

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D. C. 20590

REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION
ALAN S. BOYD BEFORE THE LUNCHEON CELEBRATING THE GROUNDBREAKING
FOR THE DALLAS-FORT WORTH REGIONAL AIRPORT, INN OF THE SIX
FLAGS, FORT WORTH, TEXAS, WEDNESDAY, DECEMBER 11, 1968

I'm delighted to be here... And that, I quickly add, is
the prize understatement of the year.

I remember six or seven years ago -- back in my days
on the Civil Aeronautics Board -- when we were discussing
what we called -- with typical government delicacy -- the
Dallas-Fort Worth situation. We were trying to decide what
position our various Federal agencies should take. And we
were very much in the same position as the old West Texas
pioneer who was coming down the trail when he looked
up and saw a big bear. The old fellow looked at the bear and
felt for the hunting knife in his belt -- his only weapon.
Then he looked up and said: "Lord, if you're on my side, let

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me get to him with this knife. If you're on the bear's side, let him finish me off fast. But, Lord, if you're neutral, lean back and watch the best bear fight you ever laid eyes on!"

It certainly was a humdinger. But now it's over. The walking wounded have returned to the ranks and you are converting the militarized zone into an airport. I'm very happy.

I congratulate you on your beginning here today. The work that has gone into the planning of this Dallas-Fort Worth Regional Airport deserves the attention of everyone in aviation.

Because the planning for this airport is far ahead of anything else in the world. The pattern for most airport planning was set by a Dayton farmer who told the Wright brothers, "You can use my pasture, but keep away from the cows." This separation of the aircraft from everything else dominated airport planning for the next forty years.

The 20's saw a rapid expansion of airports. Small towns found they could get on the map by having a local airfield. And they weren't always particular about the planning, as you can tell by reading some of the bulletins put out by the Department of Commerce: "Dinglefield Airport .. Elevation-250 feet. North-South runway 600 feet long." Then in parenthesis .."Golfers have been alerted but pilots are advised to fly over before landing." Or the Snickers Gap Airport: "Be prepared for obstacles during the haying season."

In the 30's passengers began to appear, and the big city airports added terminals to their facilities -- carefully placing them off to one side. Later parking lots were added -- again off to the side.

The airports themselves were always off to the side. The airplane for most of its early life was a strange beast -- unconnected with any other phase of human activity. There was, consequently, no thought of access -- of rapid transit or freeway connections. The average airport was just one big cul de sac.

Now hindsight is easy and being critical is fun. That's not my intention. I cite this brief history to emphasize the revolutionary concept that is the foundation of your planning. The Dallas-Fort Worth Regional Airport was designed first and foremost for the people of Dallas and Fort Worth and their surrounding neighbors. They are as important as the aircraft. The airport and the planes that use it are here to serve them.

It was a further assumption of your planners that this general public would not automatically appear at the terminals with tickets in hand -- that they would begin their journey at a doorstep back in Fort Worth or Dallas. One result is that here you will have an airport with a high-speed highway running right through the middle of it. Such an idea would -- only a few years ago -- have qualified a man for residence in an asylum. Yet most major airports today would be tremendously improved by such service roads.

This theme that the airport exists to serve the people in the surrounding communities is -- to us -- simple and obvious. Yet, it is, in truth, one of the most difficult concepts to promulgate. It is a principal we have been both preaching and practicing in the Department of Transportation -- not just in aviation but in all transportation.

Our transportation facilities -- our roads, highways, airports, railroad tracks and docks -- serve the truckers, the carriers, and the railroads; but their fundamental purpose is service to the people in the surrounding communities. I hope this theme continues to dominate your thinking regarding all future transportation projects in the area.

I would also warn against any letdown in planning. The surveyors have moved in with their transits, and the bulldozers and trucks are at work. But I hope the planning will continue -- and that it will not be confined to the boundaries of the new airport.

This regional airport will benefit everybody in this community. It will offer fast transportation to any city in the world. It will provide many new jobs. It will be instrumental in attracting new business and industry to this area which in turn create additional new jobs and generate new revenues. And it will attract travelers and visitors from other areas.

The measure of these advantages is indicated by the phrase, "The Big 6." The first time I heard it bandied around, I assumed it originated with some enthusiastic member of the local Dallas-Fort Worth Chamber of Commerce. It was coined, however, by an airport official of the International Civil Aviation Organization. It's sort of a grandiose but, nevertheless, indicative reference to the six major airports of the future. Dallas-Fort Worth is one. The others are London, Paris, Tokyo, Los Angeles, and New York.

You are undertaking here, then, a project of massive proportions -- a project that will ultimately benefit everybody in the community. I urge all members of this community to protect and advance the progress of this airport.

Our FAA officials here have told me of the fine work you have already begun in compatible land use planning in the areas surrounding the airport. Your North Central Texas Council of Governments has been active in this matter. I urge all of you to support their efforts. It is difficult for us here today to look ahead ten years but if we could, we would see a steady stream of airplanes of all sizes, shapes, and speeds leaving and arriving at this field to and from all corners of the earth at all hours of the day and night. There will be noise. It should be taken into account now.

There is a second planning matter still to be pursued. It concerns a problem not foreseen in the past.

The John F. Kennedy International Airport is a relatively new and was -- for its time -- a well-planned airport. Yet, earlier this month the Department of Transportation was forced to issue a regulation which will limit general aviation pilots in their use of that terminal. We should insure now against a similiar situation here. The most efficient use of airspace and airport capacity calls for the provision of reliever airports near the large hubs. I urge you to look into this arrangement now. General aviation -- the non airline planes -- are, more and more every day, furnishing valuable transportation services. They will continue to do so in the future. Their special needs should be considered.

But concern is not my motive today. I am convinced that two communities which have resolved so many problems, and, then, gone ahead to join together in an effort of such proportions can only succeed. We in the Federal Government support you. We have worked with you, we shall continue to in the future. We have allocated some 7 1/2 million dollars in Federal funds to assist you. We have every confidence this Dallas-Fort Worth Regional Airport will be one of the greatest airports in the world.

Thank you!

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