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REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
COAST GUARD BOOT CAMP GRADUATION
CAPE MAY, NEW JERSEY
AUGUST 4, 1989

I very much appreciate your introduction. This is a special moment for all of you in Fox Trot 131 and Golf 131 companies. I think I know something of your feelings at this time because I too recently assumed new duties. As I took the oath of office to become Secretary of Transportation, I felt a sense of responsibility and enormous opportunity. I know that you are also facing major new responsibilities, but I have every confidence that you will meet them with the same level of excellence with which you have conducted yourselves during Boot Camp.

Today, I am informed, you have given me an opportunity to make history with you. You are entering your apprenticeship duty on the same day the United States Coast Guard begins its 200th year. What better place to begin a year-long celebration of the Coast Guard Bicentennial than here in Cape May, where it all begins for the men and women who make up the Coast Guard. What better way to welcome the newest group of young men and women who are dedicating their careers to service to their country and to humanity. I am honored to share the occasion with you.

I also think Cape May is an appropriate place for the dedication in September of a monument to Signalman 1C Douglas Munro. He is the only Coast Guardsman to be awarded the Medal of Honor. Munro lost his life rescuing a company of Marines at Guadalcanal during World War II. The dedication will be part of the Bicentennial celebration.

August 4, 1790, is the day it all began. Congress authorized construction of 10 revenue cutters to stop smugglers trying to evade payment of import taxes, and the two centuries that followed are filled with heroic deeds.

But there is another kind of history being made these days, the history that's mixed up with headlines which comprise our daily diet of news. And here, the men and women of the Coast Guard are prominent indeed. Consider the following:

•Dateline, Key West, Florida, July 7, 1989 -- the Coast Guard boarded a Panamanian cement freighter and discovered nearly 3,400 pounds of cocaine stuffed in duffel bags hidden in a lower deck compartment. The seizure, the biggest of the year so far, was worth \$129.5 million. It followed closely a seizure in the Bahamas, a week earlier, of nearly a ton of cocaine with a street value of \$81.5 million dollars. Coast Guard vigilance for one week kept more than \$200 million dollars worth of illegal drugs from entering the U. S.

•Dateline, Oregon, January 3, 1989 -- two Air National Guard pilots were forced to bail out of their fighter jet 18,000 feet over the Pacific. A Coast Guard helicopter moved in -- hovering 15 feet above two liferafts. Aviation Survivalman Third Class Kelly Mogk, the first woman to graduate from the Navy's rescue swimmer school, jumped into the turbulent water and began swimming to one of the victims who was clinging to a life raft. He was entangled in his parachute, suffering from hypothermia and had several broken bones.

With 20 foot waves crashing over him he was in danger of being pulled under by his parachute. After 27 minutes in frigid water, feeling the onset of hypothermia herself, Mogk freed the man and prepared him to be hoisted aboard the hovering helicopter. This is a story of triumph in helping rescue a fellow member of the armed forces. It's a story of heroism, not only in the struggle to survive, but in the search for survivors, a search made successful by the Coast Guard.

Such is the mission of the Coast Guard; such is the life on which you set sail today. From the earliest days of the Republic, the Coast Guard has saved lives. You have enforced our laws and raised our standards in great waters across the globe. And now you, as the latest graduates from Boot Camp, undertake your own adventures, your own careers of service. Not all of you will make it into the headlines. Yet all of you will contribute to the making of history.

If I leave you with no other message today, let it be this: No matter what specialty you take in the days immediately ahead of you, someone else is depending on you. You all count. You are all "can-do" people and you understand that we are privileged to serve the American people. With that comes responsibility, trust, and the obligation that the product we deliver, each in our own way, is a quality product. When other armed services are at peace, you and your colleagues wage all-out war against the forces of carelessness and crime. The examples I have cited are the most obvious missions. They are by no means the only ones.

While your dedication to serving humanity has remained constant for 200 years, the demands made upon you have grown with a mobile republic. Thanks to the Coast Guard's search and rescue skills, thousands of lives are saved each year. All of which makes you virtually unique: A military force which battles to preserve life, and which measures its success by the absence of casualties.

Whether it's your internationally recognized search and rescue school, your innovative boat crew training program, or your alcohol education efforts among the 40 million or more recreational boat operators, over and over again, Coast Guard

members have proven themselves to be guardians of commerce, insurers of lives, and a friend to all in need on our seas and waterways.

No less important, you are lead players in the drama of environmental protection. For example:

- Dateline, Newport Beach, Rhode Island, June 23, 1989 -- a Greek tanker struck a rock and leaking fuel oil became a threat to the marine environment. The Coast Guard immediately assumed direction of the cleanup.

Within a matter of minutes, Captain Eric Williams and a team of Coast Guardsmen were working at the spill site. Captain Williams was cited by ABC News anchor Peter Jennings as "Person of the Week" for responding promptly, but do you know what the Captain said? Williams said it was a team effort. Credit also belongs to the off-duty men and women who heard about the spill, volunteered to help out and were rushed by bus to the spill site. The team effort prevented environmental damage in Newport Beach. I could tell similar stories of dedication to our mission of protecting the environment in Alaska, Delaware and other oil spill sites.

But even this hardly begins to exhaust the true extent of your mission. For the Coast Guard ranks in the world's top twelve naval forces. You operate more than 2,000 ships and boats. Herein lies a great responsibility, and perhaps the greatest challenge of the years ahead.

As one of the five Armed Forces of the United States, you help keep our country strong. As accident preventers and rescuers, you keep it safe. As protectors of natural resources and facilitators of the flow of trade, you help it to be economically sound. As law enforcers you make it tough on the drug smugglers. In other words, you help to keep America secure...in every way.

The importance of this cannot be exaggerated. History has proved again and again that the tenacity and character of a nation is reflected in those who wear its uniform and carry its arms. Here in the Coast Guard, men and women have traditionally made a life-long commitment to service, as is reflected by high reenlistment rates.

In the Coast Guard, the country has a ready, highly-skilled professional force to join the other Armed Forces if America must be defended. None other than those of you assembled today knows better what you do ... how you do it ... what you contribute to America ... where the Coast Guard fits in national defense ... how your peacetime and wartime roles mesh ... who really benefits from your service ... and what you bring to the international arena. We also know what your very existence conveys to the rest of the world about the United States ... what your multi-mission character really means...how you provide a major return on the public investment ... and how big that return is.

As you leave here today to accept your new assignments, remember this: Every citizen has a stake in a government that lives up to its noblest promises. Each one of us is obliged to pass on to our children the freedoms that we inherited. Let us make certain that the present is worthy of preservation, so that in another 200 years, our descendants can say as proudly as we say today, "I am an American."

Today, this country entrusts to you our nation's present and future. We are confident in you and proud of you. To you, who live up to the Coast Guard motto

"Semper Paratus," I offer you the gratitude of an admiring nation, my best wishes and Godspeed. Regardless of how stormy the seas, you should remember there is only one United States Coast Guard and you are part of it and I am proud of you.

TALKING POINTS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
BEFORE
THE INFORMATION RESOURCE MANAGEMENT CONFERENCE
AUGUST 7, 1989
CRYSTAL CITY, VIRGINIA

- Good afternoon.
- I haven't seen this large an assembly of people associated with technology and information management since I left IBM.
 - IBM first job out of the military service.
 - Nine years -- learned a great about information technology and the importance of providing quality customer service.
 - Proud of my years at IBM.
 - Many great companies in this country -- I had the opportunity to work for one.
 - Now have the opportunity to lead a great federal agency.
- Times have changed as has the scope and meaning of information resource management.
 - IRM is not just a synonym for data processing anymore.
 - Business and government realize that managing information resources is as important -- sometimes

even more important -- than managing other resources and components of an organization.

- Those of you here today and involved in telecommunications, data processing, paperwork reduction and general information management are all under the IRM umbrella.

- Important members of this Department's management team.

- Contributions to this organization and work at this conference are going to have a lasting impact on the Department's future.

- One thing I learned at IBM -- emphasized more than anything else and which has carried me through thick and thin, crises and calm, my entire career -- is the importance of service.

- We are all here to serve people.

- Working with technology moving data throughout the Department and disseminating it to the public is -- service.

- Regardless of who the service is being provided for -- our role is to provide quality service within the Department and to our ultimate customers the American public.

- The Department of Transportation has 110,000 employees, and millions of customers who we are responsible for providing quality service to everyday.
 - Customer service is paramount.
 - More important than the technology itself.
 - More important than the performance of the technology.
 - During my tenure as Secretary of Transportation, I want to treat our customer -- the American public -- with the same customer service attitude that allowed IBM to be the world leader in information technology.
- Transportation Policy Task Force assembled to set transportation policy -- through a strategic transportation plan -- through the year 2000.
 - Charged with producing a policy document that outlines what DOT will be doing into the 21st century.
 - IRM will have an even more important responsibility -- ensuring we do it reliably, economically, and in a timely fashion.

- Before I came to DOT I was aware of some of the important work this Department is charged with --

- U.S. Coast Guard's drug interdiction efforts,
- Federal Aviation Administration's Air Traffic Control and aviation oversight and safety responsibilities,
- Urban Mass Transportation Administration and Federal Highway Administration grant programs.
- All well known to me and the work was appreciated.

- Have found that the Department is composed of a professional and pragmatic group of people well suited to confront the challenges of making the Department work and ensuring that it will work well in the year 2000.

- There is plenty of work yet to be done. For example:

- The basic workplace automation recommended by the Grace Commission eight years ago still has a long way to go to become a reality.
- We are quickly achieving these capabilities -- but between DOT headquarters buildings we still

cannot move information easily by means of a local area network.

- "Communications" problems because of differing technologies and networking abilities.
- Through out the Department we are undertaking major efforts to upgrade our technological capability and automation -- most dramatic is the process of upgrading our air traffic control systems and the advanced technology we are acquiring in the FAA.
- I am a firm believer in what technology and information management can do for us in the transportation business.
 - Try to imagine airline reservations, rail dispatch, highway project management, or urban mass transportation, without the use of computers and telecommunications.
 - Government and transportation industry are heavily dependent on technology and automation.
- Future dependence will grow as government and industry do even more business with advanced technology and our systems become more complex.
- Examples of advanced technology at work in industry and the Department include:

- On-line grants systems with direct access by state and local government,
- Electronic Data Interchange -- EDI -- which allows business transactions to be conducted electronically
- electronic funds transfers for your personal checking account and for crediting and debiting grant funds.
- I use remote and secure communications.
 - keep in touch at all times.
 - conduct business during what would often be unproductive time.
- Use a computer workstation in my office and the FAA has installed an air traffic control terminal for my use.
- I look forward to the day when a Departmental Executive Information System will make information available to me regarding our service delivery to the public.
- We have many functions which can be upgraded, revised, eliminated, or brought into the state-of-the-art technology
 - no one better than you to identify these areas

- recommend solutions or improvements that can save dollars and eliminate unnecessary burdens on the transportation industry.
- A DOT employee -- Tom Moore -- was recently presented with Departmental and President's Council Management Improvement recognition for his efforts to streamline the Department's reporting burden on air carriers.
 - will result in millions of dollars in savings for both the Department and the industry that we regulate.
- I urge every one of you to look for these areas where technological applications can mean savings -- in dollars and in time.
 - I need your expertise and insights to uncover opportunities such as Tom Moore's.
 - I need you to join with me to make the government work more efficiently and to improve our services to the American people.
- Always remember that our customers are the American people and that we are privileged to serve them.
 - with this goes responsibility and trust

- obligation to make sure that the product we deliver -- in each our own way -- is a quality product and that we deliver it efficiently and effectively.
- You have before you several challenges that I would like you to consider at this conference.
 - you will all be involved with how we reach our objectives to ensure that the Department is ready to meet the challenges of the future.
 - you are a key resource in determining the quality of the Department's product and the level of service we are able to provide to the public.
 - resources are never what we would like them to be we will have to pick our targets well.
- Picking those targets will mean making strategic choices. I want you and the IRM management to help make these strategic choices.
 - I promise you that if you do your part the Department's management will do theirs.
- Looks like it's time for me to "log off" and let you get on with the conference. I hope you will make this a productive conference which will help you and the Department begin the process of meeting the

challenges we will face by the year 2000. I wish you success.

Thank you.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
NATIONAL TRANSPORTATION POLICY OUTREACH
RURAL MARKET PUBLIC HEARING
SIOUX FALLS, SOUTH DAKOTA
AUGUST 8, 1989

- This is the seventh of eleven meetings on rural transportation issues. We are hearing from a variety of people who live and work in rural America -- from Washington state to Kentucky. They have had some extremely informative things to tell us about how transportation affects their lives, economic interests, and communities; about their special transportation needs. But most importantly, they have had some very thoughtful observations on rural America's contribution to the larger life of this nation, and on the role transportation plays in that context.

- Now, I'm from the heartland, myself, from Illinois. But having been in Washington for several months, I just want to say how refreshing it's been to hear from the people in rural America. What they have had to say has been generous and farsighted. It has been guided by a sincere concern for the rest of the country's needs. It has been a welcome reminder that most Americans are deeply committed to promoting the national good, the common good of this country. They are not preoccupied with defending or expanding their patch of turf or their slice of federal pie. They are dedicated, responsible citizens seeking to keep us, their

government servants, accurately informed about real conditions, real concerns, real needs in America's transportation system.

- They, and you here today, have my thanks, and the Department of Transportation's thanks, for contributing to this effort. We are trying to do something many people say cannot be done. Developing a national policy that provides a comprehensive view of transportation needs, goals, and strategic alternatives for action is a very tall order. Maintaining within such a policy the integrity of our system of federalism, of often discrete national, state, and local jurisdictions and authority, makes it all the more complicated. So while it has been talked about for years, creating a national strategic policy for transportation has never been seriously pursued. It just seemed too daunting a task.

- The evidence is rapidly mounting that we can delay no longer. Traffic jams, potholes, and holding patterns are becoming everyday experiences in America. The backlog of maintenance investment in our bridges through the year 2005 is estimated to have reached \$72 billion. In the last 10 years air passenger traffic has nearly doubled, but not a single major airport has been built since Dallas-Fort Worth in 1974. We have hesitated to plan, to set strategic policy, and events are beginning

to overtake us. Demand now exceeds capacity in many modes of transportation, and in many regions. Particular local problems too often are not being met. We heard recently that students in one rural district in New Mexico missed 60 days of school because of poor road conditions -- mud made their unpaved roads impassable.

- We've heard from rural America about these kinds of inadequacies in the road system; and about the need to modernize our inland waterways; to expand our rail network; to provide public transportation to remote communities and isolated people. We've heard about our rural regions' urgent requirements for upgraded highways to promote economic development, especially in areas the interstate highway system has bypassed. And we've been informed of insufficiencies in the existing transportation system along our international borders, which also could become a significant impediment to trade and travel, and to the economic growth these activities foster.

- America risks losing her competitive edge in the global marketplace if we fail to address such needs. Transportation is the arterial system that keeps our economic lifeblood flowing; it affects the quality of life of every person in this country. In our rural area outreach, there has been keen awareness of the role

transportation places in promoting economic growth nationwide. Americans know that areas -- rural and urban -- offering efficient and accessible transportation are invariably centers of vigorous economic activity. And there are other crucial factors to be considered. Along with the desire to foster economic vitality, our rural communities are justifiably concerned about safeguarding the distinctive environmental and cultural attributes that characterize their rural environment.

- We must keep America moving -- safely, efficiently, affordably. That is what the national transportation policy is all about. We want to be sure that, in this vast and diverse nation of ours, no part of the transportation community is overlooked in the process of formulating a national policy. We want to see that opportunities for economic growth are accessible throughout the country. We want transportation to be environmentally responsible. Our system must be truly national in its scope, and in its fairness to its constituents, users and providers. It must also permit government to fulfill its regulatory obligations to ensure safety, equity, and fair competition.

- This raises the issue we have been hearing most about: that the greatest problem in transportation progress at the local level is government regulatory interference. If over-regulation, not insufficient

funding, is the main obstacle to keeping American transportation first in the world, we want to know it, and fix it. This is why your dialogue with us is so important. You are here so we can listen with open minds to your views, and benefit from your experience. Together, we have a rare opportunity to help ensure America's future as leader of the world, because we have a President and Administration dedicated to meeting the transportation challenges of the 21st century. We thank you for your invaluable assistance in this effort, for it could not succeed without you.

TALKING POINTS PREPARED FOR DELIVERY BY
JOHN GAUGHAN
CHIEF OF STAFF FOR U.S. SECRETARY OF TRANSPORTATION
INTERNATIONAL CLUSTER GROUP
NEW ORLEANS, LOUISIANA
AUGUST 10, 1989

- On behalf of Secretary of Transportation Sam Skinner, I want to thank you very much for being here this morning. I am told that we have a cross-section of the international transportation industry represented here -- maritime, ports, rail and trucking.
- I know I don't have to tell anyone in this room the importance of transportation to our position in world trade.
- Port activities alone in New Orleans generate some 37,000 jobs and \$4.3 billion in sales revenues annually. Indirect impacts of the Port amount to another 50,000 jobs and \$4.7 billion in sales. One out of every 22 jobs in Louisiana is directly or indirectly port-related.
- So it is easy to see why the Port Authority of New Orleans is already working on a \$200 million expansion to keep its infrastructure in step with continuous growth.

- These facts make it also obvious that international transportation -- the maritime industry -- must be an integral part of any national transportation policy.

- In a word, the Department of Transportation knows full well the importance of the maritime industry and international transportation to our economy. You have a tremendously significant place[∞] in our national transportation system.

- That's why we designated one of our six national transportation policy cluster groups to focus specifically on international transportation and the issues that concern you. That's why your presence here today is so important in formulating that policy which is a strategic plan to carry transportation into the 21st Century and beyond.

- Your concerns are not too different from any other users of transportation -- primarily, service and efficiency. In order to remain competitive[~] and meet the growing needs of shippers and passengers, U.S. transportation companies must provide better and less costly services. This may, however, challenge the

survivability of some of those companies. How should we balance the competing needs of transportation providers and users in international markets? Those are the issues to be discussed here.

- We all know steps must be taken to protect our enormous investment in ports such as the one here in New Orleans, in highways, bridges, and airports. It's a matter of how to do it. And who pays the bill.

- We start with a given fact that the federal government no longer will be able to provide the resources to do what we've done in the past. State and local governments and the private sector must do more. Everyone must become involved in transportation planning and policy to keep America competitive in the world market.

- Other issues facing the international transportation industry include international competition and national security, safety and economic growth.

- We need your input on these and other issues. This is a marathon race which also requires your long-term support. When you leave here today you will be a part of this policy. It will have your imprint.

- This is one of more than 30 meetings going on between now and mid-September to reach out to a cross-section of government, private organizations and the public.
- As Secretary Skinner has said we're asking for ideas -- not complaints. It's not enough to say "We've got gridlock-someone should do something about it." We already know the problems. We are here today to find out what Americans want to do about them.
- The ultimate result will be a national transportation policy, a strategic plan, a broad umbrella under which federal, state and local government, the private sector and the transportation industry and users can work together to keep our national transportation system the best in the world and our economy competitive in the world market.
- I appreciate the support of your presence here and look forward to working with you on this important undertaking. You are a part of history in the making. The policy we develop here may leave our children a greater legacy than the Eisenhower legacy -- the Interstate Highway System. That would be quite an achievement.

TALKING POINTS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
GREATER ROCKFORD AIRPORT AUTHORITY/
CHICAGO ASSOCIATION OF COMMERCE & INDUSTRY
ROCKFORD, ILLINOIS
AUGUST 14, 1989

- Good morning. It is really a pleasure to be here with members of two forward-looking groups: the Greater Rockford Airport Authority, and the Chicago Association of Commerce and Industry.
- You understand and appreciate the importance of strategic planning. Both your organizations utilize this crucial tool to meet your objectives. You recognize that the best way for America's transportation industries to maintain sustained growth and international competitiveness is to gather the facts, and then map out a strategic policy to meet the challenges ahead. Just as successful businesses and smart leaders run their operations by a strategic plan, government -- if it is going to be successful -- needs to start thinking strategically, too.
- We are trying to bring that approach to Washington. Our top priority for the Department of Transportation is ensuring a sound, safe, strong transportation system capable of sustaining America's economic and geopolitical preeminence. We are working to achieve this goal by developing a national transportation policy across all modes. This policy will be a vehicle for moving

American transportation into the 21st century, prepared for the challenges which confront it.

- This is not as easy as it may sound. America's transportation network is the system that keeps our economic lifeblood flowing. By moving goods and people, by providing fundamental delivery and distribution services, transportation affects the quality of life of every person in this country, and millions of persons abroad. The infrastructure supporting our transportation system is absolutely vital to the efficiency, productivity, and competitiveness of the economy. It is also something that most Americans take completely for granted.

- You and I know that we can't take it for granted anymore. Our transportation infrastructure needs to be repaired and upgraded across the board. It is aging, in places it is crumbling, and its capacity overall is becoming inadequate to the demand placed upon it. This is especially true of airport capacity.

- During this decade of economic deregulation, we have experienced staggering growth in aviation traffic. Yet, we have not built a major airport in this country since Dallas-Fort Worth in 1974. I am encouraged that Denver, Colorado has committed to building a new

airport -- the first of what I hope will be a nationwide trend. The need for more airports is becoming critical.

- Between 1978 and 1988, passenger enplanements for U.S. carriers increased 68 percent; revenue passenger miles (RPMs) increased 90 percent. International traffic burgeoned: in the same ten years, our air carriers handled a 70 percent increase in international passenger enplanements, and more than a 100 percent increase in revenue passenger miles. Growth in passenger traffic during this period was greatest in the Pacific market, with RPMs up an incredible 239 percent. At the current 20 percent annual rate, this traffic could keep doubling every four years.

- The variety and volume of non-passenger services, including air freight, expanded at an even greater rate. Air cargo service is one of the fastest growing industries in the world; in 1986, airborne exports accounted for 29 percent of the value of total U.S. exports. Growth in three sub-sectors of all-cargo services since deregulation has been particularly intensive -- operations by air couriers, integrated air express operators, and overnight large freight carriers increased by levels unprecedented in aviation history.

- It boils down to this: aviation, and intermodal links with aviation, represent the transportation wave of the

future. We'll have nearly a half-billion airline passengers this year, and by the turn of the century, we could have close to a billion. Air freight volume will continue to increase. And aviation growth is not only occurring in terms of traffic. Over this next decade, carriers and commuter lines will increase the size of their fleet by more than 1,000 aircraft. Another 1,200 will be added during the ten years after that. The general aviation fleet, already operating more than 220,000 aircraft, is expected to grow five times as fast as the commercial airline fleet.

- Moreover, anticipated growth up to the year 2010 includes a 55 percent increase in aircraft operations at airports with traffic control towers, a 62 percent increase in instrument operations in terminal areas, and a 73 percent jump in carrier hours flown.

- How can we manage such demand? Only through bold and decisive action, based on the best analysis and strategic planning we can achieve. Capacity must be substantially increased as quickly as is feasible; our airport and airspace infrastructure must be expanded and modernized. That's why in aviation we are proceeding with rapid implementation of our National Airspace System Plan. It is also why we need to wring every bit of available capacity out of the existing airport system, even as we build more facilities. You can see, I

think, why the progress at this airport is important to me.

- For transportation progress, working together is what it is all about. Innovation and cooperation are vital. Nationwide, we are experiencing economic activity characterized by rapid change and tremendous opportunity. But for success, community associations must conscientiously foster conditions that promote economic development and growth in their regions. Resources for this effort must be allocated efficiently, and marketing must be aggressive. Competition is fierce, making vision and imagination premium attributes in the arena of economic development.

- There is no shortage of vision and imagination here today. CACI, fulfilling its responsibility to promote economic growth and prosperity for the Chicago area, is holding its August meeting at Rockford, to see firsthand the competitive strides this facility is making. The Rockford Airport is moving forward with improvements to provide greater capacity and expanded services. It is doing what must be done to achieve economic success -- it is growing and developing systematically, according to a responsive, flexible strategic plan.

- Let me say that I am on record supporting the general proposal for building an additional major airport in the

greater Chicago area. Increased aviation capacity is already needed in this region, as the worsening record of airspace congestion and airport delays amply demonstrate. Even if we could fully optimize the traffic volume of Chicago's existing airports, anticipated growth by the year 2000 would still significantly exceed current capacity limits.

- I therefore want to see the process of planning for a additional airport proceed. The FAA will provide funding from their Airport Improvement Program to assist the state of Illinois with an overall planning effort. Various public-private committees interested in the idea are already active. A feasibility study is being launched; the proposal for a new airport will be carefully examined, and possible sites reviewed, by experts in the field working with community leaders. This project, like virtually all new transportation infrastructure construction, will have to be a locally-driven, public-private initiative.

- That is precisely what you see here at the Greater Rockford Airport. After six months in Washington, it is truly refreshing to see a public-private venture that is reaping the rewards of setting good policies and sticking with them. For example, the impressive increase in passenger enplanements from 14,000 in 1987 to more than 30,000 this year has assured designation of

the Greater Rockford Airport by the FAA as a primary airport. This status translates into a minimum \$300,000 annual apportionment from FAA grant monies. Part of 1989 and 1990's apportionments will help fund runway and taxiway guidance systems' installation, and procurement of snowplowing equipment.

- Rockford Airport's growth has been achieved through successful targeting of the general aviation and commuter market in this part of northern Illinois. By making a bold investment in ground support equipment, and by planning for a new cargo building, Rockford is developing a facility very attractive to air freight, charter carriers, and personal use pilots, as well as to several commuter services.

- The approach here to development is innovative, it has vision. Like all centers of innovative transportation services, Rockford Airport will inevitably find itself in the center of growing economic activity. This is already happening, as Beech Aircraft's million dollar fixed based operator (FBO) facilities, CF Emery Freight's operations, and the new 24 hour U.S. Customs services at Rockford clearly demonstrate.

- Greater Rockford Airport is pursuing establishment of a Foreign Trade Zone. We are competing for world market share as never before, and the expansion of

facilities to encourage and expedite international trade will help put this facility ahead of the competitiveness curve. Rockford is also seeking to integrate services with other modes of transportation for greater efficiency and marketability. The interest of the Airport Authority in rehabilitating an existing rail right-of-way into rapid rail service from Rockford to Chicago and Detroit, while a project of the future, certainly deserves to be considered in long-range planning.

- I have said repeatedly that high-speed rail may be a better way to link major U.S. cities, and cities to suburbs, if this country can catch up on the technology. We have to see if high-speed rail makes sense for America, but I believe it is an option that deserves to be explored, and that has been neglected far too long. Systems already operational in other countries, but not yet part of the transportation equation in the U.S., are another reason why the process of devising a comprehensive national transportation policy is imperative -- it gets us looking in new directions, looking ahead, and working together.

- It is no exaggeration to say that what you are striving to accomplish here is nothing less than an investment in America's economic future, as well as the future of this area. This meeting of community leaders, actively seeking new opportunities for regional economic cooperation and growth, is a good example of the kind

of private-sector, locally-based initiative this country needs, if we are to stay competitive as a nation. I congratulate you on your successful start, and on your vision for the years ahead. The Greater Rockford Airport, and the great city of Chicago, face sterling futures with the benefit of your leadership. I look forward to working with you in the exciting months and years ahead.

REMARKS PREPARED FOR DELIVERY BY
SECRETARY OF TRANSPORTATION SAMUEL K. SKINNER
YOUTH AVIATION ACADEMY GRADUATION
WASHINGTON, D.C.
AUGUST 17, 1989

- Permit me first to offer my heartfelt congratulations to every one of you 64 student graduates of the Youth Aviation Academy. You have accomplished something very special in your experience of the last two weeks. It is not only of value to your personal and professional lives -- it is of value to your nation. In the 21st century, no country -- not even the United States -- can remain number one without top-flight young aviation leaders like yourselves.
- You have received intensive instruction in aviation, electronics and communications, and air traffic control career requirements. Your instructors are a remarkable group of volunteers, certified experts who have generously donated their time and talent to this project. They have provided you with a rigorous introduction to life among an elite group -- the aviation community.
- I am proud to be a member of that community. I am an instrument-rated pilot who loves to fly; I have a life-long love of aviation. I can personally assure you that there are no more exhilarating and rewarding skills you could possibly acquire, than those you have embarked upon mastering at the Youth Aviation Academy.

- You are members of the first class to graduate from this excellent program, but you are very, very far from the last. In recognition of its outstanding quality and unique contribution to the future of American aviation, the Federal Aviation Administration would like to see the Youth Aviation Academy duplicated all over America.
- It is important that quality aviation education be encouraged. Unless we successfully foster aviation career awareness and instruction, and promote community voluntarism, America faces significant projected shortages of civilian and military pilots, air traffic controllers, and aviation electronics technicians. These are shortages we cannot afford, and we can avoid. What it takes is "the right stuff" -- commitment, cooperation, and hard work among our outstanding youth, and our dedicated aviation community.
- We are appreciative of the invaluable contributions made to this project by the Reserve Officer's Association and the Civil Air Patrol. We are especially grateful to Judge Robert T. S. Colby, for the vision and personal dedication he has demonstrated to aviation education. The Youth Aviation Academy is his brainchild; it is a brilliant success, and it has only just begun. Today's ceremony launches a fine tradition in aviation education opportunity and career awareness. It is a

tradition which will grow and develop, benefiting all who share in it. Judge Colby, graduates and instructors, thank you, and again, congratulations.