

Dear Mr. President,

The Aviation Industry, The Department of Transportation, The Federal Aviation Administration and the Airport Cooperative Research Program is in a state of total and utter disarray, to be inherited by your newly appointed Director of the FAA, Mr. Stephen M. Dickson. Not to worry, I am pleased to offer a fix all solution to the disadvantaging shortcomings of the FAA's Aviation Safety Research and Development Programs, to break the mold of wasteful spending, and the smoke and mirror policies of the aviation safety research consortium blatant Bull Shit lies and deceptions. Contained within this report is documented evidence of Federally funded research misappropriation and unaccountability. The Broken Aviation Industry is a direct result of the "Old FAA" being broken, pursuing costly modernization programs based on broken promises and widely optimistic, overly aggressive, and in some cases just plain misleading assumptions. After billions of dollars spent, we're still stuck with a horribly antiquated system that doesn't work. The FAA Reauthorization Bill structure is based on FAA promises to be more proactive and aggressive in pursuing modernization to make aviation smarter and safer. By their own admission, the FAA is *"not a service provider and is especially unsuited for developing technology"*, evident by the many oversights in pursuing technologically advanced modernization by attempting dissemination of scattered and unrevealing research results of grossly outdated data collection of the past. Proactive engagement by the FAA for the development of an Approved categorically researched product for Airport Implementation will not be achievable without the collaborative guidance of a Professional Research Development and Engineering Consultant with the expertise in the subject area of Airport Winter Operations. The presented offering to the Reauthorized "New FAA" to usher in the future of aviation to fix the "Broken Aviation System", also fulfills the Presidential campaign promise for the Revitalization and Resurgence of America's Airports Infrastructure, bring us one step closer to making America Great Again with the Procurement of a resolution to break the cycle of wasteful spending, regaining public confidence in the FAA and Government spending. A public outcry in this country is *"We need an investigation by the Legislature to determine why these problems persist without a resolution for so many years"*

**Transportation and Infrastructure Committee Chairman Bill Shuster:** *"We cannot and should not continue pursuing a costly modernization program based on widely optimistic, overly aggressive, and in some cases just plain misleading assumptions. The time to streamline the delivery of services and technology modernization is now"*.

**House Subcommittee on Aviation:** *"We can no longer accept marginal improvements in modernization from a system that yield few benefits to traveling Americans"*.

**U.S. Senate:** *"Critical FAA oversight to keep flyers & skies safe have been lacking for years; new data show a precipitous drop in FAA enforcement actions that are supposed to ensure accountability & Airline culture of safety. The FAA must be aggressive & more proactive in preventing tragedy"*.

**DOT IG:** Dissatisfactory review. *"Research and Development slow dissemination progress is costing taxpayers billions of dollars that yield few public benefits. The aviation system is just as antiquated and has been for years. And it will only get worse as the number of passengers approaches one billion per year in the next decade."*

**NTSB:** *"How do safety improvements end up taking 10 years to deliver"?*

**Transportation Research Board - National Academy of Sciences Report on the Airport Cooperative Research Program:** *"Airport Managers, Engineers and Researchers face problems for which information already exists, either in documented form or as undocumented experience and practice. This information may be fragmented, scattered, and unevaluated. As a consequence, full knowledge of what has been learned about a problem is frequently not brought to bear on its situation. Costly research findings may go unused, valuable experience may be overlooked, and due consideration may not be given to recommended practices for solving or alleviating the problem. A synthesis series reports on current knowledge and practice, in a compact format, without the detailed directions usually found in handbooks or design manuals. To develop these syntheses in a comprehensive manner and to ensure inclusion of significant knowledge, the Transportation Research Board hires a consultant with expertise in the topic area to collect and analyze available information assembled from numerous sources"*.

## Problem Statement

Our investigative results exposing the state of the Aviation Industry and Airports Winter Ground Operations lack of a viable resolution to circumvent the disastrous consequences of not keeping up with the demands of the relentless annual robust growth in air travel, resulting in an unacceptable increase in costly tarmac delays, flight cancellations, and escalating hazardous chemical environmental impact. The content of this analysis will be found to be consistent with the perception of the Aviation Industry, Aviation Governing Authorities, and the American Public's knowledge of an antiquated method and practices systems unresolved deficiencies persisting for decades.

Our investigation of research results to date assembled from numerous sources, analyzed to be disseminated for the development of a technologically advanced Airport Winter Operations Modernized FAA Approved Program design to make Aviation Smarter and Safer intended for Airport implementation, findings revealed insufficient realistic research results data collections to be assimilated for the achievability of the desired research task objectives current solicitations of the DOT, FAA, ACRP, TRB, and The National Transportation Safety Board (NTSB) safety concerns and recommendations.

## The Solution

**Americas Airports Winter Operations Innovative Modernization Program**, [www.aviationsafetyresearch.org](http://www.aviationsafetyresearch.org) posting addresses not only the known and well documented insufficiencies of the current method of operations employed by airports, but also yet to be realized by the Aviation Industry and Researchers the predictable escalating breach of ground operations safety protocols and procedures in an attempt to keep up with the demands of the growing industry winter operations without a high priority safety modernization program catastrophe prevention design. The current grossly antiquated system prioritizing safety failures are conducive for a catastrophic loss of life event. The Program delivers a comprehensive categorically defined methodology for direct use by the FAA to initiate the adaptation, approval and acquisition of a realistically practical ready for Immediate Action innovative 21st century modernized, economical environmentally friendly Airports Winter Operations Program directly benefiting Air Carriers, Pilots and the American Public with failsafe procedures for certification of an aircraft airworthiness for takeoff until safely airborne, prioritized by the FAA modernization development directive. Incorporated into the present Ground Operations Program innovations exist technologically advanced communication components and state-of-the-art elements designed for the introduction of advanced technologies to support implementation of upgraded In-Flight security measures with real time remote monitoring, recording and reporting capabilities, capturing all cockpit and cabin activities, misconduct, or possible security threats. A situational awareness of the level of misconduct or security issues is essential for the determination of an appropriate course of action required.

The comprehensively constructed architecture of the multifunctional Airports Modernization Program, is collated into a viable Aviation Practitioners Product, delivering clearly defined detailed descriptions establishing the methodology to usher in the future of Aviation, achievable now with an Airports Strategic Implementation and Structure Adaptation Timeline Plan for the unification of all Airports of the United States, consistent with the revitalization objectives of the 2019-2023 FAA Report to Congress for a National Plan of Integrated Airport Systems (NPIAS) delivered in a ready for immediate implementation state in conjunction with a Safety Management System (SMS) and Flight Safety Standards modernization upgrades to be conducive with a unilateral Systems Plan. The innovation of the Program also incorporates numerous objectives of the D.O.T. Strategic Plan for FY 2018-2022 and The FAA Destination 2025 Mission to "Provide the Safest, Most Efficient Aviation System in the World".

Airport Management Decision makers and Air Carrier Executives initial review of The Program for analysis and implementation considerations (a prerequisite of The Transportation Research Board for the submission of any proposed program) have expressed enthusiastic anticipation for the acquisition of the modernized alternative methods of operations recommended and preapproved by the FAA, sanctioned by the Environmental Protection Agency to mitigate environmental impact, substantially reducing Chemical Management System expenses while reducing or eliminating entirely tarmac delays; accelerated runway snow and ice removal procedures; loss of life accident prevention innovative Ground Traffic Control System; and most importantly the advance safety protocols and procedures assimilated from the Most Wanted Wish List of the National Transportation Safety Board.