

U. S. Department of Transportation news:



Office of Public Affairs
Washington, D.C. 20590

REMARKS PREPARED FOR DELIVERY BY SECRETARY OF TRANSPORTATION BROCK ADAMS AT THE DEDICATION CEREMONY, LAMBERT AIRPORT, ST. LOUIS, MISSOURI, NOVEMBER 17, 1977

I'm grateful to Senator Eagleton, Senator Danforth, the entire St. Louis area Congressional delegation, and Governor Teasdale for inviting me to participate in this dedication ceremony.

This is the kind of event a Secretary of Transportation likes to attend. The dedication of this concourse, the last of the three new all-weather gate facilities constructed here as part of the Lambert modernization program, shows the confidence the people of St. Louis have in the future of this airport and in the continuing growth of their city.

It is the kind of confidence I expressed last March in announcing my decision that Lambert-St. Louis Airport was adequate to this community's needs, at least through 1995.

You who have led in, and worked for, the further development of this airport are justifying that confidence. The new concourses permit expanded service, provide greater comfort and convenience for air travelers, and reflect the stature of this city as a growing attraction for tourists, industry and commerce.

Two of the nation's major trunk carriers -- American Airlines and Trans World Airlines -- have now designated St. Louis a "hub" airport. More connecting flights are now available to business and pleasure travelers. Daily service to Denver, Phoenix, Atlanta and Montreal is now provided.

The dedication of this \$28 million construction project is only the beginning of the improvement program underway here. Work is scheduled to begin next Spring on a \$13 million modernization of the baggage-handling facilities and improvements to the main terminal area. Beyond that we are working through the FAA regional office in Kansas City and with the Airline Technical Airfield Committee on a plan to update and develop the entire airport complex.

I agree with the position of the FAA and the Airport Authority that improvements in the taxi-ways and runways is a matter of immediate priority. The environmental analyses necessary for improving Lambert are proceeding, and engineering design consultants are giving close attention to the developments still needed to assure adequate capacity for the projected growth in air traffic here.

I also want to commend the airport personnel, our FAA people here and the airline committee for getting together to resolve many past problems and misunderstandings. We are seeing the results of those efforts in the improved utilization of the runways and greater efficiency of operations.

As a result of a \$3 1/2 million Federal grant, approved in late September, land to the west of the airport can now be acquired and cleared -- to reduce noise and safety hazards. The reliever airport study now proposed also looks to the future, in providing for the needs of both general aviation and air carrier traffic.

All of these activities -- the evidence and signs of progress -- indicate to me that the decision favoring the retention of Lambert Field was a sound one.

You are demonstrating a commitment to the growth and development of this airport consistent with the growth and progress of the city itself. The people of St. Louis always have been aviation-minded and future-oriented. The vision that leaders of this city displayed 50 years ago in sponsoring the wild dream of a young aviator named Charles Lindbergh is flourishing again in your support for this airport. These magnificent new concourses reflect your determination to build for the needs of today and tomorrow.

Lindbergh's plane is in the new Air and Space Museum in Washington. But the name it bears -- the "Spirit of St. Louis" -- is alive, and well, and lives again in the city where it was born. I congratulate you for what you have done, are doing, and will do to keep Lambert Field one of the nation's great airports.

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