

cc 4/28/88

4-28-88

FORD BILL

COALITION

SAFETY COMMISSION

BURNLEY

OTA

STRUCTURE

Independent agency with 7 year Administrator appointed by President and confirmed by Senate. Paid at Level II; Deputy Administrator appointed by President and confirmed by Senate and paid at Level III; 7 Associate Administrators appointed by Administrator and paid at Level IV; Chief Counsel appointed by Admin. and paid at Level IV.

Independent agency with 7 year Administrator with suitable professional experience appointed by Pres. and confirmed by Senate and paid at Level I; Deputy Admin. appointed by Administrator and paid at Level II; 10 Associate Administrators appointed by Admin. and paid at Level IV; specific functions for Assoc. Admin. for Acquisitions; Chief Counsel appointed by Admin. and paid at Level III.

Independent agency with 7 year Administrator appointed by Pres., and confirmed by Senate, and a 7 year Safety Czar appointed by Pres. and confirmed by Senate. Silent on Deputy and Associates.

Separate air traffic control system from rest of FAA; the regulatory /safety piece would remain under the Department. Silent about AIP. Does not address head of ATC system.

Favors existing structure but with 5 year fixed term Administrator. Recommends streamlining the structure.

FUNCTIONS

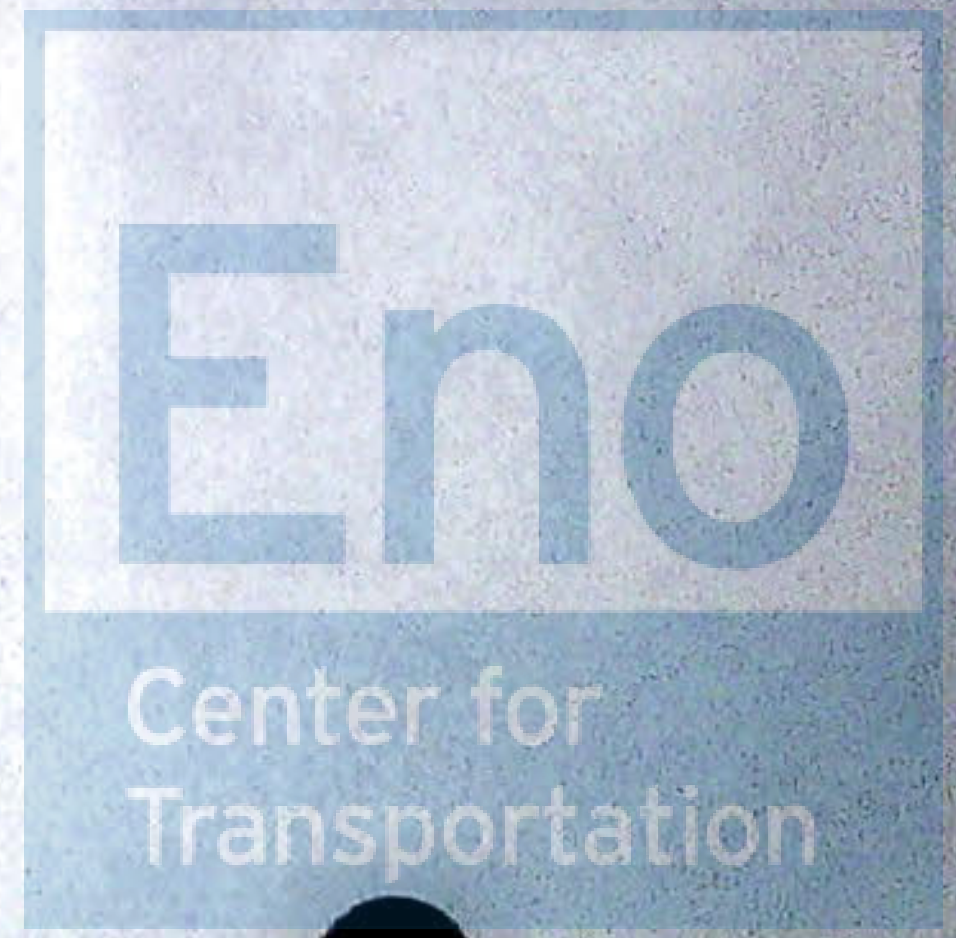
All existing functions except those for fostering the development of civil aeronautics and air commerce.

All existing functions except those for fostering the development of civil aeronautics and air commerce provided nothing shall limit the Administrator from promoting safety through accident prevention programs, from encouraging airport development and aviation education and from working on other efforts that are safety, not economic issues.

Same as currently. Did not address the fostering of civil aeronautics.,

Same functions as at present. Promotional side would go to air traffic agency; the safety/regulatory functions to DOT.

Same functions as now but make safety function preeminent.



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BOARD/ADVISORY COMMITTEE None.

Advisory Comm. for Administrator to consist of 15 members: 5 by Pres., 5 by Speaker, 5 by Majority Leader.

Board of Governors with nine members to set budget, fees and policy. Board to consist of Admin., Czar, Secretaries of Defense and Transportation and five public members appointed by Pres. to staggered 4 year terms. Safety Committee is subset of Board and will consist of Admin., Czar, the two Secretaries and one public member.

None.

Does not address.

PERSONNEL

Civil Service. No strike provision is included.

Civil Service with management enhancements. FAA to establish "Simplified Management System to increase flexibility in pay rates. Continues no strike provision. Requires FAA to enter into collective bargaining agreements with recognized labor organizations and to resolve disputes by binding arbitration.

FAA to establish own personnel system. Board of Governors to set salaries and conditions of work. No strike provision.

Not addressed - assume civil service for piece remaining with DOT.

Does not address.

PROCUREMENT

Does not address.

Creates new Assoc. Admin. for Acquisitions. Must have extensive background in private sector. Must submit within 2 years a report to Congress.

FAA to establish own procurement system.

No specifics. Suggests reform of abstruse rules.

Does not address.



Center for Transportation

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PROCUREMENT

describing improvements in procurements. Report should suggest modifications which, if not acted upon by Congress, would become effective 60 days after report submitted.

FUNDING

Currently 3 year F&E and RE&D authorizations; 5 year AIP authorization; Operations with penalty and annual appropriation.

Establish revolving fund for all revenues collected after enactment; Fund will be off budget; General Fund will contribute 30% of total authorized 1988 level from 1989 through 1998; 10% interest on Trust Fund cash balance appropriated; existing balance left in Trust Fund.

User fees set by Board of Governors and would cover all costs of FAA except for piece attributable to military. This would come from general fund, set by statute and transferred automatically each year from the DOT budget.

FAA air traffic control system self supporting; regulatory piece not addressed.

Does not address.

Eno

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