



# DEPARTMENT OF TRANSPORTATION

# NEWS

## OFFICE OF THE SECRETARY

WASHINGTON, D.C. 20590

34-S-72

Remarks by Secretary of Transportation John A. Volpe at Hopkins International Airport at the ARTS III Dedication, Cleveland, Ohio, Tuesday, May 16, 1972

This is one of the first stops on my National Transportation Week itinerary. I wanted to begin with a view from the top.

This is where air traffic control really began. Cleveland was the first airport to have a "tower." Only in those days it was a two-man box built on top of the terminal building.

In 1930, Cleveland Municipal Airport became the first in the Nation to use radio equipment. Over the years, Cleveland has pioneered numerous airport procedures and facilities.

It is certainly appropriate, then, that the airport which has played such a leading role in the aviation "ARTS" should be among the first with ARTS III.

I have visited a number of our control towers and other new airport facilities since becoming Secretary of Transportation. I have been greatly impressed by the demonstrations I have seen and the people I have met. I am especially pleased by how far we have come and how fast we have progressed in the development, installation and use of automated terminal radar.

This was one of the first big hardware programs to get rolling under the Nixon Administration. In fact, the Airport-Airways Development Act, that the President supported so strongly, actually tripled the amount of money available for projects like ARTS III.

-more-

The contracts were signed, as I recall, in February 1969. The first system was delivered in less than two years. As of today, 41 of the 64 systems on order have been delivered. The Cleveland system was one of the earliest and the 13th to be officially declared "operational."

Actually, the system has been in use here for some time, and I understand the controllers are very happy with it. This airport is among the top 20 in the Nation in air carrier operations. The ARTS III equipment is one more means of reducing congestion, increasing the efficiency of the traffic flow, and making air service better for the millions who travel to and from Cleveland by air.

The ARTS III program has been moving along so well that we expect to have all 64 systems in place by the end of this year.

That's a real accomplishment, and I believe it typifies the urgency and the significance President Nixon attaches to the increasing automation of our air traffic control system.

With computers to do the menial work, controllers are finding more time for the critical aspects of their jobs -- the management of aircraft and traffic flow. In a few years we will probably wonder how we did the air traffic control job so well, and so long, without the ARTS capability.

We did it, of course, because good people remained faithful to the air traffic control job when there was no automatic gear to share the load. Let me just note that in our excitement over new equipment, we're not forgetting people. The Controller Retirement Bill, which we have been supporting for so long, was passed by the Senate earlier this month. I expect the President to sign it very soon.

I have enjoyed meeting with you this morning.

#####