

Mr. President,

How does aviation safety improvements and advancements in modernization end up taking 10 years to deliver?

A public outcry in this country is "We need an investigation by the legislature to determine why so many progressively worsening problems persist without a solution for so many years".

Our intensive investigation on behalf of the Legislature, representing the American Public revealing the State of the Aviation Industry and Federally Funded Research Programs returned unsatisfactory findings of negligence to deliver to the American taxpayers a timely resolution to fix the "Broken System", revealing overly optimistic expectations relying on a self-serving research and development consortium to deliver a problem solving solution, and the lack of proactive involvement by the FAA Administrator to recognize critical deficiencies and oversights of a funding system that yields few public benefits. Addressing the presented question with a competent and realistic answer is found to be consistent with the expressed concerns of the United States Congress, National Transportation Safety Board, the Government Accountability Office and more disturbingly, the concerns of the Department of Transportation Inspector General's dissatisfactory review, expressing disenchantment with the slow progress to deliver to the Aviation Industry an accountment for a resolution to the inescapable demands of the Air Travel Industries relentless annual robust growth, today having no aviation Governing Authorities achievable course of action to circumvent the obvious disastrous consequences of the continuous delays of never-ending unaccounted for costly unrevealing, misleading and just plainly put, inconsequential obsolete research program results unacceptability.

The FAA decades long, costing billions of taxpayers' dollars compilation of non-disseminated to date antiquated advisory and recommendations consisting of marginal modernization improvements will no longer be excepted, according to the House Subcommittee on Aviation. The FAA's proclamation of not being a service provider and especially unsuited to evaluate and disseminate alternative research and development of advanced technologies, concurred by The Transportation Research Board-National Academy of Sciences advisory to develop a syntheses in a comprehensive manner and to ensure inclusion of significant knowledge, requiring the contracted services of a Professional Aviation Consultant with expertise in the topic area to collect and analyze available information assembled from numerous scattered, fragmented sources to develop the architecture to propel the lacking Aviation Industry into the 21st century precipitated by innovations of a viable product with implementation methodology for the resurrection of an archaic American Air Travel System and revivification of all Civil and Civil/Military Airports of the United States.

The presented Airports Winter Operation Program design, specifications, detailed descriptions and procedures, conforming to and in compliance with revised CFR and EPA regulatory requirements, advanced ground operation safety protocols, modernized equipment replacement engineering design, Airports Layout Plan renovation, inclusive designed for immediate action strategic Airport implementation structured transition scheduling plan. The Program is built on FAA and Flight Safety Standards approved alternative methods and practices, assimilating into the design modernization elements from the FAA and NTSB Most Wanted Wish List conceived to usher in the future of Aviation.

FAA: When the principal purpose is to make acquisitions for direct use of the FAA, the method of funding shall be a Procurement Contract benefiting Joint Planning and Development. Professional Service Procurement Agreement provides for, the expenses incurred by Services Providers to be an allowable cost for Federal reimbursement under the Presidential Airport Improvement Program, in this case for a completed project submission. Executive and Congressional orders for the appropriation of this privately funded program development initiating in 2013 under this provision will set a precedence to break the mold of wasteful spending pursuing costly unsubstantiated research results based Reauthorization Bill overoptimistic promises and will prove to be paramount in setting new guidelines and standards for funding research projects. Reallocating monies from future budgeted research in the topic areas of this completed modernization Project by the GAO will increase AIP funding for Airport renovation necessary to support the functionality of the Program design to reduce or eliminate tarmac delays entirely.

FAA adaptation to initiate the programs streamlined implementation strategy for Airports is technically and procedurally complexing, requiring skilled coordination and collaboration with aviation practitioners, and all FAA Departments in a concerted fast-track effort for the delivery of an updated Advisory Circular to be consistent with the modernized updates of the programs detailed descriptions, devised for direct use by the FAA Administrator to orchestrate this fundamentally crucial action.

We concur with and support the appointment of an FAA Administrator with extensive aviation experience to ensure strong operational knowledge is brought to bear on the challenges of regaining public confidence in the leadership of the FAA. Who is better suited than a person with the experience of sitting at the controls responsible for the lives of the passengers and crew members to see inception of the presented program through to reality, certainly not a politician at this juncture of introducing advanced safety protocol to render air catastrophes due to undetected ice build-up on the aircrafts wings a thing of the past.

Mr. President, the acquisition of the presented Program to fix the broken Public Air Travel System offers to the American voters the fulfillment of your intuitive and incisive campaign promise for the revitalization and resurgence of American Airports Infrastructure to make the friendly skies safe to fly in again bring us one step closer to making America Great Again.

More significantly, the immediate benefit of procuring the present Program would be:

The Airports Winter Operations comprehensively completed Program presented for DOT acquisition, in a ready state for immediate implementation by the FAA. The delivered research and development Program fulfills the commercial/military Airports revitalization research task objectives solicited by the FAA, ACRP, TRB-NAS, DOD, EPA, and the priority public safety assurance recommendations by the NTSB. Federal funding monies budgeted for these programs currently and future allocated funding to FY 2025 with the procurement of the presented Program offers an opportunity for a resolution to:

Transportation and Infrastructure Committee: *"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 of the system that yield few benefits to traveling Americans*

DOT IG: Dissatisfactory review. *"Research and Development slow dissemination progress is costing taxpayers billions of dollars that yield few public benefits.*

Wasteful spending and unaccountability of federally funded research projects results nonacceptance by Congress, unambiguously authorizes the Comptroller General to modify the scheduled distribution of budgeted monies for research projects rendered null and void with the procurement of research results accomplishments, satisfying the solicited research end results budgeted for. By Congressional and Executive Orders, the reallocated funding can be redirected to a more worthwhile cause, financial contribution to the efforts for improving National Security by protecting America's borders.