

has approved \$20 million in the fiscal year 1981 budget means that the Secretary has approved the program to that extent, and that he has recognized the urgent need to proceed with upgrading the current level of collision avoidance protection.

*Mr. Fannon*

Mr. Fannon questioned how DABS/ATARS would relate to the effects of the Airline Deregulation Act, e.g., fostering low-density air service, more commuter activity, 3D and 4D RNAV, more off-airways operation, etc. Expenditures for RNAV and DABS should result in operational efficiency improvements. Mr.

*Mr. Poritzky*

“Mr. Poritzky replied that there is a recognition in the systems planning process of the necessity to improve the total system with these aids. DABS/ATARS, to the extent that it provides coverage, higher accuracy, and more information to the system, will facilitate these other, more flexible route operations.

Further congressional staff concern was expressed about a lack of FAA assurance of user equipment to ensure use of the proposed 120 DABS sites. Several responses made it clear that the bulk of the air carriers will be well-equipped. An estimate of an initial voluntary general aviation DABS equipment was put at around 20 percent, although it was felt that this number would quickly rise, consistent with perceptions of benefits derived, once the ground system is implemented. It was pointed out, also, that historically, new systems were strongly resisted by the user community until the benefits became apparent.

## **Concluding Remarks**

*Mr. Maxwell*

Chairman Maxwell concluded by noting plans for summarizing the Seminar in a proceedings format. He announced plans for an in-depth OTA assessment of the airport and air traffic control system, with emphasis on terminal area capacity and the appropriateness of FAA plans to meet air transportation growth. Thanking all the speakers, participants, attendees, and staff, Mr. Maxwell adjourned the Seminar at 4:30 p.m.