

Remarks Prepared For Delivery  
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Federal Aviation Administration  
Display System Replacement Dedication  
Seattle Air Route Traffic Control Center  
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Good afternoon. I can't think of a better way to start the New Year than to dedicate the first commissioning of Display System Replacement in the national airspace system. What a pleasure it is to be here at the Seattle Air Route Traffic Control Center!

This system is a cornerstone of our air traffic modernization efforts. With DSR, the 'new' FAA is putting in place new technology to meet the challenges of the 21<sup>st</sup> century.

I am very pleased with the special guests who have joined us today. Linda Daschle, in particular, has a great deal of experience with air traffic dedication ceremonies! More to the point, Linda and her team were critical to getting this program on track.

And, thank you Randy Schwitz, of the National Air Traffic Controllers Association, not just for your remarks but for your efforts on teamwork, partnership, and lessons learned. And, yes, Monte Belger deserves a great deal of credit for his work with you developing solutions.

I also like to recognize Senator Patti Murray's State Director, John Engber, for attending on behalf of the Senator today. Senator Murray is a member of the Senate Subcommittee on Transportation Appropriations. And we all know about the "power of the purse."

I would also like to thank Donna McLean, staff to the Chairman of the House Aviation Subcommittee, for making the trip from Washington. Representatives Duncan, Oberstar, Shuster, and Lipinski have scrutinized FAA throughout the air traffic modernization project. Yet, through the years, we have all shared the same goal — an improved aviation system.

Today, we are celebrating advanced technology — but we all know that technology developments are only possible through the efforts of people.

Let me tell you a little about the people that did the heavy lifting. To start with, there was the FAA product team who worked with Lockheed Martin on the development of DSR. Then, there were the training, testing, and transition teams — including the DSR Tiger Team — who were so critical to our success in reaching full operational capability.

And, thanks to the support and commitment of the entire Seattle team — including airway facilities specialists, managers, and administrative personnel — we saw a seamless transition. This, of course, was only possible thanks to our “can-do” controllers who made the switch to DSR even smoother than had been expected!

This whole process took a lot of work, a lot of coordination, and a new level of partnership to get us where we are today — operating with new equipment that increases reliability and provides a platform for future enhancements. Yet, we did it — and the entire FAA team and our Lockheed Martin partners are to be congratulated.

This year, the FAA is going full throttle on modernization. Seattle is just the first of 20 air route traffic control centers that will become operational on DSR between now and the summer of 2000. At the same time, we are moving forward with replacing the Host computers at these 20 sites.

Yes, our en-route centers are going to be very busy. The end result will be well worth it — an improved infrastructure that helps FAA professionals provide better service and reliability for our customers.

I have spoken before about the FAA’s deliberate step-by-step approach to modernizing the air traffic control system. Today marks a big and important step. This is an important milestone. We have many more to come.

These successes are a powerful demonstration of what can happen when government, industry, and aviation system users reach consensus, follow a plan, and work together.

This is an exciting time to be in aviation. Together, we can make a very big difference. Together, we can build the air traffic control system for the 21<sup>st</sup> century. Together, we can operate the world’s best aviation system.

Now, it is my pleasure to formally recognize the people responsible for today’s dedication — the teams who put DSR in place.

Now, I would like to ask the following people to come forward —

**Bob Stevens**, Seattle en route center manager;

**Jack R. Fader**, local National Air Traffic Controllers Association representative;

**Randy Brown**, airway facilities manager; and

**George Medina**, local Professional Airways Systems Specialists representative.

Gentlemen, please accept this plaque for the Seattle DSR testing, training, and transition teams, as well as for all the Seattle en route center and Northwest Mountain Region personnel — some 400 people whose commitment and professionalism were essential to bring DSR to its full operational readiness. Could all the team members in the audience stand and be recognized?

To all of you who made this accomplishment possible, it is with great pride that I present this plaque from all of us in the FAA.

Now, I am delighted to do one of my favorite things — introduce my boss. The Secretary of Transportation is responsible for the nation's air, highway, rail, mass transit, and maritime resources. He is the one charged by the president to build "bridges both of steel and of goodwill to bring people together." And that is exactly what he is doing. Ladies and gentleman, Secretary of Transportation Rodney Slater.

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