

Prepared Remarks for
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NATA FORUM
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Good morning.

Chairman Jim Oberstar and President Jim Coyne...and to all of you with other first names ... I'm delighted to be here.

I think we share at least three things:

a love of aviation

a concern for its future

and a determination that it be as strong, if not stronger, ten years, twenty years, a hundred years from now as it is today.

We share a dream that began on December 17, 1903, with the Wright brothers on an empty beach, but continues today in with thousands of planes carrying millions of people to and from hundreds of locations.

Aviation is a blessed tie that binds us together -- in personal relations, in commerce, in national and industrial strength.

But our dream is in danger of becoming a nightmare.

It is a scene in the year 2000 of a long line of aircraft poised for takeoff on a crowded runway. But there are no pilots at the controls in many of the planes. The airport is at a standstill.

You don't need to be Joseph of biblical days to interpret that dream.

We are here this morning because we understand an overwhelming fact: if we do nothing or too little, we are doomed to a faltering aviation industry and a crippled national economy.

That is simply not acceptable for those of us in aviation, and for this nation.

Eighty years ago, the first airline started in the United States -- a pilot, a plane and a short hop.

Today, we have 135,000 professional pilots.

There are 6,200 aircraft in the U.S. airline fleet as we meet; there will be more tomorrow and even more ten years from now.

Without pilots, they are covered wagons without horses. Without pilots, their airspeed is zero. Without pilots, they are fossils, dinosaurs of a technological age.

Archaeologists of the next century will not have to wonder what climatic change imperiled an essential industry. They will find, if we do nothing, ample evidence that stupidity, inattention, and incompetence all contributed.

The solution is beyond political party, beyond industry by itself, certainly beyond government alone.

But there is a solution. Only a total, unified partnership -- individuals, industry, associations, government -- can work effectively to make a difference.

I commend NATA and AOPA for providing the leadership to kick start the process.

There are 100,000 fewer pilots in this country than there were 10 years ago.

Fewer people are learning to fly. Fewer military pilots today means a smaller civilian pool tomorrow.

Civilian student starts are down 25 percent and fewer licenses are being issued.

And the cost of flying instructions is more than many people can afford. Private airplanes are expensive to purchase, expensive to operate, and expensive to insure.

What does all that mean?

Well, in the decade leading up to the end of the century, although estimates vary, we should have 53,000 new pilots and we expect to train only 41,000.

Think of that -- a shortfall of over 22 percent.

And that is happening when a large share of the population responds affirmatively to the idea of learning to fly, when salaries for a senior pilot can approach \$140,000 a year.

In a world of increased interdependence, in a world where more people will be flying, in a world where we must remain strong, powerful, and an industrial leader, we risk our preeminence if we do not face up to the demands of pilot availability.

The FAA contract with America is to see that we succeed in putting a crew in each of those aircraft of the year 2000, a well-trained, safety-conscious crew -- of men, women, and minority members of both sexes.

The potential pilots are out there. We need only do what is necessary to recognize their talent, encourage their interest, and train them properly.

We need to work together to ensure our dreams for this industry.

Aviation is itself a partnership of accomplishment, of vision, and implementation, and maintenance.

Every aircraft, every flight is an event of cooperation, of joint effort, of mutual trust. That is what this morning is all about.

I hope that we will all go forward from this gathering committed to taking the necessary steps for success.

The FAA will do its part.

We stand ready to help where we can, to lead where we must, to follow where that is our role.

Jim Coyne, Andy Cebula, thank you for inviting me; to all of you -- thank you for listening.

I look forward to hearing your conclusions and promise that the FAA, and I as a part of it, will be an ally in the good fight.

LINDA DASCHLE
DEPUTY ADMINISTRATOR, FAA
INTRODUCTORY COMMENTS
EMERGENCY OPERATIONS EXERCISE

I want to thank all of you for taking part in this crisis management exercise.

All of us have different specialties within the FAA. But all of our jobs have a common core. We are all specialists in safety. In public safety. In aviation safety. That is our common mission.

When we think of a mission we think of a joint endeavor. Missions require teamwork. And teamwork requires practice. Teams have to learn how to be a team. They have to practice working together.

Nowhere is this more true -- or more vital -- than in preparing for emergencies.

The situation you're about to enact simulates the series of emergency measures which begin when the President declares a disaster. It continues with the steps detailed in the Federal Response Plan.

During the course of this exercise, you'll learn how the FAA must adapt its routine decision-making procedures to emergency conditions.

You'll learn when we can act on our own ... and when we must coordinate our actions with others.

You'll learn about the people outside the Agency with whom we'll be working and what their jobs are.

You'll learn about the purpose of the Situation Report.

And you'll get an idea of how to gauge the financial impact of a disaster on the FAA budget.

But most of all, you'll learn how really essential effective teamwork is in a crisis -- how dealing with an emergency requires the involvement of people who don't normally work together ... not only within our regions, but throughout the FAA ... and in other government agencies.

Dealing effectively with an emergency is a very complex undertaking.

But by the very nature of an emergency, there is no time for on-the-job training.

The ^{best} ~~only chance~~ for training you'll ever get is now -- in these exercises. That's why they are so very important.

This is your chance to bring all your professional skills and experience into play.

For this exercise is designed to capture the crucial elements of a real-life emergency. Once the scene is set and the situation defined, the actions are all yours to decide. It's for you to determine the course of events.

What you'll learn from your participation will help you to perform effectively -- if and when a crisis actually occurs.

And it will help you identify the organizational and operational changes which need to be made in your own region -- changes which will help the FAA to be better prepared to fulfill its responsibilities in a time of national emergency.

I'm sure I express the appreciation of Jack Mills and his people for your participation over the next two days in this emergency operations exercise.

I know from the written comments of previous participants that everyone has found this a very worthwhile experience. I'm certain all of you will discover it to be just as valuable.

~~I wish you well.~~ *Thank you for participating in this important exercise*