

**Free Flight: FAA Stymied by High-Tech Advances:
Hearing Before the Employment, Housing, and Aviation
Subcommittee of the Committee on Government
Operations, House of Representatives, One Hundred
Third Congress, Second Session, August 9, 1994**



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FREE FLIGHT: FAA STYMIED BY HIGH-TECH ADVANCES: HEARING BEFORE THE EMPLOYMENT, HOUSING, AND AVIATION SUBCOMMITTEE OF THE COMMITTEE ON GOVERNMENT OPERATIONS, HOUSE OF REPRESENTATIVES, ONE HUNDRED THIRD CONGRESS, SECOND SESSION, AUGUST 9, 1994



Forgotten Books, United States, 2015. Paperback. Book Condition: New. 229 x 152 mm. Language: English . Brand New Book ***** Print on Demand *****.Excerpt from Free Flight: Faa Stymied by High-Tech Advances: Hearing Before the Employment, Housing, and Aviation Subcommittee of the Committee on Government Operations, House of Representatives, One Hundred Third Congress, Second Session, August 9, 1994 The subcommittee met, pursuant to notice, at 10:02 a.m., in room 2247, Rayburn House Office Building, Hon. Collin C. Peterson (chairman of the subcommittee) presiding. Present: Representatives Collin C. Peterson, William H. Zelif, Jr., Christopher Shays, John McHugh, and Frank D. Lucas. Also present: Representative William Clinger. Staff present: Wendy Adler, staff director; Susan Mertes and Linda Thompson, professional staff members; June Saxton, clerk; and Judy Blanchard, minority deputy staff director. Mr. Peterson. The subcommittee will be in order. This morning we will examine how the Federal Aviation Administration could be costing the taxpayers and the aviation industry billions of dollars a year because of how it applies new technology such as what we are calling free flight. The topic of today s hearing, free flight, illustrates FAA s approach to new technology, an approach that is increasingly criticized. Air carriers claim they are losing about three and a half billion dollars annually from FAA s restrictions on free flight. Others put the price tag much higher, to almost \$5.5 billion. Today s technologies open the door to huge improvements in aviation efficiency, capacity and safety. And these improvements could also reduce costs for industry and taxpayers, could expand air service to small communities and could boost the general economy. But FAA s delay in evaluating and placing new technology holds back progress and all the benefits that go with it. So when industry is ready to implement new technology, it is...

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