

VIDEO MESSAGE FROM DAVID R. HINSON  
ADMINISTRATOR, FEDERAL AVIATION  
ADMINISTRATION  
GENERAL AVIATION CONFERENCE  
KANSAS, CITY, MO  
SEPTEMBER 8, 1993

Ladies and Gentlemen in Kansas City, Good Morning.

I'd like to welcome you to this very special conference on general aviation. First, let me say how deeply honored I am that President Clinton and Secretary Pena have asked me to lead the world's foremost aviation agency. As you would expect, I'm still getting acquainted, but I hope to have the opportunity to meet as many of you as possible in the weeks ahead.

I think it's clear to all of us that general aviation is at a critical juncture. You don't need a speech from me about what's happened over the past ten years. You know that, because you've been through it. We've invited you here share that experience with us...and to give us your ideas on how we can help revitalize this great industry. We know there are no easy solutions. But this conference gives us a chance to take a new look at the way we attack these problems.

Already, there are signs of movement...enough to build real momentum. The Clinton Administration is committed to the idea of reinventing government. And the FAA and the aviation community have already taken steps which I believe will help general aviation reinvent itself as a thriving, vital industry.

For instance, we now have four new standards for certifying small airplanes that weren't available to us a year ago: a step which should greatly stimulate product innovation...something we need. This past June, the FAA approved the supplemental use of the Global Positioning Satellite system...GPS...for all phases of flight, including non-precision approaches at 2,500 U.S. airports. It's been estimated that the move to GPS may reduce the cost of your on-board avionics by as much as 75 percent.

And last October, our Flight Standards Office issued the first ever General Aviation Action Plan. This isn't just our plan. It was jointly developed with a coalition of eight trade and industry associations that represent your interest. The plan addresses five broad concerns of our general aviation community. First, safety. Second, FAA services. Third, innovation and competitiveness. Fourth, system access and capacity. Finally, and maybe most importantly, cost.

I wholeheartedly support each of these initiatives and the work that's been done by the FAA and the coalition. But it is, afterall, only a beginning. If we are to halt the forces that

are steadily eroding the economic viability of general aviation...we must take even stronger measures.

All of us are aware of the close link between a strong general aviation industry and the economy. We recognize it as a source of jobs for over half a million people and a mainstay of our export trade. Like our highways, bridges, and tunnels, general aviation is a national resource. I feel so strongly about this issue that today I am releasing a general aviation policy statement adopting the Action Plan's five point program as goals for the entire FAA. Underlying this new policy is, as ever, our concern for safety.

During my Senate confirmation six weeks ago, fully half the questions directed to me concerned general aviation safety and prosperity. I assured the senators, as I now assure you, that general aviation will be a major focus of my tenure. This new FAA policy is the initial down payment on that promise. I'm looking to this conference for the ideas which will help shape our agenda in the decisive months ahead. It's very important to us.

Thank you for attending this meeting. Good luck and happy landings.



REMARKS BY DAVID R. HINSON  
ADMINISTRATOR, FEDERAL AVIATION  
ADMINISTRATION  
GENERAL AVIATION MANUFACTURING  
ASSOCIATION BOARD MEETING  
WASHINGTON, D.C.  
SEPTEMBER 13, 1993

I. INTRODUCTION/ACKNOWLEDGEMENTS

Thank you for those kind words. I've been in the job for such a short time that when I hear someone introduce the FAA Administrator, I still feel like I ought to clap along with the rest of you. Facing you from this side of the podium is a new experience for me. It's good to look out and see so many old friends.

II. EARLY IMPRESSIONS OF THE FAA

- o Ed has asked me to provide my impressions of the FAA from my new vantage point as Administrator. I'd like to say right away that nothing I've seen in the 30 days I've been at the FAA and nothing I saw in the 30-plus years I spent in the aviation industry...bears any resemblance whatsoever to the FAA described in Ralph Nader's new book.

What I've observed is a level of commitment and professionalism that has helped produce the safest, most efficient air transportation system in the world.

- o My second observation is that the FAA is in the throes of a technological transition unlike anything it has ever experienced before. The coming of advanced concepts in automation...the shift to digital communications...and the emergence of satellite-based navigation promise to make this the greatest decade of progress in the history of aviation.

As these new technologies transform the air traffic control system, the fundamental work of the FAA career professional will also undergo profound change as well. The management of a system so vast...so complex in scale...will demand new technical disciplines and creative new concepts of organization, control, and management.

- o Other Impressions -

Here's where you can expect to see me actively involved over the next 4 years.

- o Globalization of aviation - harmonization of standards
- o Marketing U.S. products abroad



Both the Airline Commission and the Vice-President have proposed creating an independent federal corporate entity within DOT to fund and manage the operation and maintenance of the air traffic control system.

The proposals make a compelling case for change, but this is a step that must be approached cautiously.

2. A second recommendation concerns the GPS.

We fully support the recommendations to implement GPS. I've been given the responsibility for defining what is needed to change the air traffic control system to a satellite-based system.

It has also been suggested that we employ a public-private consortium to accelerate the transition. The Joint DOD/DOT Task Force established by Secretary Pena and Secretary Aspin has been asked to look into this proposal. We hope to have their report in about 120 days.

--Due to the efforts of leaders like Ed Stimpson, Jack Olcott at NBAA, and Phil Boyer at AOPA, bills to this effect have already been introduced in the Senate and the House. The Clinton Administration supports these bills. We will work through the Department of Commerce and with you to help get them enacted.

#### IV. CONCLUSION

I'd like to conclude with a brief remark about the general aviation meeting in Kansas City last week.

I wholeheartedly support the work that has been done by the FAA and the members of the general aviation coalition to restore the economic viability of GA. During my Senate confirmation hearing, fully half the questions directed to me concerned general aviation safety and prosperity. I assured the senators, as I now assure you, that GA will be a major focus as long as I am the FAA Administrator.

Now, if Ed doesn't object, I'd to hear what you think about the changes that are taking place, and I'll respond to your questions as forthrightly as a Washington bureaucrat is ever allowed to do.

\* \* \*



Remarks by David R. Hinson, Administrator  
Federal Aviation Administration  
Chicago O'Hare Tower Groundbreaking  
Chicago, IL , September 17, 1993

Introduction:

I want to thank you all for inviting me to participate in this ceremony today. It's a real pleasure to share the dais with Senator Simon, Mayor Daley and the FAA people and others who have worked so hard to make this ceremony possible.

As you know, Mayor Daley's brother Bill is leading the fight for the NAFTA agreement in Washington and we're delighted to have him with us. This is an important treaty because it means good-paying American jobs and it is essential to US competitiveness in the global economy. But, we've got a struggle ahead to get his approved. There's a lot of distortion and fear-mongering going on that needs to be dispelled.

This is something of a homecoming for me, as you may know. I haven't been gone from Chicago all that long and, had things gone a bit better at Midway Airlines, I wouldn't be gone at all. I'd still be here basking in the reflected glory of the Bulls, cheering on the White Sox and "Da Bears" and hoping against hope for the Cubs.

But any job in aviation is a good one, as far as I'm concerned. Despite all of its current problems, aviation still is the most dynamic, the most challenging and the most exciting industry in the world. I'm just happy to be in a position now where I can help to solve some of the industry's problems.

### View of FAA:

I've been FAA Administrator officially for just five weeks now but I didn't walk into the job cold or with a chip on my shoulder. My relationship with the agency goes back some 40 years and has been a very positive experience.

It began rather dramatically during my days as a young Naval aviator when I lost all navigational capability in my aircraft and had to call on FAA controllers for help. They gave me radar guidance back to my base with the result that I'm here today to tell you about it.

You have to admit that's a pretty good introduction to any organization.

Since that time, I've seen just about every side of FAA as an airline pilot, aviation businessman, airline operator and, most recently, an aerospace executive. I think it's a first-class organization with first-class people. I'm proud to be associated with it.



Yes, we'll be making some changes in line with the recommendations in Vice President Gore's National Performance Review. But that just means we're going to make the agency better; we're going to make it more efficient; we're going to make it more responsive to the people we serve. You just watch us.

### Role of Chicago O'Hare:

One of my top priorities as FAA Administrator is the continued modernization of the air traffic control system. It's a subject I heard quite a bit about during Senate confirmation hearings in July. The committee members said in no uncertain terms that they want this program put on the fast track and kept on the fast track. I'm going to see that it is.

This groundbreaking for the new Chicago O'Hare tower is an important step in achieving the agency's long-term goals and putting smiles back on the faces of those Senators. After all, Chicago isn't just another airline hub. It's "the" airline hub. Everything that happens here -- good and bad -- is magnified many, many times throughout the system.

So, it's important that Chicago be in the vanguard of our modernization effort. It's also appropriate.

O'Hare always has had the best controllers and technicians in the world. If you don't believe me, just ask them. But, remember, it ain't bragging if you can do it. Now we're giving those controllers and technicians the most modern facilities and the latest state-of-the-art equipment to help them do their jobs even better, if that's possible.

That goes for both the tower and the TRACON. As most of you know, the agency also is building a new terminal radar control facility at Elgin. The groundbreaking was in May and, if all goes well, it should be operational in late 1996.

We expect the new O'Hare tower to go on line in 1996 as well.

#### Advantages of New Tower:

One of the principal complaints about the current O'Hare tower is the lack of plain, old-fashioned elbow room for controllers. So the new tower cab will be the largest the agency has ever built -- 1,015 square feet. That's two and one half times the size of the present cab. We may have to put the controllers on roller skates.

We're also improving the view. Bigger office, better view; it's every executive's dream. Controllers in the new tower will be 235 feet above the airport surface at eye



level. That's 63 feet, or six stories higher than at present. It means they'll have a much improved view of the traffic situation.

And, of course, the equipment will be the latest in the FAA inventory. Included will be new air traffic control radars, new surface control radars, and new weather radars that can detect dangerous wind shears and microbursts among other things.

#### ATC Modernization:

Moreover, bigger and better things are coming down the pike --not just in the Chicago area but all through the system.

For the past decade, the agency has been involved in a multi-billion dollar system upgrade and modernization effort. We're replacing virtually the entire physical plant and adding new automation capabilities to expand capacity, and enhance safety, reliability and efficiency.

The keystone is the Advanced Automation System, or AAS, the largest real time computer system ever developed. It's going to fundamentally change both what controllers and technicians do and the way pilots use the system.

We've had some problems in this program, primarily in the software area, as Senator Simon's colleagues were kind enough to point out to me at my confirmation hearing. As I recall, they said something short and to the point like, "Fix it!" We tend to think of our politicians as loquacious but they can be surprisingly blunt when the occasion demands.

Well, I'm happy to say that the program is back on track although I really can't take credit for that. But it is my baby now and I'm going to see that it stays on track. We're also looking at ways we might accelerate other components of the system to make up for lost time.

#### ATC Future:

But I don't want to leave you with the impression that AAS is the end of the line in air traffic control. It's more like the take off point in the transition from an essentially manual control system to one that is primarily automated.

FAA already is looking beyond AAS to the Air Traffic Management System of the 21st century. In brief, it will expand on the AAS base, taking full advantage of the system's built-in capabilities to accommodate new and emerging technologies. Satellites, for example, will play a role in the future system and pilots will become more active participants in system management.



But we don't want to get too far ahead of ourselves today. We're here to break ground for a new control tower that will keep O'Hare at the forefront of aviation progress. We also want to recognize the people in Federal, state and local governments, as well as industry, who have made this event possible.

Still, in the long run, the real winners will be the millions of people who fly into this airport every year. This new facility will help to ensure that the experience is as safe and efficiently and, yes, enjoyable as it is humanly possible to make it.

Thank You!

OPENING REMARKS BY DAVID R. HINSON  
ADMINISTRATOR, FEDERAL AVIATION  
ADMINISTRATION  
NATIONAL ASSOCIATION OF STATE AVIATION  
OFFICIALS: 62ND ANNUAL MEETING  
DULUTH, MINN  
SEPTEMBER 20, 1993

Good Morning:

Thank you for those kind words. First, let me say how deeply honored I am that President Clinton and Secretary Pena have asked me to lead the FAA. As you might expect, I'm still getting acquainted, so I very much appreciate the opportunity to meet with you. Over the years, I've gained a good understanding of the important role that state aviation directors play in advancing aviation growth, safety, and education.

I certainly admire the job you do. And let me assure you that Secretary and I are ready to work in partnership with you to move both the U.S. aviation system and our economy into the 21st Century.

This morning I'd like to speak to you about a few of the broad policy issues facing civil aviation. Then I'd like to review where we stand on one of your immediate concerns...infrastructure investment. I'll be brief, because I want to allow time to listen to what you think and answer your questions.

I believe all of us know that aviation is at a critical juncture. We're at one of those singular points in history when powerful and converging forces precipitate change, ready or not.

First, technology is accelerating at rate that seems to increase exponentially every day. The coming of advanced concepts in automation...the shift to digital communications...and the emergence of satellite-based navigation will produce advances in aviation and space technology which will surpass all that has been achieved so far. I think we've all been surprised by the rapid development of satellite navigation, once GPS was offered for civilian use.

We've already approved the use of GPS to fly existing VOR, NDB and RNAV approaches at 2,500 airports in the U.S. In time, we hope to use GPS for takeoffs and landings in zero visibility. We're committed, as an agency, to bring the benefits of satellite technology to users as quickly as we can.

I hope you read about the GPS demonstration we conducted last Tuesday in Washington. It worked perfectly. Based on what we know so far, GPS is probably one of the most important advances in the history of aviation navigation.

Two other equally important agents of change are the President's Airline Commission Recommendations and Vice-President Gore's Initiative on Reinventing Government.

The Airline Commission report contains about 30 recommendations. Among other things, it calls upon the FAA to review and reduce the cost of unnecessary regulation. We know we can do better in this area, and we plan to work with the Congress and with you to better assess the impact of our rule-making actions.



The most talked about recommendation, one which many believe is long overdue, calls for restructuring the FAA--splitting off the air traffic control function into an independent government corporation within DOT.

The Airline Commission and the Vice-President both make compelling arguments in favor of this proposal. And whatever we can do to make aviation safer...more efficient...more competitive...more innovative, will, I'm certain, have a potent multiplier effect on the entire economy.

So this is an exciting concept, and if it makes sense, then that's what we should do. But I caution all of us to remember the foundation upon which our past success has been built. We must never forget that our first job is safety.

The reputation of the FAA for world leadership in civil aviation rests, in part, upon our outstanding safety record...a record that has improved steadily and consistently for over three decades.

Today, the aviation system with respect to air carriers is virtually accident-free. We haven't yet totally stopped having accidents, but we've nearing that point.

Let me tell you how much progress we've made and why it's very important that we approach any new strategy with caution.

The most unsafe year on record for air carriers was 1961. If U.S. carriers had experienced the same accident rate last year...1992...that we experienced in 1961, the airline industry in the United States would have had 245 accidents. That's an accident on two out of every three days! We had 19, and most of these weren't accidents in the true sense of bending an airplane. Only one resulted in fatalities.

For general aviation, the record is equally impressive. The fatal accident rate for GA last year and the year before that was the lowest it's been in over 30 years. And this wasn't just a fluke...NTSB records show a consistent pattern of improvement.

Maintaining safety is the most important responsibility that an FAA Administrator has. When I can look back on thirty-two years of constant improvement...those statistics mean something.

I don't subscribe to the old convention wisdom... "If it ain't broke, don't fix it". But I'm not prepared yet to say "If it ain't broke, break it." If I've learned anything in this business, it's this: when you have an safety record that's the envy of the world, you approach change carefully...deliberately...and with great caution.

These are only a few of broad policy issues. Now I'd like to turn to what I know is one of your priorities...money.

Airports have always been magnets for economic growth and jobs. But airports need sustained, consistent funding, and money has always been in short supply. As it stands now, the House mark-up on next year's Federal budget for the Airport Improvement Program funding is on the order of 1.5 billion dollars--somewhat less than the President's budget request.

We intend to keep working with you to fund your critical requirements to the extent that we can. We recognize your expertise in this area, and we're trying to develop ways to give you more flexibility to make better use the funding that's available.

Four years ago, Congress approved an experimental block grant program to allow states greater discretion to select and manage projects within several categories of AIP funding. The program, which originally included only three states, was expanded last year by the Congress to include four more states...seven in all.

We received 20 applications from states wishing to take part in the program. It's our hope that the Congress will one day expand this program to allow participation by any state qualified to do so.

The State Block Grant Program is a partnership that I believe will help all of us make better use of our limited resources. 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 political leaders know what they think.

I don't need to tell you that airport funds have always been in short supply. You live with this situation every day. In periods of competing requirements and diminishing resources, there are few revenue streams as reliable as the passenger facility charge.

In the past two years, the FAA has approved over 142 applications with a collection value in excess of eight billion dollars. Another 30 applications with a total requested collection of 840 million dollars are still under review.

PFC's have directly funded over a thousand projects, adding scores of new aprons, taxiways and runways...improving airport security systems...installing people movers and building access roads. And in the case of Denver, helping finance the first new airport built in this country in over 20 years.

And PFCs have opened up development capabilities for smaller airports as well.

In 1993 alone, PFC collections freed up \$57 million dollars of AIP entitlement funds. In 1994, we expect this amount to reach \$100 million dollars.

In communities all across America, PFCs are helping ready the nation's airports for the 21st Century. And every project has this in common: They're creating jobs and moving our economy forward.

I think we have seen that the Clinton Administration is willing to act...willing to be an interventionist, if necessary, to see that American aviation does not lose its world leadership position.

We know that if our country is to set the standards for aviation technology, we must also set the standards for airports. The two are inseparable. In today's economic environment, a thriving, modern airport is as much of a strategic asset to a community as a high tech industrial plant.

We have in President Clinton, an activist President...one who won't sit idly by and wait for better times. We have in Secretary Pena, a vigorous advocate of our domestic carriers in the international arena.

The United States is currently negotiating new aviation agreements with a number of countries. And if you've been reading the newspaper accounts of those talks, you know that our country is taking a firm stand. We're not offering unilateral concessions. But we also are not afraid to make changes now in expectation of long-term gains.



This same willingness to bet on the future is reflected in President Clinton's support of the NAFTA Agreement with Canada and Mexico. NAFTA is essential if the U.S. is to remain competitive in a global economy where market size is of critical importance.

As you know, NAFTA has wide bipartisan support. And many of our nation's governors...perhaps your own...have strongly urged its approval by the Congress. Our governors realize that the pact will create the single largest trading block in the world. And it will lay the foundation for the next massive build-up of our economy -- assuring that our nation's preeminence in aviation will be matched in other areas of economic and technological leadership.

I urge that you join us in calling for swift approval of the NAFTA accord. It's a vote of confidence in our nation's future as an industrial and transportation superpower.

I appreciate this chance to share some of my ideas with you, and now...if there's time... I'd like to hear from you.

REMARKS BY DAVID R. HINSON  
ADMINISTRATOR, FEDERAL AVIATION  
ADMINISTRATION  
NATIONAL BUSINESS AIRCRAFT ASSOCIATION  
46TH ANNUAL MEETING AND CONVENTION  
GEORGIA WORLD CONGRESS CENTER  
ATLANTA, GA  
SEPTEMBER 21, 1993

Ladies and Gentlemen, Good Morning. And thank you, Jack, for that generous introduction.

It's truly an honor to be here and to share this podium with Governor Zell Miller and the legendary scrambling quarterback, Fran "The Magician" Tarkenton.

Jack tells me this is the largest exposition in the world directed purely to civil aviation. Based on what I've seen here, I'd say he's right. Anyone who thinks general aviation has no future in this country obviously hasn't been to one of your conventions.

I have an enormous respect for NBAA and the work you're doing to promote business aviation safety, education, and prosperity. The new advocacy program that you've launched jointly with GAMA to revitalize general aviation reflects the innovative thinking and leadership that we've come to expect from both organizations.

I'd like to assure you that Secretary Pena and I are ready to work in partnership with you to move U.S. aviation and our economy into the 21st Century.

The world of aviation, like the world at large, is experiencing a period of unprecedented change and unparalleled opportunity. We're an industry in transition. And the decisions we will make over the next few months will determine how we do business for the next 50 years and beyond.

We're at one of those singular points in history when powerful and converging forces precipitate change, ready or not. My job, as I see it, is to manage that change.

I'd like to speak to you about some of the issues which are influencing aviation policy....the major policy drivers. Then, I'd like to spend a few minutes on what I know is your top priority--the rebuilding and revitalizing of general aviation. I'll be brief, because I want to allow time to listen to what you think and answer your questions.

The first major policy driver is technology. The coming of advanced concepts in automation...the shift to digital communications...and the emergence of satellite-based navigation will propel us into a new era of aviation. The accelerating introduction of new technology, like the GPS in particular, makes it hard for us just to keep up.

We've already approved the use of GPS to fly existing VOR, NDB and RNAV approaches at 2,500 airports in the U.S. We gave the press a demonstration of GPS last Tuesday in Washington. It navigated us down the twists and turns of the Potomac River to a perfect landing at National Airport. In time, we hope to use GPS for takeoffs and landings in zero visibility.

We're committed, as an agency, to bring the benefits of satellite technology to users as quickly as we can.

Other policy drivers are the President's Airline Commission Recommendations and Vice-President Gore's Initiative on Reinventing Government. \_



The Airline Commission report contains about 30 recommendations. Among other things, it calls upon the FAA to review and reduce the cost of unnecessary regulation. We know we can do better in this area, and we plan to work with the Congress and with you to better assess the impact of our rule-making actions.

But the most talked about recommendation, by far, calls for restructuring the FAA--splitting off the air traffic control function into an independent government corporation within DOT.

The Airline Commission and the Vice-President both make compelling arguments in favor of this proposal. And whatever we can do to make aviation safer...more efficient...more competitive...more innovative, will, I'm certain, have a potent multiplier effect on the entire economy. Restructuring the FAA is an exciting concept, and if it makes sense--we should do it. But I caution us to remember the foundation upon which our past success has been built. We must never forget that our first job is safety.

The U.S. reputation for world leadership in civil aviation rests, in large measure, upon our outstanding safety record...a record that has improved steadily and consistently for over three decades.

Today, the aviation system with respect to air carriers is virtually accident-free. We haven't been able to totally eliminate accidents, but we're getting very close to that goal. Over the last six years, operational errors have decreased 44 percent. During the same period, reported near misses declined 69 percent...from 1,058 to 331.

Let me give you another illustration of the progress we've made and why it's so important that we approach any new strategy with caution.

The most unsafe year on record for the airlines was 1961. If U.S. carriers had experienced the same accident rate last year...1992...that we experienced in 1961, the airline industry in the United States would have had 245 accidents. That's an accident on two out of every three days!

In fact, we had 19, and most of these weren't accidents in the true sense of bending an airplane. Only one resulted in fatalities.

General aviation has also improved steadily and dramatically. The accident rate per 100 thousand hours of flying has fallen from 8.79 in 1986 to 7.21 in 1992.

I know that the NBAA has made a substantial investment in promoting education and safety programs among its membership. Clearly, it's an investment that pays tremendous dividends.

Maintaining safety is the most important responsibility that an FAA Administrator has. When I can look back on thirty-two years of constant improvement...those statistics mean something.

The conventional wisdom used to be "If it ain't broke, don't fix it". The current pace of technology makes that concept an outmoded one. But I'm not ready yet to say "If it ain't broke, break it." If I've learned anything in this business, it's this: when you have an safety record that's the envy of the world, you approach change carefully... deliberately...and with great caution.

Another very serious issue that will play an increasing role in the policies we need to develop is the extraordinary pace of globalization.

We have in President Clinton, an activist President...one willing to intervene, if necessary, to see that American aviation does not lose its world leadership position.

We have in Secretary Pena, a vigorous advocate of our domestic carriers in the international arena.

The United States is currently negotiating new aviation agreements with a number of countries. And if you've been reading the newspaper accounts of those talks, you know that our country is taking a firm stand. We're not offering unilateral concessions. But we also are not afraid to make changes now in expectation of long-term gains.

This same willingness to bet on the future is reflected in President Clinton's support of the NAFTA Agreement with Canada and Mexico. NAFTA is essential if the U.S. is to remain competitive in a global economy where market size is of critical importance. This pact will create the single largest trading block in the world. And it will lay the foundation for the next massive build-up of our economy...a build-up that's sure to be a boost for business aviation.

I think it's clear to all of us that general aviation is at a critical juncture. You don't need to be reminded about what's happened over the past ten years. You know that, because you've been through it. But now there are encouraging signs that the worst may be over. The economy is improving, and that will certainly help. The luxury tax has been repealed and that will help.

We now have four new standards for certifying small airplanes that weren't available to us a year ago: a step which should greatly stimulate product innovation...something we need.

And last October, our Flight Standards Office issued the first ever General Aviation Action Plan. This isn't just an FAA plan. It was jointly developed with a coalition of eight trade and industry associations that represent your interests.

The plan addresses five broad concerns of our general aviation community. First, safety. Second, FAA services. Third, innovation and competitiveness. Fourth, system access and capacity. Finally, and maybe most importantly, cost.

One of my first actions as FAA Administrator was to approve a general aviation policy statement adopting the Action Plan's five point program as goals for the entire FAA. The policy recognizes the important role of GA in the national airspace system and in the economy.

During my Senate confirmation six weeks ago, fully half the questions directed to me concerned general aviation safety and prosperity. I assured the senators, as I now assure you, that general aviation will be a major focus of my tenure. This new FAA policy is the initial down payment on that promise.

So we're beginning to see signs of movement...enough to build real momentum.

But what GA needs the most is product liability reform.

Jack Olcott, working for you and on behalf of the 24-member National Aviation Coalition, persuaded the Airline Commission to include a 15-year statute of repose bill in its recommendations to President Clinton.

Last week, a bill to this effect was introduced in the House. I know how important this bill is to general aviation and how tirelessly Jack, Ed Stimpson and others have struggled to get it this far. I support this bill and I intend to work hard to persuade others to support it as well.

I think general aviation can teach other U.S. industries some fundamental lessons about surviving and competing.



For years we've all watched with dismay as our business leaders abandoned whole industries in their pursuit of easy profits and quick payoffs.

But general aviation has stood its ground, invested for the long term and searched for solutions that work in the real world. Now I think we're beginning to see promising signs that your willingness to persevere has been a sound business judgment.

You've preserved a vital part of our industrial base and positioned yourselves to successfully compete in a global market. Together, with a little more effort, we can make this one of the true turn-around stories of this decade.

Thank you.

DRAFT REMARKS PREPARED FOR DELIVERY:

Given by: David R. Hinson  
NBCFAE 17th Annual Conference  
Ft. Lauderdale, FA  
September 22, 1993

## **TALKING POINTS FOR ADMINISTRATOR BEFORE BLACK COALITION OF FAA EMPLOYEES**

### **INTRODUCTION:**

- I want to thank you for inviting me. I am still making my rounds of the agency, trying to get acquainted with individuals and groups. I have been told about the good work this group has done and I look forward to working with you.
- However, I am not a newcomer to FAA. I have been using its services for over 40 years and I am a great admirer of the quality service that FAA provides and what it has done for aviation. It's a first class organization and I am proud to be associated with it.
- My experience with FAA started out as a young Naval aviator when I lost all navigational capability in my aircraft and had to call on FAA for help.

### **DIVERSITY/EQUAL EMPLOYMENT OPPORTUNITY:**

- Let me first speak briefly about a major concern of this group-- my commitment to civil rights, workforce diversity, and equal employment opportunity.



- All I can tell you is that no appointee by President Clinton would ever get through the screening process without manifesting a firm commitment to these issues. The President is adamant and has taken great pains to make sure his appointments reflect the diversity of America and are committed to equal employment opportunity, workforce diversity and civil rights.
- As you know, Secretary Peña shares this commitment--which he has shown repeatedly since taking office. His policy statements are tough and unequivocal. Very shortly, I will be issuing my own policy statements on these issues, and you will see that they are equally strong and unequivocal.
- Basically, I believe, as the President has said, that we must try to have a workforce that is reflective of the diversity of America and meets a very high standard of excellence. And, like him, I don't think you have to sacrifice one to get the other. It's that simple.

#### **CONVERGING FORCES:**

- Now, I want to talk with you about the issues facing us as an agency. Aviation is at one of those junctures in aviation history when converging forces precipitate change--ready or not.
- Globalization of aviation: We can no longer think of simply a U.S. system. It's an international aviation system, without borders, and the FAA is expected to continue its world leadership role in this shifting environment.
- Harmonization of operating and certification regulations is an example of where the FAA is spending a lot more of its time and effort.

- You will me spending my time in helping to market U.S. products overseas. We must help the U.S. maintain its leadership role in this area and I think we have an active role to play in this regard.
- Rapid advances in technology: Automation, digital communications, satellite-based navigation.
- As you may have read in the newspapers and seen on TV, we had demonstrations of the GPS at National Airport last week. It worked like a charm. Clearly, this is one of the most important advances in the history of aviation navigation.
- President's Airline Commission: We are working to respond to the 30 or so recommendations. Recommendation that got the most attention was the one calling for a government corporation to operate the air traffic control system. Both the airline commission and the Vice President's National Performance Review called for this.
- I want to do what makes sense but I want to make sure we move cautiously before make that leap. If it makes sense, then we should do it. I don't believe in the adage, "if it's not broke, don't fix it." But, by the same token, I don't believe "if it's not broke, break it" either.
- The U.S. has a phenomenal safety record and we can't just dismiss the system that got us there. To give you an idea of how safe this system is, let's go back to the year 1961, the worst year on record for airline safety. If 1992 had the same accident rate as 1961, we'd be having an accident two out of every three days for a total of 245 airline accidents. In fact, we had 19 accidents in 1992, most of them not big enough to make the news, let alone the front page.



- Yet, this is not a call to maintain the status quo. We are in a period of dramatic change and I realize that part of my job is to help manage that change. I don't shrink from that, but I want to make sure we do it right.

## **REINVENTING GOVERNMENT:**

- There's some cynicism around Washington about this report. Some say it's "*deja vu* all over again." We've had the Hoover Commission Report, the Grace Report, and now the Gore Report.
- What makes this different is that the Vice President went to people like you to ask what is wrong with government and you told him. This is not an ivory-tower report done by Wall Street management consultants. It's grass roots and it makes a lot of sense.
- Some of what the Administration is asking for requires Congressional action. But, a lot of the recommendations in the report can be done within the executive branch itself. Already directions are starting to come down the pike.
- Just last week, the President issued separate Executive Orders setting customer service standards, streamlining the bureaucracy, and eliminating one-half of internal regulations in the executive branch. The agency will be issuing implementing instructions in the near future.
- What the President is trying to with the streamlining order is reduce dramatically the ratio between supervisors and employees. The object is to reduce over-control and micromanagement, to empower employees and to foster accountability on the part of both supervisors and managers. This is what you told the Vice President you wanted done and it's already happening.

- These are exciting developments that have a direct bearing on all of your lives. It's going to clear away a lot of frustrating obstacles that you now face and can make government service a lot more enjoyable.
- Clearly, though, while we labor to make government more streamlined and efficient, we need to cut its costs. What this means at the FAA in terms of personnel and budget reductions is not clear at this juncture. But we know we must all do our part in reducing the deficit.
- I can tell you this, FY 1994 is going to be a tough fiscal year and I don't see anything but tough fiscal years down the road. I don't say that to discourage or scare you. That's just a fact. We're in a hole and we've got to dig out. But we'll do it together and we'll get the job done.
- I am looking forward to the challenge, and I think you should, too.
- Change is always a little bit scary until you realize the only constant in life is change. We are experiencing that same kind of fear and anxiety with respect to the NAFTA treaty. But, it's clearly the right thing to do because it means good-paying U.S. jobs and it makes the U.S. more competitive in the world marketplace. So, don't believe the scare stories you are hearing from the fortress America crowd.
- Thanks for inviting me. Good to see all of you.



STATEMENT OF THE HONORABLE DAVID R. HINSON, FEDERAL AVIATION ADMINISTRATOR, BEFORE THE SENATE COMMITTEE ON COMMERCE, SCIENCE AND TRANSPORTATION, SUBCOMMITTEE ON AVIATION, CONCERNING THE AIRPORT IMPROVEMENT PROGRAM. SEPTEMBER 28, 1993.

Mr. Chairman and Members of the Subcommittee:

I welcome the opportunity to appear before the Subcommittee today to discuss the Airport Improvement Program (AIP) and the need for reauthorizing this important program for Fiscal Year 1994.

As the Members of the Subcommittee know well, one of the most pressing needs in our air transportation system is the need for additional capacity to handle projected air traffic. Put simply, the airport capacity of today will not meet the air transportation demands of tomorrow. We project, for example, that airline passenger enplanements will grow by about 60% by the year 2004. In that same time, total aircraft operations at airports with FAA air traffic control service will experience an increase of 25%.

We are already at a point today where 23 of our busiest 100 airports experience more than 20,000 hours of airline flight delay each year; 36 airports may fall into that category by the year 2001. It is readily apparent that, without substantial improvements in system capacity, passengers and air carriers will face added costs and increased delays.

The AIP program has been the traditional means of Federal assistance to airports to provide additional capacity, along with preserving the integrity of the existing airport system and addressing key airport safety and security needs. It is a major component of the financing necessary for airport planning and development, and it has provided the financial stability necessary for airports to obtain additional financing in the bond market for airport development. Historically, AIP assistance has provided about one-third of the funding for the capital investment in airport infrastructure. This continued Federal presence remains important to support the annual public spending expected in the near-term for airport development.

I would like to take a moment to briefly bring you up-to-date on the status of our AIP efforts this year. During FY 93, FAA will issue approximately 1,500 grants. Capacity projects at primary airports continue to receive priority consideration under the discretionary portion of the AIP program, where we can target funding. We have, for example, continued to support the new Denver Airport, which, when complete, will have the capacity to handle over 22 million passenger enplanements annually. We have also funded work to provide additional runways at a number of key airports throughout the country.

In addition to increasing capacity, the highest priority for AIP funding will continue to be major safety and security



initiatives. This year, approximately \$170 million in AIP grants will fund safety and security projects. These grants, for example, will fund the installation of airport signs in furtherance of our efforts to reduce runway incursions. AIP will continue to fund environmental improvements. Over \$225 million in AIP grants will fund noise mitigation projects. This funding assists airports in projects such as land acquisition, reducing the numbers of people exposed to airport noise, as well as in the soundproofing of homes and schools.

Another major element of our capacity expansion plans is the development of reliever airports in metropolitan areas to increase capacity for general aviation and to off-load that demand from the primary commercial airports. This Fiscal Year, over \$180 million will be granted to these airports. The Military Airport Program (MAP), established as a key component of the AIP program also provides an opportunity to add new capacity. FY 93 has brought an additional 4 military airports into the program, as well as an increase in set-aside funding. There is substantial airport infrastructure available for conversion throughout the country, which can provide valuable added capacity to complement capacity efforts at current civil airports. Two locations that are included in the MAP have also received significant discretionary grants beyond that in the MAP set-aside for redevelopment to convert to civil use. Manchester Airport in New Hampshire is being developed to relieve

congestion at Boston's Logan International, and to provide needed system capacity in the New England area. Also, Scott AFB in Illinois is being developed for civil use to relieve current and future congestion at Lambert/St. Louis International Airport.

We are in the final stages of completing our 1993 National Plan of Integrated Airport Systems (NPIAS). We believe the NPIAS we are finalizing will be a more useful policy and planning tool than prior efforts. The report will include key indicators of airport system condition and performance, such as runway pavement condition and the extent of air traffic delays. It will provide a comprehensive overview of airport development requirements by type of airport and purpose of development. In addition, it will set goals for the AIP, such as preventing increases in delay and maintaining efforts to convert military facilities into viable commercial and joint-use airports.

To supplement the AIP grant assistance we make available, many commercial service airports now have available to them an added source of funding--PFCs. Nationwide, we expect PFC collections could approach \$700 - \$800 Million in FY 94, based on the number of airports that have indicated an intention to apply for PFC authority. Together, the AIP and PFC programs provide an investment in the infrastructure so important to the economic well-being and growth of our air transportation industry. In addition, PFCs provide a funding stream that gives airports the added flexibility they need for long-term planning and development projects.



I believe the AIP program has served our air transportation system well, and that it will do so in the future. To continue this important program for FY 94, however, requires a specific reauthorization of this program, and we appreciate this Subcommittee's efforts to provide such new authority.

Ordinarily, our preference would be to seek a multi-year authorization for the AIP as well as for other FAA programs. This is an important means of providing stability both to FAA and the airport community in needed planning efforts, and, importantly, of helping airports secure financial support for key development and expansion projects. Over time, however, the authorization periods for FAA programs have become staggered. We would like early in 1994 to propose legislation that will put these programs on the same timeline, and provide for multi-year authorization periods.

In the meantime, we seek only a one-year extension of the AIP so that we may continue making grants to airports while we develop a more comprehensive proposal for your consideration. In developing a multi-year proposal, we need to assess the recommendations and potential impacts of the National Performance Review and the National Commission to Ensure a Strong Competitive Airline Industry on the FAA. Profound changes have been recommended in these reports and, although they are not AIP-specific, their adoption could affect dramatically the way FAA does business and, in turn, future spending goals and requirements. We believe it is important that we examine the total FAA funding picture for the

next several years and the relationship of our programs to one another. Moreover, there is a need to examine the overall revenue requirements to support FAA spending authorizations since user taxes expire at the end of 1995.

We are also committed to a careful review of the AIP program structure to assure that the legislation we have in place is the best means of meeting the needs of our air transportation system. I am concerned, for example, about whether adequate discretionary grant authority is provided us to meet those critical airport needs that we believe will best foster the national system. Under current formulas, differences between the authorized AIP level and the ultimately-approved AIP funding for a particular fiscal year can reduce dramatically the amount available to us for discretionary grants. This, in turn, can affect our ability to meet Letter of Intent needs of the airport community as well as target added funding where it is most needed. In short, I believe we need to take a step back and review the program to determine whether legislative changes to the AIP structure may be warranted. Also, after 3 years of experience with the PFC program, it is appropriate to review that program as well.

I am pleased that the Subcommittee has now introduced a bill that provides for a 1 year extension of the AIP program, although we are concerned that the funding level of \$2.05 billion substantially exceeds the amount requested by the President. The proposed 1 year extension will allow us the ability to undertake



the analysis needed to get back on a multi-year cycle for all FAA programs. Although I have had only limited opportunity to review the recently-introduced proposal, I am pleased that it would provide us with authority to offer safety training and operational services, without reimbursement when warranted, to foreign civil aviation authorities. This is a modest but important initiative that complements the security training authority you provided us in the last reauthorization act. I am also pleased that the Subcommittee bill would authorize FAA to recover the added costs of providing safety services overseas. In a time of constrained budgets, this authority, which we expect would result only in modest reimbursements, will nevertheless help us better and more timely respond to the needs of our air transportation industry overseas for whom time is often money.

We also are pleased that the Subcommittee has included a proposal to make clear that the FAA can engage in cooperative agreements with the aviation community to pursue jointly important development and standard-setting initiatives. Through this type of arrangement, we believe there will be cases in which the time it takes to complete the development of projects of critical interest and importance to air transportation can be reduced significantly. Cost-sharing with the private sector can also leverage our research dollars.

I welcome the Subcommittee's effort to provide discretionary grant flexibility in FY 1994 in the event of a difference between the

authorized level for the AIP and the amount made available after appropriations action. This interim step would provide us with a greater ability to meet LOI commitments and to target discretionary funds where they can most make a difference.

We have serious concerns about the bill's provision that would prohibit the use of appropriated facilities and equipment funds to continue with the development and production of Microwave Landing Systems, except as necessary to meet obligations of the Government under contracts in effect on January 1, 1994.

We recognize the concern that MLS may ultimately be unnecessary given ongoing efforts with GPS. We are sensitive to that concern. Nevertheless, there remain unresolved international and technical issues. For example, FAA is involved with the international community in determining the future of MLS as an international standard. FAA is also continuing to work to determine whether GPS can provide Category II and III precision landing capabilities. It is not yet known whether GPS will meet this important objective. We have already taken steps to shape future MLS budgets and equipment requirements downward, and will continue to reevaluate this program in light of international and technical developments. We would, therefore, urge that the Subcommittee remove this provision from the legislation.

The Office of the Secretary is currently reviewing the provisions of the bill that address international slots at high density airports, and that would require advance notice from air carriers



before discontinuing air service. I have directed my staff to quickly evaluate the ILS inventory proposal in the bill. We will provide the Subcommittee shortly with the Department's views on these elements of the proposal.

In closing, Mr. Chairman, I want to express our strong appreciation for the support we have received from this Subcommittee as we have administered both the AIP and PFC programs. We look forward to working closely with you and the Members of the Subcommittee on this important effort, and will be pleased to provide whatever support we can to you.

That completes my prepared statement. I would be pleased to respond to questions you may have at this time.

OPENING REMARKS FOR ADMINISTRATOR HINSON

AGE 60 PUBLIC MEETING

SEPTEMBER 29, 1993

- o WELCOME TO THIS PUBLIC MEETING TO DISCUSS VARIOUS AGE 60 RULE ISSUES.
- o I AM PLEASED AT THE NUMBER IN ATTENDANCE TODAY. I AM ALSO PLEASED THAT YOU ARE CONCERNED, AS I AM, ABOUT THE SAFETY OF THE FLYING PUBLIC.
- o IN 1959, THE AGE 60 RULE WAS PROMULGATED. THIS RULE REQUIRES THAT NO PERSON MAY PILOT AN AIRCRAFT GOVERNED BY PART 121 OF THE FEDERAL AVIATION REGULATIONS IF THAT PERSON HAS REACHED HIS OR HER 60TH BIRTHDAY.
- o FOLLOWING CONGRESSIONAL HEARINGS IN THE LATE 1970'S, CONGRESS DIRECTED THE NATIONAL INSTITUTES OF HEALTH (NIH) TO CONDUCT A COMPREHENSIVE STUDY ON THE AGE 60 ISSUE.
- o THE 1981, NIH STUDY CONCLUDED THAT ACCIDENT RATES FOR PILOTS WHOSE MEDICAL CERTIFICATES PERMITTED THEM TO FLY AS COMMERCIAL AIRLINE PILOTS HAD A SUBSTANTIALLY HIGHER ACCIDENT RATE AFTER AGE 60 THAN AT YOUNGER AGES.
- o IN 1990, THE FAA INITIATED A STUDY AIMED AT CONSOLIDATING AVAILABLE ACCIDENT DATA AND CORRELATING IT WITH THE AMOUNT OF FLYING BY PILOTS AS A FUNCTION OF THEIR AGE. IN MARCH 1993, THE



FAA ISSUED A REPORT REGARDING THIS STUDY ENTITLED "AGE 60 PROJECT, CONSOLIDATED DATABASE EXPERIMENTS, FINAL REPORT."

- o THIS REPORT SUGGESTS THAT ON THE BASIS OF ACTUAL ACCIDENT DATA ANALYZED FROM 1976-1988, THERE IS NO HINT OF AN INCREASE IN THE ACCIDENT RATE FOR PILOTS OF SCHEDULED AIR CARRIERS AS THEY NEAR THEIR 60TH BIRTHDAY. BECAUSE OF THE AGE 60 RULE THERE ARE NO AVAILABLE DATA FOR ACCIDENT RATES FOR PILOTS BEYOND AGE 60, THEREFORE, DATA FOR PILOTS FLYING IN PRIVATE OPERATIONS WERE ALSO EXAMINED.
- o THIS REPORT, HOWEVER, DOES NOT ADDRESS MEDICAL ISSUES, SUCH AS COGNITIVE ABILITIES OR ANY TRENDS REGARDING SUDDEN INCAPACITATION.
- o THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) ADOPTED CHANGES TO INTERNATIONAL SAFETY STANDARDS WHICH SET AN AGE LIMIT OF 60 FOR PILOT IN COMMAND OF TRANSPORT CATEGORY AIRCRAFT OPERATING IN INTERNATIONAL AIR TRANSPORT SERVICE, BUT DID NOT SET A LIMIT ON THE AGE OF THE SECOND-IN-COMMAND. A NUMBER OF COUNTRIES HAVE ADOPTED RULES FOR THEIR AIRLINE PILOTS WHICH DIFFER FROM THE ICAO STANDARD.
- o JAA NOTICE OF PROPOSED AMENDMENT OUT. WE ESPECIALLY SEEK COMMENTS ON THE BEST WAY TO ACHIEVE HARMONIZATION WITH JAA AND OTHER NATIONS.

- o DURING THIS MEETING, WE EXPECT TO RECEIVE YOUR VIEWS ON THE AGE 60 REPORT ENTITLED "AGE 60 PROJECT, CONSOLIDATED DATABASE EXPERIMENTS, FINAL REPORT," THE MERITS OF INITIATING RULEMAKING ACTION TO REVISE THE AGE 60 RULE, AND THE SAFETY AND ECONOMIC CONSEQUENCES OF SUCH RULEMAKING ACTION.
- o WE WILL REVIEW AND CONSIDER ALL MATERIAL PRESENTED BY PARTICIPANTS AT THIS MEETING INCLUDING INFORMATION RECEIVED IN THE RULES DOCKET BEFORE RENDERING A DECISION AS TO WHETHER RULEMAKING SHOULD BE INITIATED.
- o I HAVE NO PRECONCEIVED IDEAS REGARDING THE OUTCOME OF THIS PUBLIC MEETING. WE ARE INTERESTED IN LISTENING TO YOUR OPINIONS REGARDING THE ECONOMIC AND SAFETY ISSUES THAT PERTAIN TO THE AGE 60 RULE, AS WELL AS ANY OTHER CONCERNS YOU MAY HAVE REGARDING THIS ISSUE.
- o FOLLOWING THE CLOSE OF THE COMMENT PERIOD, WHICH IS OCTOBER 15, 1993, WE WILL REVIEW THE COMMENTS PROVIDED TO THE DOCKET, INCLUDING ANY NEW INFORMATION SUBMITTED AT THIS MEETING, BEFORE DECIDING WHETHER TO INITIATE RULEMAKING ON THE AGE 60 RULE.



## AGE 60 RULE

### AGENDA FOR PUBLIC MEETING SEPTEMBER 29 - 30, 1993

#### *Wednesday, September 29:*

|               |  |
|---------------|--|
| 8:30 - 9:00   | REGISTRATION   |
| 9:00 - 9:05   | INTRODUCTION (ANTHONY BRODERICK)   |
| 9:05 - 9:15   | REMARKS (ADMINISTRATOR HINSON)   |
| 9:15 - 9:20   | OPENING REMARKS (IDA KLEPPER)  |
| 9:20 - 9:25   | Bert Yetman, President, Professional Pilots Federation   |
| 9:25 - 9:30   | Marilyn Blair, Member, Professional Pilots Federation  |
| 9:30 - 9:35   | Dave Harris, Member Professional Pilots Federation   |
| 9:35 - 10:05  | Richard LaVoy, President, Allied Pilots Association  |
| 10:05 - 10:15 | Edward Thompson, Former Part 121 Pilot   |
| 10:15 - 10:30 | Charles Yates, Former Part 121 Pilot   |
| 10:30 - 10:40 | BREAK  |
| 10:40 - 10:55 | Samuel D. Woolsey  |
| 10:55 - 11:10 | David Michaels, Associate Professor of Epidemiology,<br>City University of New York Medical School (Expert Witness<br>for Allied Pilots Association and Air Line Pilots Association) |
| 11:10 - 11:20 | Thomas S. Corboy, Current Part 121 Pilot   |
| 11:20 - 11:30 | Joseph Ritorto, Chairman, Teterboro Airport Air Traffic<br>Committee, Teterboro Users Group (TUG)  |
| 11:30 - 11:45 | Donald McGregor, Air Line Pilots Association's Executive<br>Chairman for Aeromedical Resources   |
| 11:45 - 12:00 | Paul McCarthy, Chairman of Air Line Pilots Association's<br>Accident Investigation Board   |
| 12:00 - 1:00  | LUNCH  |

|             |  |
|-------------|--|
| 1:00 - 1:10 | John Strippoli, Part 121 Pilot for Kiwi Airlines   |
| 1:10 - 1:20 | Captain Robert Horlander, Former Part 121 Pilot for Soaring Eagles (Retired Pilots Association of U.S. Air)  |
| 1:20 - 1:30 | Edward Driscoll, President, National Air Carrier Association (NACA)  |
| 1:30 - 1:40 | Captain Charles W. Starr, Former Part 121 Pilot  |
| 1:40 - 1:45 | Ms. Anke Mengelberg, Licensing Director designate, Joint Aviation Authorities  |
| 1:45 - 2:00 | Dr. Ken Edgington, United Kingdom, Civil Aeronautical Authority (Expert Witness for JAA)   |
| 2:00 - 2:15 | Al Prest, Vice-President of Operations, Airline Transport Association  |
| 2:15 - 2:30 | Richard S. Golaszewski, GRA, Inc.  |
| 2:30 - 2:40 | Bernard Sacher, Corse Air International  |
| 2:40 - 2:45 | Dr. Rufus Hessberg, Aerospace Medicine   |
| 2:45 - 2:55 | James Weis, Former Part 121 Pilot  |
| 2:55 - 3:05 | BREAK  |
| 3:05 - 3:20 | Mike Pangia, Attorney, Experimental Aircraft Association, Legal Advisory Council   |
| 3:20 - 3:30 | Andy Yates, Former Part 121 Pilot, Air Safety Consultant   |
| 3:30 - 3:40 | Roger Seaman, Former Part 121 Pilot  |
| 3:40 - 3:50 | Stanley Smilan, Former Part 121 Pilot  |
| 3:50 - 4:00 | Richard L. Berry, Current Part 121 Pilot   |
| 4:00 - 4:10 | Sam Poole, President & General Manager, Southern Flyer, Inc.   |
| 4:10 - 4:20 | Eugene P. Rosenthal, Former Part 121 Pilot   |
| 4:20 - 4:30 | John B. Philbrook, Former Part 121 Pilot   |
| 4:30 - 4:45 | Robin A. Barr, Acting Chief, Adult Psychological Development, Behavioral and Social Research Program, National Institute of Aging, National Institutes of Health |



|             |   |
|-------------|---|
| 4:45 - 4:55 | Wayne Voss, Current Part 121 Pilot for Continental Airlines |
| 4:55 - 5:05 | Paul Poberezny, Chairman, Experimental Aircraft Association |
| 5:05 - 5:15 | Lei Kihoi, Spouse of John E. Dunne, Current Part 121 Pilot  |
| 5:15 - 5:30 | BREAK   |
| 5:30 - 5:35 | Captain Gilbba, Israel Air Line Pilots Association          |
| 5:35 - 5:45 | Dr. Sydney Cohen, Israel Air Line Pilots Association        |
| 5:45 - 5:55 | Captain Poustis, French Air Line Pilots Association         |
| 5:55 - 6:05 | Richard Delafield, Managing Partner, Aircraft Ferry Group   |
| 6:05 - 6:15 | Hal Sprogis, Aviation Research Associates                   |
| 6:15        | RECESS FOR DAY  |

*Thursday, September 30:*

|               |   |
|---------------|---|
| 9:00 - 9:10   | OPENING REMARKS (IDA KLEPPER)   |
| 9:10 - 9:15   | Robert R. Perry, Part 121 Pilot   |
| 9:15 - 9:35   | Langhorne Bond, Former FAA Administrator                                |
| 9:35 - 9:45   | James R. Hickman, Jr., M.D., Mayo Clinic, Rochester, MN                 |
| 9:45 - 9:55   | Harold B. Hoffler, Current Part 121 Pilot                               |
| 9:55 - 10:05  | Gary L. Kerans, Southwest Airlines Pilots' Association                  |
| 10:05 - 10:15 | Karen H. Baker, Attorney  |
| 10:15 - 10:25 | David Cronin, American Association of Retired Persons                   |
| 10:25 - 10:35 | Richard Delafield, Senior Captain, America West Airlines                |
| 10:35 - 10:45 | D. Owen Coons, M.D., Vice President, Civil Aviation Medical Association |
| 10:45 - 10:55 | Peter W. Dulken, Part 121 Pilot   |