's a job that is never finished.

It's is an awesome responsibility, but as I look around this room, I know it's in good hands.

Thank you.

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REMARKS BY ADMIRAL JAMES B. BUSEY
ADMINISTRATOR, FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM CONFERENCE
KANSAS CITY, MISSOURI
NOVEMBER 22, 1991

Thank you. It's good to be here.

I'm not going to make a long speech today. I want to start off with a few words about general aviation, and then I want to give all of you the opportunity to ask questions -- not because I have all the answers (which I don't) but because it's a good way for me to find out what's on your minds.

I talk to a lot of general aviation groups, and I'm always impressed by the fine turnout we get. I'm also impressed by the energy and optimism that I see everywhere in general aviation today.

I wish that the people who say that general aviation is dying could be with me at meetings like this. They'd soon give up their pessimism. It's just not justified by the facts.

Sure, general aviation is not as healthy as we'd like it to be. But it's not suffering from a fatal disease either. We know what's wrong, and we know how to fix it.

General aviation is too important to let die. It's our training ground for future pilots, it provides many essential services, it creates thousands of jobs, and it contributes to our national economic strength.

If we didn't have a general aviation sector today, we'd be busy right now creating one.

Now I know you're heard this before, but I want to say it <u>again</u> and I want to say it <u>personally</u>: The FAA is committed to general aviation.

We want to help make it stronger. And we have a vision of how we can work with you to do that.

First, we need a revival in light plane manufacturing. To help get that going, the Bush Administration is pushing hard for a change in the law that will give aircraft manufacturers relief from the back-breaking burden of product liability costs.

Secondly, we need to increase the pilot supply. With a declining number of military pilots, the airlines must now look to general aviation for new pilots. But they'll have a hard time finding them, unless we can increase the number of student pilots at general aviation airfields.

We've got to realize that many young people won't seriously consider an aviation career unless someone stimulates their interest. I'm glad to say that the FAA's working on that. And I'm also glad to say that we're increasing the support we provide to aviation education in high schools and colleges.

The third item on our agenda -- and maybe the most important of all -- is to make sure that general aviation continues to have the capacity to meet the demand for its services. That means airports.

Unfortunately, we're losing them at a rapid rate. At the beginning of the 1980s, we had just under 6,000 public-use airports. By the end of 1990, we had less than 5,300. We lost 708 public-use airports in the '80s.

During that decade, believe it or not, we lost more than one airport every week.

I hear about this problem everywhere I go. I'm sure of one thing: We need to see if there's any way we can stop this rapid decline.

I think the FAA might be able to help, and I'm open to suggestions on how we might help support airport groups that are trying to keep a local airport alive.

Maybe we could set up a data repository with case histories of successful preservation efforts. The methods used, and the lessons learned, from such experiences could help people in other communities that are facing the loss of an airport.

Now I'm not saying we <u>should</u> do that. I'm just saying we should look at some of the possibilities. We just can't afford to let another 700 airports disappear in this decade.

Richards-Gebaur, which has been turned from a military field into a general aviation reliever, is a good example of what can be done. We'd like to see more conversions of military fields into civil airports, and we've allocated more than $50 million dollars to help fund the process.

We should also be on the lookout for opportunities to set up more joint-use agreements at military fields. We now have 22 joint-use airports and, with the coming reductions in defense spending, we may be able to add considerably to that number. I hope so.

Now what about improving the airports we already have? Well here we run into two speed bumps: The chronic shortage of money and local opposition to airport improvements.

Let's take the money issue first.

Generally, the FAA's requests for airport funds total about ten times more than the money we have available. We've never had all the money we wanted -- and we never will. That puts a premium on making sure we get the most for each dollar invested. If our funds are limited, then we'd better spend them wisely.

We can help, but the most of the responsibility is yours. You airport folks at the state and local level are the ones who conceive the projects, develop the plans, contract for the work, and make the payments.

That's the way it is under our system, and that's the way it should be. After all, you're closer to the local situation than we are. You understand the problems.

And we recognize your expertise in this area. In fact, we're trying to develop ways to give you folks on the state level more flexibility.

A couple of years ago, for example, Congress mandated an experimental block grant program to provide more flexibility in the way states use federal airport funds. As you probably know, Missouri was one of the three states chosen to participate.

The program is scheduled to end next year. But we think it's a success and should be continued.

In fact, we think it should not only be continued but extended to other states. And some people feel that the program should allow states to make grants not only to general aviation airfields but to small commercial airports as well. So that idea will be considered too.

Of course, when new programs like this are being considered, it helps when the people involved -- in this case, people like all of you -- express their opinions and let their state leaders know what they think.

Now, as I said, airport funds are always in short supply. But there is one bright spot.

Under the statute establishing Passenger Facility Charges, or PFCs, airports collecting PFCs will forego a portion of their AIP funds -- and that money will go back into the national pot to be used for smaller airports. Over the years, that will mean millions of dollars for general aviation.

At this year's AIP level, for example, if all 72 large airports imposed a maximum PFC of $3 dollars, a total of $189 million additional dollars would be available for discretionary funding and for general aviation and small commercial-service airports.

Of course, not all of our large airports will impose a PFC, but undoubtedly many will -- and that will provide a big financial boost to smaller airports.

But, even with this additional funding, we still won't have enough to satisfy all of the need, and we'll still have to work together to make sure that we invest wisely and well.

Now, as I mentioned, there's a second problem that often stops airport improvements, even when we have the money to do the job.

That problem is local opposition to aircraft noise. It's the primary reason why we have operational restrictions at hundreds of airports.

As you know, we now have, for the first time, a national noise policy that balances the twin goals of environmental protection and the promotion of air commerce. The new rules require the gradual phase-out of the older, noisier jet transports by the turn of the century. And it gives us a uniform national procedure for reviewing some local airport noise and access restrictions.

There's no question that these new rules will give significant relief to millions of people who are affected by aircraft noise.

But I don't think the problem will ever completely disappear. As long as we have airplanes we'll have noise, and we've got to learn how to deal with it.

But we must realize that it's everyone's problem. Yours as well as mine.

All of us in aviation must be aware of the need to be a good neighbor. We must be sensitive to our neighbors' needs. And we must never, ever, forego the use of safe noise-reduction procedures in our flight operations.

If you've got a noise problem at your airport, there's a lot you can do -- as some of you may know from experience. You can set up a noise-abatement program. You can convince pilots to cooperate and help make the program work.

And you can reach out to the people in the community, communicate with them, bring them into your confidence, and ask for their understanding and support. You might be surprised at the payoff.

I recently visited Teterboro Airport in New Jersey. It's a major reliever in the New York region, and it has a lot of business jet traffic. There's a high potential for a noise problem.

But Teterboro's management has worked long and hard on good community relations. They talk to citizens and community leaders. They let them know what's happening at the airport. They let them in on the decision-making process. And it works.

So I hope we'll see more of that kind of activity at many other airports around the country.

Finally, I want to give you an update on our Loran program. We're now working to certify a receiver for Loran approaches, and, right after that's done, we'll begin certifying Loran instrument approaches at airports all over the country. Eventually about 1,800 airports could have Loran approaches, and that will be a great step forward for general aviation.

Speaking of navigation, as you probably know, we've offered our satellite Global Positioning System, or GPS, to civil aviation throughout the world for a period of ten years, starting in 1993.

Now GPS is not just for the airlines. Everyone will use it. Emergency vehicles, delivery trucks, private cars, and most certainly general aviation. Eventually, it could make every runway in the world an instrument runway.

Some of you may already have a GPS receiver in your planes. They're getting less expensive every day. At the recent NBAA convention, I saw a neat combination Loran/GPS receiver for $7,000 dollars.

And you know for sure that in a year or two that price will be cut in half. While the price is falling, the capabilities will go up. It won't be long before GPS will offer full IFR navigation and maybe even near-precision approach capabilities.

In fact, we've got our technical wizards at the FAA working on GPS instrument approach problems right now.

I'm always amazed at the changes we've seen -- and the changes that are just around the corner. Everything changes in aviation -- faster, it seems, with each passing year.

Our job, yours and mine, is to stay on top of it -- and to help guide it in the right direction. That's something we must do together.

The FAA, by itself, cannot strengthen general aviation. We can't single-handedly revive light plane manufacturing. We can't attract all the pilots we need. We can't attract young people to careers in aviation. We can't build and run the airports.

It all comes down to this. We must be partners. I don't want the FAA to be the bad guys with a big stick. That won't work. What will work is a problem-solving partnership -- a partnership aimed at improving the safety of flying, the efficiency of the system, and the strength of general aviation.

On our side, we have to be responsive and flexible. On your side, you have to be willing to work with us. That's not only the best way, it's the only way to go.

Thank you very much.