

REMARKS
LINDA HALL DASCHLE
FAA DEPUTY ADMINISTRATOR
TOWER GROUNDBREAKING, LOUISVILLE, KY
NOVEMBER 20, 1995

Bob, thank you for that warm welcome. (Bob Michael, General Manager, Regional Airport Authority. Other speakers: David Armstrong, Jefferson County Judge Executive; Mayor of Louisville Jerry Abramson; Senator Ford; J. Michael Brown, RAA Board Vice-Chairman).

I am so pleased to be here today, to break ground for Louisville International Airport's new air traffic control tower and to recognize the commissioning of a new piece of safety equipment - the ASR-9 - which provides controllers with added tools to track aircraft in severe ground and weather conditions.

Both of these projects are further examples of an ongoing commitment by the men and women of the Federal Aviation Administration and the people of this community to make this airport a state-of-the-art facility.

But, most strongly, it once again reflects the wisdom and sense of purpose of your Senator, Wendell Ford, who is the foremost fighter for aviation safety in the U.S. Congress. Senator Ford's contributions, are perhaps made most clear on a day in which we ground break a new control tower, a tower which is intended to elevate us above the distractions and obstructions at ground level, and to help us see farther and more clearly than we ever could without that change of perception.

We need that kind of commitment and vision as our nation's aviation system faces unprecedented challenges. By 2002, the number of passengers traveling on U.S. airlines every year will increase 35 percent, from approximately 555 million last year to more than 800 million. At the same time, some in Congress are proposing to cut the FAA's budget by as much as 14 percent during those same years, which would leave us with far fewer resources to do a lot more work. That just doesn't make sense.

Senator Ford, along with Senators McCain and Hollings have crafted legislation that would make fundamental changes in FAA financing, procurement and personnel. Simply put, those changes would give the agency the resources and flexibility it needs to manage the future growth and increasing challenges of aviation. Because of Senator Ford's leadership, and I must mention the great work of Sam Whitehorn from his staff who is with us today-- the legislation was reported from the Senate Commerce Committee on November 9th.

We have a long road ahead, but with so much at stake, there's not a better person to have on your side than Senator Wendell Ford.

Let me also stop here and pay tribute to Martha Moloney, Senator Ford's legislative aide who recently passed away after battling breast cancer. She too, was a fighter for aviation and a friend that I will miss dearly.

Getting out of Washington helps to put the importance of Senator Ford's legislation in stark perspective. FAA's investment in Louisville and other airports must be made if we are to support future aviation growth.

On February 28, traffic density at Louisville International reached a new high of 60 operations per hour, largely because of the growth of carriers like United Parcel Service, DHL Airways and Comair. We want to continue that progress and the new tower and radar are only two components of critical airport expansion and renovation, which include two new parallel runways, new high-speed taxiways, and additional ramp areas for United Parcel Service.

The renovation is designed to help the airport manage its current and future growth, by increasing runway capacity, improving efficiency and reducing noise impacts.

This ambitious \$420 million airport renovation project--financed by the FAA, the State of Kentucky, the County and City of Louisville, and United Parcel Service--is expected to generate approximately 10,000 new jobs and \$20 million in state and local taxes.

The people of Louisville understand the vital role of this airport in the life and livelihood of their community. They have the vision and the commitment it takes to invest in projects today that will pay big dividends tomorrow.

We at the FAA share that conviction and vision--and with Senator Ford's help--we want to continue our strong and fruitful partnership.

Thank you for letting me share in this happy occasion.

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REMARKS
LINDA HALL DASCHLE
FAA DEPUTY ADMINISTRATOR
TECHNOLOGY COMMISSIONING
HARTSFIELD ATLANTA INT'L AIRPORT
DECEMBER 12, 1995
(CANCELLED)

Thank you for that warm welcome.

[Acknowledge other guests. **Invited:**
Sens. Nunn and Coverdell; Reps. Collins,
Lewis and Gingrich; Ron Allen, Delta CEO;
Angela Gittens, Hartsfield Aviation Gen'l
Mgr.]

This is a banner day for aviation in
Georgia.

Today, we are commissioning four new FAA systems that will greatly increase our ability to keep air traffic moving smoothly and safely into, out of, and over Atlanta.

Here at Hartsfield Atlanta International Airport, we are officially putting three new advanced radar systems into operation: the Airport Surveillance Radar, or ASR-9, with Mode S Beacon; a Terminal Doppler Weather Radar; and the Airport Surface Detection Equipment, or ASDE-3.

At our Air Route Traffic Control Center in Hampton, we are commissioning an advanced, state-of-the-art Voice Switching and Control System.

Let me touch just briefly on what these systems mean to our air traffic capabilities in the Atlanta area.

Hartsfield is only the fifth airport in the country to get the complete ground, air and weather coverage that these new radar systems provide.

Using the ASR-9 radar, controllers will be able to separate aircraft and depict weather simultaneously within a 50-mile radius of Atlanta.

We expect that the ASR-9 system will serve the area for at least 20 years. It will accommodate the future growth of air traffic in the Atlanta area.

The Terminal Doppler Weather Radar is a new generation of very sophisticated weather radar that can detect, wind shears, gust fronts and other potential weather hazards.

With the TDWR system, controllers can pinpoint the specific location of these hazardous conditions. They can then give real-time weather advisories to pilots of aircraft landing or taking off at Hartsfield.

Aircraft, vehicles and people are in constant motion on the surface of any busy airport. The Airport Surface Detection Equipment system we're commissioning today will work day or night, rain or shine, through mist, fog — even through a rare Atlanta snowstorm!

It will help keep Hartsfield's runways, taxiways and parking ramps safe regardless of visibility or weather.

As I mentioned, Hartsfield isn't the only place we're placing new systems in operation today.

The FAA's Atlanta en route center at Hampton has a big job. Controllers there have to move thousands of aircraft safely through busy skies every day.

During the first six months of this year, Atlanta Center handled more than one million, two hundred thousand aircraft. Looking at it another way, that's about one plane for every three people in metropolitan Atlanta.

Handling that huge volume of air traffic demands crisp, clear communications between controllers and pilots, and among controllers themselves. The Voice Switching and Control System we are commissioning at the center delivers just that.

VSCS is the largest automation system overall that the FAA has ever introduced, and the equipment at Atlanta Center is the most capable VSCS system installed so far.

The new system helps us immediately by providing greater communications capacity and clarity than the current system. It is less costly to maintain, and is flexible enough to incorporate technology advances into the 21st century.

These state-of-the-art systems like VSCS and the new radars that the FAA is installing across the country are absolutely essential, because American aviation is growing at an incredible rate.

Hartsfield is a good example. During the last fiscal year, the airport set passenger boarding records, and air traffic control operations increased 6 percent from the previous year. Hartsfield is now ranked as the nation's third busiest airport and the sixth busiest worldwide.

The FAA projects that by 2002, the number of passengers traveling on U.S. airlines every year will increase 35 percent, from about 555 million last year to more than 800 million. Hartsfield expects to be handling 75 million of them, along with a million tons of cargo.

All those people and airplanes require vital services that only the FAA can provide. But today, there's a real question whether we will have the resources to do the job America expects us to do.

Under the recent Congressional joint budget resolution, FAA funding could be cut by as much as 14 percent from 1995 through 2002. That kind of reduction would leave us with far fewer resources to do a lot more work. And that just doesn't make sense.

Fortunately, there is a solution.

Congress is currently considering an FAA reform bill offered by Senators McCain, Ford and Hollings. It would make significant changes in FAA financing, procurement and personnel — changes that we wholeheartedly support.

Simply put, those changes would give the agency the resources and flexibility it needs to manage the future growth and to meet the increasing challenges of aviation.

We believe that the McCain bill makes an investment in the FAA today that will pay big dividends tomorrow. Not just for the FAA, but for the traveling public and the American aviation community at large.

We are entering a new era in the history of aviation. It will be an era of unprecedented growth and technological development, an era of great opportunities.

To be ready, the FAA and the U.S. aviation industry must prepare now. We must continue to make the changes and investments that will let us meet tomorrow's challenges and expand tomorrow's opportunities — here in Atlanta, in other communities across America, and around the world.

Thank you.