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# DEPARTMENT OF TRANSPORTATION

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# NEWS

## OFFICE OF THE SECRETARY WASHINGTON, D. C. 20590

STATEMENT BY SECRETARY OF TRANSPORTATION JOHN A. VOLPE ON THE ANNOUNCEMENT FROM THE WHITE HOUSE OF THE INTERNATIONAL AIR TRANSPORTATION POLICY OF THE UNITED STATES, MONDAY, JUNE 22, 1970, WASHINGTON, D.C.

It is a tribute to the importance of international aviation to the American economy that the President has seen fit to announce from the White House a new international air transportation policy for the United States.

Representatives of nine government agencies comprised the Interagency Committee which reviewed the last policy statement -- issued in 1963 -- in the light of conditions and problems today.

The Department of Transportation had the honor and responsibility of chairing that Committee -- a role it filled in the person of our most capable former Assistant Secretary Paul Cherington.

This policy for the Seventies is soundly balanced. It addresses the important questions in international air transportation which concern us now and which we foresee for the next decade.

These interests, as expressed in the Department of Transportation Act of 1966 and the Federal Aviation Act of 1958, are (1) to promote international air transportation that is "fast, safe efficient and convenient ... at the lowest cost consistent therewith and with other national objectives, including the efficient utilization and conservation of the Nation's resources" and (2) to encourage and develop "an air transportation system properly adapted to the present and future needs of the foreign and domestic commerce of the United States, of the postal service and of the national defense."

The President has announced an enlightened policy which takes into consideration a diversity of public interests. Some 700 copies of the preliminary draft were distributed last January to every conceivably interested party. Many responses were received and considered by the Steering Committee in addition to the oral testimony presented on January 30 at an open hearing on the draft policy statement.

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The policy is carefully framed to provide passenger and shipper benefits through improved services at the lowest feasible rates and to conserve the opportunities of all our carriers for continued growth and economic viability.

In order to maintain an economically sound service network, however, U.S. carriers must be assured a fair and equal opportunity to compete. The policy calls for firm U.S. measures if our carriers' services are unreasonably limited.

Of course, no matter how wisely and how well a policy statement is formulated, its effectiveness will rest with those who will implement it.

In dealing with international aviation problems falling within the Department of Transportation's jurisdiction, we shall strive to exercise the same degree of dedication and foresight as was exercised by the framers of the policy. This we shall do in close coordination with the Civil Aeronautics Board, the Department of State and other concerned government departments.

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