

White paper: Sustainable Solutions

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This is a vetted solution and economic stimulus plan, backed by independent government reports, agencies and professional groups. The economic stimulus plan put forward is based on sustainable, long-term transportation solutions backed by both short and long-term initiatives.

Authored by: Several organizations and top experts across several disciplines.

The aviation flight expansion plan is just a bad plan for the resident, traveler, air transport industry and U.S. taxpayer. It is not sustainable for many reasons including the rising cost of fuel and significant climate change problems due to aviation activity.

Sustainable solutions are not being considered because they do not financially benefit those that are behind the current scheme; however, there is a comprehensive solution that will work for all stakeholders.

Economic Stimulus

Better Solutions and the Need to Think Out of the Box:

1. Better solutions cost about 1/3 the cost of expanding highways and airports and can be built today.
2. Better solutions will create hundreds of thousands of new, full time jobs while at the same time create hundreds of new businesses, in one state alone. This equates to millions of jobs nationwide.
3. Better solutions will make the air transportation industry and our local airlines more sustainable, thus creating new jobs in that industry also.
4. Better solutions will relieve residents from significant environmental and public health harm, while giving aviation technology much needed time to implement state-of-the-art tech and practices.
5. A viable comprehensive solution for these problems exists. It is backed by independent government analyses/reports and works for all stakeholders (including air transportation employees, area residents, U.S. taxpayers, and travelers). This viable solution creates a sustainable air transportation industry and sustainable economy.

GAO-02-185: “NATIONAL AIRSPACE SYSTEM: Long-Term Capacity Planning Needed Despite Recent Reduction in Flight Delays” outlines this sustainable solution. We paraphrase:

- A. Remove non-safety/navigation issues from Federal Aviation Administration (FAA) oversight and assign oversight responsibility to the Department of Transportation (DOT); this allows comprehensive, long-term transportation capacities needs to be evaluated at all times and eliminates the propensity for quick unsustainable aviation fixes.
- B. Reinstate the operational and management controls that Congress removed (such as exceptions to the high-density rule, etc.). The removal of these controls is the direct cause of the massive air transport delays of 2000 and all years since.
- C. Build a Wayports (reliever) system to open slots at major airports. This will allow major airports to adequately service origin and destination flights, thus eliminating the need for airport expansion. Note: about 57% of the traffic at major airports is transfer traffic.
- D. Build a national, world-class High-Speed-Rail system linking airports and communities together. Code sharing & joint ownership with the aviation industry will help create a sustainable solution.

In order to make our economy more robust, it is imperative that the air industry be given adequate time to develop required technologies. By implementing the Government Accounting Office (GAO) plan during the years it will take to upgrade the air industry, millions of new jobs and businesses will come into being at about one-third the cost of the proposed highway and airport expansions, while eliminating congestion.

In a time of employment unrest, it is important to realize that the majority of these created jobs will be high quality, high wage jobs. Construction/trades jobs currently proposed for “rehabbing” existing airports would be transferred and expanded, not eliminated. Overall airport safety would be significantly improved by not forcing additional capacity into existing land-locked airports or crowded airspace. Finally, it would further reduce the need for our dependence on foreign oil.

For more comprehensive solutions, see: Martin, Peter & Alan Martin. *A Vicious Cycle: How Can The Government Justify Expanding Airport Capacity To Solve An Overcapacity Problem?* Oct. 30, 2003, p. 31-33 and also: www.wayports.com

This white paper represents the input and conviction of hundreds of organizations, etc. representing both sides. Contact: *The Working Group for National Policy, Inc.* for more information: 847-506-0670