

STATEMENT OF ROBERT O. ZIEGLER, DIRECTOR OF THE PACIFIC-ASIA REGION, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE WAYS AND MEANS COMMITTEE, SUBCOMMITTEE ON OVERSIGHT, CONCERNING USE OF THE AIRPORT AND AIRWAY TRUST FUND IN HAWAII, MARCH 31, 1979.

Mr. Chairman and Members of the Subcommittee:

I am Robert Ziegler, Director of FAA's Pacific-Asia Region. I am responsible for carrying out FAA programs and activities in the State of Hawaii and throughout the Pacific, including American Samoa, Guam, the Northern Mariana Islands, and the Trust Territory of the Pacific Islands. I welcome the opportunity to discuss the application of the Airport and Airway Trust Fund in Hawaii and other aviation matters relevant to Hawaii.

I am aware of your concern for safety at Honolulu International Airport and throughout Hawaii. Let me assure you that I share your concern.

Since FAA Headquarters officials have appeared before this Subcommittee on several occasions in the past year and have already provided you with background information concerning Trust Fund programs and an overview of improvements in the National Airspace System since the Trust Fund was established in 1970, I won't repeat those details.



As you know, the Airport and Airway Development Act of 1970, as amended, contains authorizations for amounts which may be utilized in various categories such as Facilities and Equipment for fiscal years through 1980. I would like to briefly discuss the various categories of expenditures, how those authorizations are translated to programs at the local level, and what use we have made of those funds in the Pacific-Asia Region.

First, let me address the air navigation and communication system which is so important to the safe and efficient use of airspace. The programming of funds from the amounts authorized in this category is done at the national level based on budgetary requests submitted by each region. The Pacific-Asia Region has consistently been able to utilize in a timely fashion monies made available to us with the net result being a significant improvement in the air traffic control and air navigation system in Hawaii.

For fiscal years 1971 through 1979, we have been allotted more than \$20 million for Facilities and Equipment (F&E) projects in the State of Hawaii. This dollar value represents only the regional costs of construction and installation for F&E projects. Nearly all of the electronic navigation, communication, and air



traffic control equipment has been purchased by Washington Headquarters from a national pool of funds. We have sought the most efficient use of the funds allocated to us, and, in the case of the few projects which have been cancelled because of changing requirements or priorities, funds have been reallocated to other projects.

Major F&E projects funded in Hawaii during this period include:

--Automation of the Honolulu Air Route Traffic Control Center. This program includes modernization of the Center, installation of a Power Conditioning System, installation of an Enroute Automated Radar Tracking System at the Center, establishment of Air Traffic Control Radar Beacon Systems at Pahoa, Hawaii, and Haleakala, Maui, and remoting of radar beacon information from the National Guard radar at Kokee, Kauai.

--Replacement of the obsolete long range military radar system at Mt. Kaala with a modern Air Route Surveillance Radar system (ARSR-3).

--Installation of an Airport Surveillance Radar system at Hilo Airport including an Automated Radar Terminal System (ARTS II).

--Establishment of an Instrument Landing System at Runway 4R at Honolulu International Airport.

--Establishment of an instrument approach system for Runway 26L at Honolulu International Airport consisting of a Localizer Directional Aid with Distance Measuring Equipment and an approach lighting system. This procedure will provide electronic and visual overwater guidance approach to the Reef Runway during Kona weather conditions.

--Establishment of Approach Lighting Systems at Kahului Maui Runway 2 and Honolulu International Airports Runway 4R.

--Relocation of the Air Traffic Control Towers at Hilo and Honolulu International Airports, establishment of an interim tower at Molokai Airport, and the expansion and upgrading of the Combined Station Tower at Kahului Airport.

--Enhancement of the Honolulu International Control Tower Automated Radar Tracking System (ARTS III) to incorporate features for conflict alert and minimum safe altitude warning.

--The conversion of the Approach Lighting Systems at Hilo and Kona to frangible systems.

During the past eight years, we have added and modernized facilities and equipment to keep pace with needed system improvements and technological advances for enhanced operational safety and efficiency.

We will, of course, continue to assess the need for additional facilities and equipment within the Region, and request approval of additional projects through our annual budget submissions to Washington.

For information purposes, I have attached to this statement a summary of major F&E projects which were completed between 1971 and 1979 or which are presently underway.

With regard to planning grants, Section 13 of the Airport and Airway Development Act of 1970, as amended, authorizes the Secretary of Transportation to make grants to planning agencies for airport system planning and to public agencies for airport master planning. The maximum authorized under this portion of the Act is \$15 million per year nationwide. To date, we have issued planning grants to the State of Hawaii for over \$609,000. Those grants have been used to develop a State Airport System Plan; to prepare a study of the possible sites for a general aviation airport on Oahu; to prepare a master plan for the

long-range development of the Lihue Airport; and for a comprehensive master planning effort now getting underway at Honolulu International Airport. We anticipate some additional funding for the completion of the Honolulu International Airport master plan this fiscal year.

Insofar as the Airport Development Aid Program is concerned, Section 14(a) of the Act authorizes the Secretary to make grants for various types of airport development. We are quite pleased with what we have been able to accomplish under this program in cooperation with the State of Hawaii. As you are aware, the Department of Transportation for the State of Hawaii is the operator of all public airports in the State.

All of the funds apportioned to the State under the passenger enplanement formula of the Act have been consistently granted to the State. Additionally, a very substantial share of the discretionary fund has been made available to Hawaii because of the high priority nature of many of the projects to be undertaken.

Since 1970, over \$78 million in Federal funds have been provided to the State in the form of grants to improve Hawaii's airports. Another \$10.7 million is available for obligation in

Fiscal Year 1979, and a like amount will be available for grants in Fiscal Year 1980. Over that period of time, grants have been approved for 37 projects at air carrier airports and one at a general aviation airport. I have included a summary of projects through Fiscal Year 1978 as an attachment to this statement.

Probably the most significant project in Hawaii to date has been the construction of the Reef Runway at Honolulu International Airport. The United States' share for this construction was \$45.8 million. The Reef Runway, completed in 1977, was the first major runway construction in the country to withstand legal challenge under the National Environmental Policy Act of 1969. Today, the Reef Runway is a model for safety, noise abatement and associated environmental concerns, and added operational benefit.

Since 1973, and incident to the airport certification requirements under Part 139 of the Federal Aviation Regulations, we have assisted the State in the purchase of crash-fire rescue vehicles at Honolulu and outer island airports. We have also participated in construction of buildings to house those vehicles. Also in connection with the airport certification program, we have made grants for airport perimeter fencing and other associated security requirements.

We have also participated in other projects for the construction of taxiways, aircraft parking aprons, and for the installation of visual runway approach aids, runway marking and aircraft guidance signs.

Several major new improvements are planned for Hawaii under the Airport Development Aid Program. At Kahului, we have been working on projects to strengthen the runways and to improve the airport lighting system; at Hilo, to improve the safety areas surrounding the runways; at Honolulu, to construct additional aircraft parking aprons, and to clear trees to improve line-of-sight for controllers; and, at Lihue, to construct a new runway which we believe is sorely needed to decrease noise impact and to offer operational enhancement.

Mr. Chairman, that is a brief summation of our grant and F&E programs in Hawaii. I'd like to briefly discuss now some other aviation accomplishments in Hawaii and to mention what I see as some aviation problems in the State.

Due largely to a significantly increasing tourist industry, Honolulu International Airport has experienced a 15 percent overall increase in operations in calendar year 1978 over calendar year 1977. There were 379,086 takeoffs and landings at Honolulu in 1978; an increase of more than 49,000 operations

over those conducted in 1977. The breakdown of operations is as follows: air carrier--121,056; air taxi--85,532; general aviation--137,593; and military--34,905. Air carrier operations increased six percent, air taxis increased 25 percent, general aviation increased 20 percent, and military increased six percent.

Honolulu International is now the 29th busiest U.S. airport and ranks tenth in the number of enplaned passengers. Because of the large numbers of operations at the airport, the mix of air carrier, general aviation, and military aircraft, and the mountainous terrain north of the airport which limits aircraft maneuvering area, Honolulu International Airport has an extremely complex air traffic environment.

To reduce the aircraft mix at Honolulu, the State has for a number of years been considering sites on the Island of Oahu for a general aviation reliever airport. In fact, we helped finance their study by issuing a planning grant. The establishment of a reliever airport has, however, been the subject of continuing discussion involving the State, the Defense Department, and residents in the vicinity of all potential sites. We believe that additional general aviation airports on Oahu are urgently needed for safety and efficiency. In

fact, that view was expressed by the Administrator in a recent letter to Governor Ariyoshi. While we believe that the need for general aviation airports is recognized by all concerned, this has not resulted in any basic agreement as to how that objective is to be achieved.

We feel that the use of existing military airports on Oahu in addition to that presently being made of Ford Island and Dillingham should be fully and objectively considered. It seems only reasonable that some agreement and accommodation could be worked out in the public interest. Such accommodations, even on a relatively short-term basis could bring a significant degree of early relief while the State continues its efforts to select and develop a new full service general aviation airport which at best is three to five years away.

The Department of Defense has advised us that they stand ready to promptly consider and respond to any specific suggestions which may be made in this regard.

On another matter, you are probably aware that we are considering a proposal to establish a Group II terminal control area (TCA) at Honolulu. A terminal control area is an airspace configuration which provides a high level of separation safety

through the exercise of positive control over all aircraft operating within the TCA. We have recently held an informal airspace meeting to solicit public comment on the proposal. If a decision is made to establish a TCA at Honolulu, the TCA will probably be implemented late in 1979. TCAs are also being considered for implementation at Kahului in 1980 and Lihue in 1984.

There are a number of other airspace actions we have taken to increase safety and efficiency in the airspace between Hawaii and the mainland. For example, since 1976, composite en route separation has been used at and above 29,000 feet on six organized routes between Hawaii and the mainland. Composite separation is achieved by a combination of 50 mile lateral and 1,000 feet vertical separation of aircraft. Further, we have recently implemented one way, east-west, traffic flows which provide a more efficient and expeditious means of altitude assignment with an end result of substantial fuel savings to air carriers.

We are also reconfiguring the military warning areas in the vicinity of the Hawaiian Islands so that civil aviation is better accommodated. The reconfiguration was planned by the Region in coordination with the military so that national

defense interests would not be compromised. Where realignment of warning areas has been determined not to be practical, letters of procedure are being developed to permit civil use of warning areas when they are not being used by the military. A more efficient en route airway structure to and from the State should be the result.

One last point I'd like to mention is our regional program to modernize flight service capabilities in the State of Hawaii by relocating the Honolulu Flight Service Station to larger quarters in our Diamond Head Center building. Those quarters will contain all new equipment, additional operating positions, a conditioned power source, and other improvements. The plan includes remoting all flight service functions in the State to this one full-service, 24-hour activity. Automation and other features such as Enroute Flight Advisory Service (EFAS) will be implemented as funding becomes available. By combining State-wide functions, many elements of the National FSS Automation Program may be applied to Honolulu Flight Service Station.

Mr. Chairman, that concludes my prepared statement. My colleagues and I will be pleased to respond to any questions which you may have at this time.

