

STATEMENT OF MICHAEL J. FENELLO, DEPUTY ADMINISTRATOR, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE COMMITTEE ON SCIENCE AND TECHNOLOGY, SUBCOMMITTEE ON TRANSPORTATION, AVIATION AND MATERIALS CONCERNING COLLISION AVOIDANCE SYSTEMS AND AIR TRAFFIC CONTROL SAFETY IN THE LOS ANGELES AREA.

SEPTEMBER 2, 1981

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

I WELCOME THE OPPORTUNITY TO BE HERE TODAY TO PRESENT THE FAA'S VIEWS ON COLLISION AVOIDANCE SYSTEMS AND AIR TRAFFIC CONTROL SAFETY IN THE LOS ANGELES AREA. WITH ME ARE AL ALBRECHT, ASSOCIATE ADMINISTRATOR FOR ENGINEERING AND DEVELOPMENT AND MARTY POZESKY, DEPUTY DIRECTOR OF THE SYSTEMS RESEARCH AND DEVELOPMENT SERVICE TO DESCRIBE THE FAA'S DECISION TO DEVELOP A TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS). ALSO WITH ME TODAY ARE JACK RYAN, ACTING CHIEF OF THE OPERATIONS DIVISION IN THE AIR TRAFFIC SERVICE AND BOB SMITH, CHIEF OF THE AIR TRAFFIC CONTROL DIVISION IN THE WESTERN REGION TO DISCUSS THE AIR TRAFFIC SYSTEM IN THE LOS ANGELES BASIN.

MR. CHAIRMAN, I BELIEVE A VERY BRIEF SUMMARY OF FAA'S CONTINUING EFFORTS TO IMPROVE THE SAFETY AND EFFICIENCY OF THE SERVICES IT PROVIDES WOULD SERVE AS A MEANINGFUL BACKGROUND FOR THE RATHER TECHNICAL AND SPECIFIC PRESENTATIONS AL AND BOB WILL BE MAKING. THE ADMINISTRATOR HAS PLACED A VERY HIGH PRIORITY

ON THE FORMULATION OF A PLAN TO UPGRADE AND MODERNIZE THE AIR TRAFFIC CONTROL SYSTEM. HIS ANALYSIS OF THE CURRENT AND FUTURE AVIATION ENVIRONMENT QUICKLY LED HIM TO CONCLUDE THAT WITHIN THE NEXT 10 YEARS WE WOULD BE DOUBLING THE AIRCRAFT FLEET USING THE NATION'S AIRSPACE. ACCORDINGLY, A NATIONAL AIRSPACE REVIEW IS ALREADY UNDERWAY AS WELL AS A THOROUGH REVIEW OF AUTOMATION OPPORTUNITIES--THE SYSTEMS, SOFTWARE, AND HARDWARE REQUIREMENTS OF THE FUTURE AIR TRAFFIC CONTROL SYSTEM. THE DETAILED REVIEW THAT LED TO THE DECISION ON TCAS WAS THE FIRST STEP IN A PLAN THAT WILL ENCOMPASS ALL THE FAA'S MAJOR ACQUISITION NEEDS AND PROGRAMS.

WE HAVE BEGUN AND ARE CONTINUING DETAILED, TECHNICAL REVIEWS, USUALLY 3 HOURS A DAY AND AT LEAST 3 DAYS A WEEK. THE TOPICS INCLUDE COLLISION AVOIDANCE, DABS/DATA LINK/AUTOMATIC TRAFFIC ADVISORIES AND RESOLUTION (ATARS), MICROWAVE LANDING SYSTEMS, WEATHER, COMMUNICATIONS, NAVIGATION, AUTOMATED EN ROUTE AIR TRAFFIC CONTROL (AERA), EN ROUTE AND TERMINAL AUTOMATION, PRIMARY RADAR REQUIREMENTS - ALL OF THESE AND MORE ARE BEING REVIEWED. WE DELVE INTO THE REQUIREMENTS, THE ONGOING PROGRAM, AND THE ALTERNATIVES. EACH ELEMENT OR BUILDING BLOCK, IF YOU WILL, THAT WILL LEAD TO THE DESCRIBING AND SIZING OF THE ADVANCED AUTOMATED SYSTEM REQUIRED TO HANDLE THE DEMAND IS BEING CAREFULLY EXAMINED AND DECISIONS ARE BEING MADE. WE HAVE NOT YET COMPLETED THE PROCESS AND THERE HAVE BEEN A FEW

DIVERSIONS; BUT WE ARE ON SCHEDULE AND ARE CONFIDENT THE OVERALL PLAN WILL BE COMPLETED BEFORE THE END OF THE YEAR. WE ARE ALSO CONFIDENT THAT THE PLAN WILL PROVIDE FOR A SAFE AND EFFICIENT SYSTEM DESIGNED TO BE IMPLEMENTED AND OPERATED IN AN ECONOMICAL MANNER AND FULLY CAPABLE OF PROVIDING THE NECESSARY SERVICES WITH NO UNDUE REGULATORY BURDEN.

MR. CHAIRMAN, AS YOU ARE AWARE, RECENT EVENTS HAVE ADDED ANOTHER DIMENSION TO THE REVIEWS OF OUR PROGRAMS TO UPGRADE AND MODERNIZE THE AIR TRAFFIC CONTROL SYSTEM. THAT DIMENSION HAS BOTH NEAR- AND LONG-TERM PLANNING IMPLICATIONS. YOU MAY BE ASSURED THAT WE ARE WORKING DILIGENTLY TO PROVIDE TO THE AVIATION COMMUNITY AS MUCH SERVICE AS POSSIBLE IN THE NEAR TERM WITHOUT COMPROMISING SAFETY. OUR LONGER TERM PLANS WILL ALSO CONTINUE TO BE BASED UPON SAFETY FIRST, WITH EFFICIENCY AND PRODUCTIVITY CLOSELY FOLLOWING IN PRIORITY. I COULD SAY BECAUSE IT IS A FACT THAT SAFETY IS FIRST, SECOND, THIRD, AND FOURTH IN PRIORITY--FOLLOWED BY EFFICIENCY AND PRODUCTIVITY.

MR. CHAIRMAN, AT THE END OF OUR PRESENTATION WE WILL, OF COURSE, BE PLEASED TO RESPOND TO QUESTIONS YOU AND OTHER MEMBERS OF THE SUBCOMMITTEE MAY HAVE ON THESE AND OTHER TOPICS. AT THIS TIME, HOWEVER, I WOULD LIKE TO CONTINUE OUR PRESENTATION BY CALLING UPON MR. ALBRECHT TO DISCUSS THE FAA'S DECISION TO DEVELOP TCAS.