



DEPARTMENT OF TRANSPORTATION

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EXCERPTS OF REMARKS BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE
AT BOEING 747 CHRISTENING, DULLES AIRPORT, THURSDAY, JANUARY 15,
1970, 9:30 A.M.

The 747 ushers in an era in which our ingenuity and imagination for engineering systems and procedures to accommodate this vehicle to man's life style must be equal to the aeronautical technology that was required to design, fabricate and fly this aircraft.

For this new aircraft is yet another kind of symbol, a symbol for growth in the 1970's.

I see this and other wide-bodied transports as a means of inspiring solutions to airway and airport congestion, to the improved utilization of our resources and to the development of further efficiencies in the transportation of people and goods. Thus the 747 becomes the hub of an entirely new transportation system, mindful of all modes of travel.

Our new view must encompass the entire airport, its environment and effects upon the community, and the economic and social needs of a region.

We must now intensify our efforts in ground transportation; we must work harder to see that top-notch airports such as Dulles Airport become the rule, and not the exception.

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The advent of the 747 in commercial service means we must encourage new thinking in merchandising, in scheduling, in airport design and in consumer opinion.

This is a challenging assignment, but we have within our people the capability of succeeding.

Beyond its role as the fulcrum for progress in all forms of transportation, the 747 is an inspiration to our people who seek the means for a better life.

For this aircraft adds a vital component to our economic well being.

Despite the size in the investment, which now exceeds some \$4.3 billion, the 747 program matches this outlay of funds against increases in productivity and advances in technology. Thus it is essentially non-inflationary, for we gain a better, more usable and more desirable product for our expenditures.

Additionally, much as in the case of the 707, sale of this new aircraft overseas will lead to a positive contribution to the U.S. Balance of Payments that should exceed \$5.5 billion, or nearly twice that of the contribution to the U.S. economy of sales of the first generation of jet transports to the foreign-flag airlines of the world.

And finally, as all Americans can take justifiable pride in the knowledge that just as Old Glory bears mute testament to the achievement of our nation up in the Sea of Tranquility, so, too, will Americans take pride in the sight of the stars and stripes emblazoned as they are on the vertical fin of this and other Pan Am 747's as they "show the flag" at airports in the farthest reaches of the world.

It is a pleasure to be here with you on this auspicious occasion. Thank you for inviting me to participate.

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