

STATEMENT OF STANLEY RIVERS, MANAGER, AIRPORTS DIVISION, GREAT LAKES REGION, FEDERAL AVIATION ADMINISTRATION, BEFORE THE HOUSE COMMITTEE ON APPROPRIATIONS, SUBCOMMITTEE ON TRANSPORTATION, CONCERNING THE DETROIT METRO AIRPORT. OCTOBER 30, 1987.

Mr. Chairman and Members of the Subcommittee:

I am Stanley Rivers, Manager of the FAA's Great Lakes Region Airports Division. I am responsible for the FAA's airport grant program and airport certification functions in the Great Lakes Region which includes airports in Illinois, South Dakota, North Dakota, Minnesota, Wisconsin, Indiana, Ohio, and Michigan.

I appreciate the opportunity to appear before the Subcommittee today to discuss Detroit Metro Airport. This is an important airport which plays a vital role, not only in serving this key metropolitan area, but in our national air transportation system. Detroit Metro served over 8.9 million passengers this past fiscal year and accommodated about 268,000 air carrier flights. It is forecasted to serve 9 million passengers this fiscal year and 297,000 air carrier flights.

Detroit Metro is a well-equipped airport which provides safe service to the travelling public. FAA, with the support of the Congress, has provided substantial resources to the airport to benefit both safety and efficiency of operations. For example, the airport is equipped with a number of advanced navigation and

air traffic control facilities. There are five Instrument Landing Systems, two of which are Category II; a modern, solid-state Airport Surveillance Radar, which is served by a fiber optic monitor and control cable; and an enhanced Automated Radar Terminal System, which is capable of tracking search radar targets as well as transponder-equipped aircraft.

Over the past five years, we have expended through our Facilities and Equipment program more than \$3 million at Detroit Metro, and have planned the following improvements during this fiscal year: an improved back-up power system for the Air Traffic Control Tower/Terminal Radar Approach Control (TRACON) equipment; an additional radar control display; and a new data management system for coordination in the tower as well as the new Flight Data Input/Output system for handling flight plan data in the tower and TRACON. Other changes planned for this fiscal year are upgrades of three Approach Lighting Systems. This program totals about \$3.7 million.

In the future, additional improvements will be made as part of the continuation of the National Airspace System Plan. Current plans call for the installation of the airport's first Microwave Landing System in 1988; an Enhanced Low Level Wind Shear Alert Warning System in 1989; replacing the existing Terminal Airport Surveillance Radar with a highly advanced airport radar known as

ASR-9 in 1989; implementation of Next Generation Weather Radar in the Detroit area in 1991; and a Terminal Doppler Weather Radar in 1992.

Tower and TRACON modifications will include a new digital BRITE radar display system in 1989 and, for 1990, a major project involving the relocation and modernization of the Tower/TRACON complex. This latter item is a \$9.8 million project. We think it is fitting to provide Detroit Metro with the kind of facility for air traffic control that is commensurate with the airport's status as the second most active in the region.

With respect to our airport grant program, the FAA has allocated \$32.7 million to Detroit Metro over the past five years. These funds have been used for projects which include: construction of taxiways to increase capacity; reconstruction of aprons and roads, as well as grants for master planning and noise studies. This fiscal year, we anticipate that on the order of \$16 million will be made available to Detroit Metro, assuming the enactment of renewed airport and airway reauthorization legislation.

Before closing, I would like to briefly touch on the current expansion plans proposed by Wayne County. In brief, these plans call for the completion of a major terminal development on the south part of the airport, including ground transportation and

tunnels, and a set of new runways (3/21 and 9R/27L) with taxiway systems. We believe the implementation of these projects will significantly enhance the capability of Detroit Metropolitan-Wayne County Airport to meet projected traffic demands for the foreseeable future.

My staff and I have maintained a good working relationship with Detroit Metro officials in the past, and you may be assured that we will continue to work closely with them in the future to identify ways in which the airport can continue to improve.

That completes my prepared statement, Mr. Chairman. I would be pleased to respond to any questions you or Members of the Subcommittee may have at this time.