

The Honorable Gene L. Dodaro
Comptroller General of the United States
Government Accountability Office

Dear Mr. Dodaro,

The technologically advanced Airports Winter Operations Program Design not only to fix the antiquated Broken System with resolutions focus on the obvious deficiencies of an obsolete snow and ice control plan method and practices, to ensure American air travelers with a Smarter and Safer flight experience, but also to fix the inadequacies of the accountability of Federally funded research programs costing taxpayers billions of dollars, returning minimal public benefits, consisting of no more than an overwhelming multitude of regulatory and design development considerations. By their own admission to be followed up with further research and investigation to complete the Research Programs promised end results delivered at an undisclosed time in the future. Dissatisfaction of decades of wasteful spending pursuing research programs delivering widely optimistic, overly aggressive, and impractical to be disseminated outdated alternative recommendations is prevalent throughout the Legislature. The Transportation Infrastructure Committee, House Subcommittee on Aviation, and the U.S. Senate collectively will no longer accept marginal improvements in public safety modernizations. The Legislatures demanding that the Federal Aviation Administration and the National Transportation Safety Board to be aggressively more proactive in preventing tragedy is misguided. These agencies along with the FAA sponsored Airport Cooperative Research Program (ACRP) and the Transportation Research Board (TRB) are not service providers and are especially unsuited for developing technologies. The Legislatures unacceptability of scattered fragmented and unrevealing research results of the past, begs the question, why are the Government Research Agencies budgeted indefinitely with taxpayer's money considering the consensus of the expectation of a slow dissemination progress to delivering unsatisfactory results? The time to streamline the delivery of a ready for immediate implementation Airports Winter Operations Modernization Program developed for direct use by the FAA for the achievability of an approved resolution to circumvent the disastrous consequences of the relentless annual robust growth of the Aviation Industry is now. To break the cycle of misappropriation of Federally funding research internal consortium, the TRB with their comprehensive knowledge of this conundrum advises and appropriately advocates, bringing to bear on this inescapable crisis the services of an Independent Research Development, and Engineering Professional Consultant with extensive knowledge and expertise in the topic area of Airport Winter Operations.

The state of the delivered for immediate action comprehensively completed Airport Winter Operation Program presented for Congressional appropriation is the result of a 5 year privately funded research and development endeavor profoundly benefiting the Public and the Aviation Industry. The procurement of a proven research and development achievable end results of Grants.Gov solicited solutions of unresolved issues in lieu of a research funding process scheme delivering more apprehension of validity and timely performance capability than viable results, requiring additional funding for dissemination of the unrevealing properties of said results, deemed to be no longer acceptable by Congress would establish a precedent for adopting an advantageous to American taxpayers an amended methodology of research funding policies by the Congressional Oversight Committee to break the mold of wasteful spending, by abandoning the uncooperative, unrevealing and in some cases unauthorized Federal Agencies spending accountability policy of the past 18 years costing billions of dollars yielding few public benefits, by complying with the Legislatures directive ratified by the disenchantment of the currently practiced marginally beneficial Federal spending policies.

Please visit aviationsafetyresearch.org website "Program" page 31 to review our Acquisition Proposal.

Henry Thomas Doyle
Director, Aviation Safety Research