



# DEPARTMENT OF TRANSPORTATION

# NEWS

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REMARKS PREPARED FOR DELIVERY BY SECRETARY JOHN A. VOLPE TO  
KEYNOTE THE WASHINGTON MEETING ON INTERNATIONAL AIR TRANSPORTATION  
SECURITY, WASHINGTON, D. C., MONDAY, JANUARY 11, 1971

My purpose this morning is very simple.

First, I wish to extend to you the warm greetings of the President of the United States. President Nixon has taken, and continues to take, a deep personal interest in the protection of the world's airlines from criminal attacks. The impetus for this present gathering stemmed directly from the White House. The welcome I extend to you on behalf of the President and myself is not the usual type of a "giving of the keys of the city" greeting. We do, of course, express every wish that you will enjoy your stay in Washington and will have an opportunity to visit some of our historic places. Our purpose in gathering here for these three days, however, is of a most serious nature and the welcome which I extend is an invitation to three days of hard concentrated effort. You would not be here if you personally, and the government or organization you represent, did not feel genuine concern over the responsibilities which we all jointly share for the security of international air passengers. The equation is thus a simple one. You do care -- therefore, you are here to roll up your sleeves and go to work!

For our part, the United States is more than willing to do its share. Within the United States, prevention of aircraft hijacking and sabotage is not just the concern of the aviation agencies of our government. The President has a strong and direct interest in the suppression of these acts. The Departments of Treasury and Justice are directly involved in our efforts and their concern is reflected by the level of participation these Departments have contributed to this meeting. I have with me on the platform the Assistant Secretary of the Treasury for Enforcement and Operations, the Honorable Eugene T. Rossides and also from the Department of Treasury, the Commissioner of Customs, the Honorable Myles J. Ambrose. From the Department of Justice I have the Deputy Assistant Attorney General for Internal Security, Kevin T. Maroney, and from my Department,



Assistant Secretary for Systems Development and Technology, Doctor Robert H. Cannon, who is my technology advisor on prevention of aircraft hijacking and Mr. James C. Elms, Director of the Transportation Systems Center. Also participating as my direct representative and who has overall staff responsibility for the entire governmental and industry effort is Lieutenant General Benjamin O. Davis, Director of Civil Aviation Security. He was asked by President Nixon to come out of retirement with the specific purpose of providing impetus and direction to the government's program to combat the threat to air transportation caused by aircraft hijackings and sabotage.

Second, I want to stress at the outset that in calling this meeting the United States has had absolutely no intention in taking over -- in any way -- the responsibilities of the International Civil Aviation Organization. Rather, it is our sincere hope that the efforts of this meeting will undergird the on-going work of International Civil Aviation Organization. The 17th session of the International Civil Aviation Organization assembly -- an extraordinary session -- which met in Montreal in June of last year produced an extraordinary set of security specifications and practices. I have deliberately used the word "extraordinary" not as a play on words, but because that adjective seems to me to be truly descriptive of the results of that relatively short meeting. All of us, in government and industry alike, have been hard at work since last June in putting into actual practice the measures which were recommended to us. Most of us have consulted with each other on a bilateral basis and have freely borrowed from each other ideas as to how best to implement the International Civil Aviation Organization security procedures.

At the direction of President Nixon, I, myself, in the past few months have visited a number of airports in Europe and in the Pacific Basin looking at specific security installations and exchanging thoughts on the subject with a number of you who are here today. I, myself, visited airports at Brussels, Zurich, Bonn, Vienna, Ankara, Bangkok, Saigon, Manila, Hong Kong, Taipei, and Tokyo. On an earlier trip I visited Rome, London, Paris, Frankfurt, Amsterdam, and Shannon, along with General Davis and Carl Maisch of the Federal Aviation Agency's anti-hijacking office. General Davis has made intensive examinations of airports here in the United States and abroad including Dulles International, Miami, O'Hare, Los Angeles and Tel Aviv. My own personal experience, and the experience of General Davis and other experts, led to the conclusion that a multilateral exchange of views would be a valuable experience. The thrust of this exchange should not be to develop new or additional recommendations, but to candidly indicate to each other the problems we have encountered and to share with the group at large the solutions which we have found to those problems.

There is one other most important reason for this meeting and that is to maintain intensity of effort toward solution of the problem of hijacking so well begun through International Civil Aviation Organization. We can put an end to this enormous menace to the safety of international air transportation only if we all vigorously press forward to put into effect the preventive measures available to us. Continued vigilance is the path to safety in aviation and this maxim is even more true in the context of our present problem. Thus, we have called



for this meeting to keep constantly in the minds of all of us those things which we must do to discharge our obligation to the air traveling public that they may safely use international air transportation.

I know something about the business of constructing buildings and there is a parallel which can be drawn to the building of a solid security system. It is axiomatic that no building can stand for long unless it has a firm foundation. The air transportation security system must likewise have a solid foundation consisting of tried and true procedures tied to an intelligence network. The buildings which are being erected today are the product of the ideas of many architects and engineers. The ideal air transportation security system which we are all working toward will also be the product of the ideas of many people from all over the world. There is an old saying that "too many cooks spoil the broth", but I don't believe a word of that in relation to security. We can only make the International Civil Aviation Organization recommendations on security come to life if we pool the knowledge we have individually gained, sharing disappointments as well as triumphs, problems as well as solutions. In the end, we will have the best system it is possible to obtain.

In closing, I extend to all of you my earnest wishes that your deliberations may achieve productive results. It is my hope that not only will you infuse each other with new ideas, but that this meeting will also serve as a catalyst for reaching agreement on cooperative research and development projects. Again, my best wishes for a fruitful meeting.

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