

STATEMENT OF THOMAS P. MESSIER, DIRECTOR, OFFICE OF INTERNATIONAL AVIATION, FEDERAL AVIATION ADMINISTRATION, BEFORE THE COMMITTEE ON INTERIOR AND INSULAR AFFAIRS, SUBCOMMITTEE ON PUBLIC LANDS AND NATIONAL PARKS, CONCERNING THE COMPACT OF FREE ASSOCIATION. APRIL 27, 1984.

Mr. Chairman and Members of the Subcommittee:

I welcome the opportunity to appear before you today to discuss FAA's programs affecting the Trust Territory of the Pacific Islands and the effect the Compact of Free Association will have on those programs in the Marshall Islands and the Federated States of Micronesia.

Currently, the FAA provides a variety of services in Micronesia. First are the air traffic control services required under the Convention on International Civil Aviation (ICAO). FAA is responsible for the provision of these services, including air-ground communications within controlled airspace, to a large part of the Pacific Ocean area, including Micronesia. Facilities providing such services include the Guam Combined Center and Radar Approach Control, Bucholz Air Traffic Control Tower on Kwajalein, the Honolulu Flight Service Station, and the Honolulu Air Route Traffic Control Center. FAA is also responsible for airspace allocations in the Honolulu/Guam flight information regions, which include airspace overlying Micronesia.

Additional FAA air traffic services include advice to the Trust Territory concerning whether or not objects affecting navigable airspace pose a hazard to air navigation; preparation of advisories to pilots concerning communications capabilities at Trust Territory airports and procedures for using them; and training of Trust Territory personnel in Airport Advisory Services.

The FAA has had a close association with the Trust Territory for many years to provide for the safe and efficient use of airspace in the area. For example, between 1967 and 1971 the FAA designed, engineered, and installed a communications system for air traffic control use throughout the Trust Territory. The FAA also installed a number of navigational aids in Micronesia, and FAA has provided initial ground certification, annual ground certification checks, and occasional maintenance advice and support for this equipment.

Moreover, the FAA performs the annual flight inspections of these Micronesian navigational aids. In addition, we design and publish any required approach and departure procedures. The FAA flight standards inspectors have also provided technical assistance to Micronesia in the course of their duties there. FAA has also responded to requests from the High Commissioner of the Trust Territory for various forms of

aviation technical assistance. Many of the assistance efforts are on a partially reimbursable basis. For example, under a reimbursable agreement between FAA and both the Department of Interior and the Government of the Marshall Islands, FAA worked with local officials to develop a set of civil aviation regulations for use in the islands. These proposed safety regulations for the territory are currently under review. It is expected that follow-on FAA assistance on implementation of the regulations will be requested.

Finally, the Trust Territory has participated in the FAA Airport Improvement Program, which is a federal grant program for airport capital improvements. Projects funded by this program must be accomplished in accordance with FAA standards. The Airport and Airway Improvement Act of 1982 has made grant money available to Insular Areas including the Trust Territory. The amount ranges from \$540,000 in Fiscal Year 1982 to \$1,220,640 in FY 1987. A large percentage of this is typically granted to the Trust Territory. For Fiscal Year 1984, FAA has committed \$400,000 for terminal building projects on Yap and Kosrae, and we expect to take formal action shortly on an application for a major runway grooving project on Yap.

In accordance with Article II, Section 221(a) of the Compact of Free Association, services are to be provided by the FAA to the

Marshall Islands and the Federated States of Micronesia at levels equivalent to those available to the Trust Territory of the Pacific Islands during the year prior to the effective date of the compact. Article VIII of the the Federal Programs and Services Agreement spells out the Civil Aviation Safety Services and Related Programs. General provisions of the agreement call for the Governments of the United States, the Marshall Islands, and the Federated States of Micronesia to promote their common interests in fostering safe and efficient air service in Micronesia, and to facilitate the orderly establishment of aviation safety statutory and regulatory regimes and aviation safety authorities by the Governments of the Marshall Islands and the Federated States of Micronesia.

Specific services to be provided by the United States Government in the region are:

- o Enroute Air Traffic Services within that airspace for which the U.S. Government has responsibility under ICAO's regional plan, until ICAO approves the transfer of this responsibility to the Governments of the Marshall Islands and the Federated States of Micronesia;

- o Flight inspection and ground certification of non-directional beacons and distance measuring equipment, and periodic review of the need for, and the maintenance, modification, improvement or replacement of such navigational aids; and
- o Development and updating of instrument approach procedures, standard instrument departure procedures, and standard terminal arrival routes for airports in the area, along with the issuance of appropriate Notices to Airmen.

In addition, the FAA is to provide technical assistance to the Governments of the Marshall Islands and the Federated States of Micronesia to help them develop their own civil aviation safety authorities and to assist those governments in the administration of safety certification and related aviation safety programs. Such technical assistance will be provided pursuant to implementing agreements negotiated from time to time between the U.S. Government and the Government concerned. Technical assistance to enhance safety provided by FAA would include:

- o continuing development of aviation safety statutes, regulations and aviation safety authorities;

- o training in the U.S. of personnel designated by the Governments of the Marshall Islands and the Federated States of Micronesia; and
  
- o the stationing of FAA personnel in the Marshall Islands or the Federated States of Micronesia to provide continuing advice and guidance to aviation safety authorities at the request of those governments. Examples of such advice and guidance which could be requested include assistance required for certification of airmen, aircraft, airports, and air agencies.

We expect the cost of providing services under this agreement will be up to \$1.25 million for Fiscal Year 1985. This is based on a calculation of our current costs of providing these services, including grants for airport projects, and then factoring in OMB approved inflation estimates and adding estimates of likely technical assistance expenditures.

FAA is committed to fulfilling its obligations under the Compact and working closely with the affected Governments to promote the development of a safe and efficient aviation system in Micronesia. We are confident that the programs in place,

along with the technical assistance we can provide, will allow the Governments of the Marshall Islands and the Federated States of Micronesia to achieve that goal.

That completes my prepared statement, Mr. Chairman. At this time, I would be pleased to respond to any questions you might have.