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ABSTRACT OF REMARKS BY ASSISTANT SECRETARY OF TRANSPORTATION FOR RESEARCH AND TECHNOLOGY SECOR D. BROWNE AT THE THIRD ANNUAL REPORT TO INDUSTRY ON FAA R&D ACTIVITIES LUNCHEON AT THE WASHINGTON HOTEL, WASHINGTON, D. C. , TUESDAY, JUNE 17, 1969

The speakers we are listening to today are reporting on very specific aspects of research and development currently underway in the Federal Aviation Administration. I would like to use the few minutes allotted to me here to remind you of some of the more general considerations which govern the direction taken by our research and development activities. This will also enable us to concentrate for a few moments on the broader aspects of the problems and opportunities which constitute the real challenge of growth.

The challenge of growth for transportation in this country and throughout the world is that transportation must increasingly be considered as an unified whole and not merely as a segment of the economy which just happens to have a number of different modes of transportation lumped together in it. We must not lose sight of the fact that we are here, in the last analysis, to serve the passenger, and not the operator or manufacturer of one or another means of transportation. This means that we must remember that our passenger may travel over the road by bus to an airport,

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go by plane to another airport where he may be met by a private passenger car to be taken again over the highways to his final destination. Of course, his trip could be even more complicated with more modes thrown in, but I think the point is clear. We must not forget that a passenger is not just an airline passenger or a train passenger -- he is someone who is going from one place to another final destination on a trip which may use several modes of transportation. Let one of these modes develop out of phase with the others and there will be back-ups and time-consuming discontinuities which will be quickly felt in the economy.

The challenge of growth for transportation is one of weighing social benefits against social costs, something almost more important today than the weighing of monetary costs against financial benefits. Thus, we have a situation where public demand for rapid transportation from city center to city center is opposed by public outcries against aircraft and high-speed train noise and against the atmospheric pollution resulting from both aircraft and ground vehicles. VTOL and STOL aircraft may appear to be one solution to avoiding the traffic jam between the center of the city and airport, but can our technology develop the quiet engines necessary if these aircraft are going to be acceptable? Perhaps the question should be, in the face of the demand for improved short and medium haul transportation, can our technology fail to develop these systems? In addition, we have an educational challenge: aircraft do make noise, airports are noisy places, and people will have to come to some degree of acceptance of this fact. A quiet airport, today, is one where there are no airplanes. When there are no airplanes, you no longer have an airport. The price today for a quiet airport is a serious cutback in our transportation capabilities and in the local economies of our nation.

The challenge of growth in transportation is an international challenge. This is true both in the area of negotiating new and more effective bilateral agreements with other countries with respect to international air routes and in the area of international cooperation and exchange of technical information in the transportation field. Transportation can serve as a bond or as a factor of disunity in international relations and commerce. The problems posed by the international transportation of air cargo, for example, are enormous -- and here we also have a management and organizational challenge. Not only is the smooth flow of

air cargo from one country to another made difficult by customs regulations but air cargo services are made less efficient by the fact that the private organizations involved in the transfer of air cargo are very numerous, operate largely independently of each other, and tend as individuals to blame the other organization for real or apparent ills in this segment of the transportation industry.

The challenge of growth in transportation is indeed a technical challenge. Can we develop the systems to carry people quickly, efficiently, and safely from one place to another without upsetting the environment in which other people live? Can we develop the systems needed, for example, to handle large volumes of air traffic concentrations to cope with the projected vast increases in passenger demand in the next few years? Can economy, convenience, safety, and esthetic appeal be part of an integrated transportation system at one and the same time?