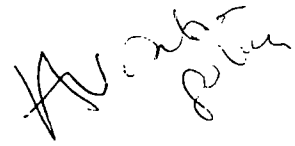


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National Civil Aviation Policy

As we approach the 100th anniversary of powered flight, the United States continues to lead the world in aviation. We have the safest, most reliable, most efficient, and most productive air transportation system in the world, and our aircraft are second to none. The aviation industry in the United States provides more than x,xxx,xxx high-paying jobs, and the aircraft manufacturing industry represents one of the Nation's largest export sectors. Aviation has become central to the way we live and do business, linking people from coast to coast and connecting America to the world.

The Federal government has a unique and important role in shaping the future of global civil aviation, ensuring the continued safe, secure and efficient operation of the Nation's aviation system, and providing leadership and investment in areas critical to the public good. Our response to these challenges will have a profound impact on our national air transportation system, our national security, our environment, and our economy.

Policy Goals

The fundamental goals of U.S. aviation policy are to:

- (1) Place a priority on maintaining and strengthening public safety and security;
- (2) Continuously improve our aviation system to promote efficient operations;
- (3) Minimize the impact of aviation on the global environment;
- (4) Foster U.S. competitiveness in the global marketplace for aviation products and services; and
- (5) Maintain a strong U.S. leadership role in the international community to advance U.S. aviation interests and policy objectives.

Policy Guidelines

This directive will be implemented within the following guidelines and overall resource and policy guidance of the President.

- (1) Aviation Safety and Security

The safety and security of the travelling public is of paramount interest, and we will continually work to minimize the risks associated with air travel. To this end,

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we will seek to reduce the aviation fatal accident rate by a factor of five by 2007. To accomplish this, we will:

- (a) develop performance standards for continuous safety improvement to serve as the basis for federal certification, regulation, and oversight of the aviation industry;
- (b) expand the current aging aircraft program to include aircraft wiring and other nonstructural components;
- (c) place additional emphasis on human factors, training, and sharing and protection of safety data; and
- (d) enhance coordination of federal research, development, plans and programs related to aviation safety, focusing our efforts on eliminating the leading causes of aviation accidents.

It is the policy of the United States to recognize aviation security as a matter of national security. As such, the U.S. government has a critical role in working with the private sector to maintain and strengthen the security of our aviation system. To accomplish this, we will:

- (a) support a sustained program of research, development, and deployment of advanced aviation security technologies for screening passengers, cargo and mail;
- (b) develop federal standards and procedures for certification and training of security and equipment operators;
- (c) develop and implement a comprehensive airport security program in cooperation with established airport security consortia and based on airport vulnerability assessments; and
- (d) implement a comprehensive information security program to protect the national air space system from hostile disruption or interference.

(2) Aviation System Efficiency

The Nation's aviation system is a fundamental part of our national infrastructure and a key ingredient in sustaining a strong and stable economy. Projections of future growth in air travel for passengers and cargo will place increasing strains

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on the system. We must make the appropriate investments today to ensure a stable and efficient aviation system for the next century. To accomplish this goal, we will:

- (a) identify and implement reforms in management, financing, and regulatory and certification processes to improve efficiency and safety of operations;
- (b) establish a performance-based organization within the Federal Aviation Administration with responsibility over of the Nation's air traffic system;
- (c) work with the Congress to establish a more business-like budgetary treatment for the FAA under which the receipts from cost-based user fees paid for air traffic services would be dedicated and directly linked to the provision of those services for which they are charged;
- (d) maintain an aggressive program to modernize the national airspace system, incorporating new technologies and procedures to meet the capacity and efficiency needs of the coming decades;
- (e) work in partnership with industry to develop aircraft, engine and systems technologies that will result in the efficient use of the full range of airspace for commercial and personal air transportation; and
- (f) fully implement the Global Positioning System (GPS) Wide and Local Area Augmentation Systems to enable improved efficiency and safety of operations, and accelerate implementation of additional GPS civil safety-of-life signals.

(3) Environmental Impact of Aviation

The United States must provide leadership in setting and meeting challenging environmental goals for aviation that are balanced with our fundamental economic objectives. To this end, we will seek to reduce emissions by a factor of three, and reduce perceived noise levels by a factor of two within a decade. To accomplish this, we will:

- (a) phase out or retrofit all Stage 2 aircraft by 2002, pursue voluntary engine retrofit programs to address local air quality issues, and identify and provide incentives for adopting best industry practices.

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- (b) quantify the benefits to the environment of the increased operational efficiencies that will result from airspace system modernization; and
- (c) improve our scientific understanding of the effects of aviation on the global environment, develop innovative technologies that will lead to cleaner-burning, quieter, and more fuel-efficient aircraft and engines, and develop other possible environmental mitigation measures such as emissions trading.

(4) U.S. Competitiveness

Aviation is of vital importance to U.S. economic and national security. To maintain the strength and competitiveness of this critical industrial sector we will:

- (a) work in partnership with communities, both large and small, to develop new ways to stimulate the market for improved air service and personal air transportation;
- (b) support a sustained program of federal investment in leading-edge research and technology development aimed at maintaining the superiority of U.S. aircraft, engines, avionics, and air transportation system equipment; and
- (c) maintain a broad base of world-class national aviation facilities, including wind tunnels, simulators, and supercomputers, as well as R&D, flight test, aeromedical, and training centers;

(5) International Cooperation and Leadership

To achieve our goals of a safer, more secure, more efficient, and more environmentally friendly global aviation system, the United States must play a lead role in working with other nations, both bilaterally and in multilateral fora. To this end we will:

- (a) provide leadership within the International Civil Aviation Organization (ICAO) to improve, strengthen and harmonize international safety and security standards;
- (b) work with individual states, industry associations and regional organizations to increase the capability of other national authorities to operate and regulate safe and secure civil aviation systems;

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- (c) work within the ICAO framework to advance U.S. goals and objectives for reducing the impact of aviation emissions on the environment;
- (d) work within ICAO and with other nations on a bilateral and regional basis to establish GPS as an international standard for global aviation; and
- (e) work within ICAO and with other nations to protect the frequency spectrum assigned to civil aviation for current and future aviation use.

To ensure that U.S. national security, foreign policy, economic policy, and environmental interests are fully considered in the formulation of U.S. positions to the International Civil Aviation Organization and other bilateral and multilateral fora, the Department of Transportation and the Department of State will co-chair the Interagency Group on International Aviation (IGIA). IGIA will meet at the Assistant Secretary level prior to each International Civil Aviation Organization Council meeting. Executive Order 11382 shall be amended to reflect this policy.

Reporting Requirements

A permanent Interagency Aviation Executive Board, chaired by the Secretary of Transportation or his designee, will be established within 30 days of the issuance of this directive. The Board's membership will include the Department of State, the Department of Treasury, the Department of Defense, the Department of Commerce, the Department of Energy, the Department of Justice, the Environmental Protection Agency, the Central Intelligence Agency, and the National Aeronautics and Space Administration. The Board will serve as a focal point for coordinating federal agency actions required under this policy. Other agencies may participate in the Board's deliberations as appropriate.

Within 120 days of the issuance of this directive, the Interagency Aviation Executive Board shall provide to the President, through the Assistant to the President for Science and Technology and the Assistant to the President for National Security, a detailed implementation plan defining agency roles, responsibilities and funding requirements, consistent with the President's Budget and other documentation that is transmitted to Congress in support of the President's Budget. In addition, the Interagency Executive Board will provide an annual report to the President on implementation of this directive by the end of each fiscal year, including recommendations on aviation policies and programs that enhance aviation safety, security, efficiency and environmental compatibility.

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