

**The original documents are located in Box 2, folder “Aircraft Noise (16)” of the James M. Cannon Files at the Gerald R. Ford Presidential Library.**

### **Copyright Notice**

The copyright law of the United States (Title 17, United States Code) governs the making of photocopies or other reproductions of copyrighted material. Gerald Ford donated to the United States of America his copyrights in all of his unpublished writings in National Archives collections. Works prepared by U.S. Government employees as part of their official duties are in the public domain. The copyrights to materials written by other individuals or organizations are presumed to remain with them. If you think any of the information displayed in the PDF is subject to a valid copyright claim, please contact the Gerald R. Ford Presidential Library.

FOR IMMEDIATE RELEASE

OCTOBER 21, 1976

OFFICE OF THE WHITE HOUSE PRESS SECRETARY  
(New York City, New York)

---

THE WHITE HOUSE

REMARKS OF THE PRESIDENT  
AND  
QUESTION AND ANSWER SESSION

JOHN F. KENNEDY INTERNATIONAL AIRPORT

4:31 P.M. EDT

THE PRESIDENT: I do have a short statement that I would like to read.

I am delighted to be here with Senator Buckley, Congressman Wydler and Congressman Lent.

Let me proceed.

As you can see, Kennedy International Airport is one of the nation's finest airports. As you can hear, Kennedy is also one of the nation's noisiest airports. It is one of the 26 major U.S. airports that have serious noise pollution problems.

Seven years ago, the nation decided to cut in half the decided noise of jet aircraft. For the last two years, all new jet planes have met these standards. The biggest part of the airport noise problem, here at Kennedy and elsewhere, is caused by 1,550 older planes which fail to meet -- and are not now required to meet -- proper noise standards.

Therefore, today, I am instructing the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Transportation, to extend current noise standards to all domestic U.S. commercial aircraft. These standards will become effective January 1, 1977, and will be phased in over the next eight years.

We will also begin immediately the necessary steps to make certain that all international airlines flying into the United States meet these standards. You understand what I mean.

One reason U.S. commercial airlines have been unable to meet FAA noise standards is that some airlines could not afford to, because of the outmoded regulatory approach of the Civil Aeronautics Board.

MORE

(OVER)



A year ago I proposed aviation regulatory reform to make airline service more competitive and thereby improve service to passengers, reduce fares and strengthen the financial condition of the airline. Congress refused to pass that legislation, which would have made it possible for the airlines to modify or to replace their noisy jet aircraft.

I am now putting Congress on notice that I will not accept its failure to act. I want the Members of Congress to know that aviation regulatory reform will be on their doorstep when they convene in January 1977.

In the interest of the airline passenger and the airline industry, it is imperative that Congress act on this reform within 90 days after the opening of the next session of the Congress.

I am also directing Secretary of Transportation Coleman to begin public hearings promptly to consider whether further financing arrangements may be necessary to insure that all U.S. air carriers can meet the noise standards on time.

Solving the airport noise problem is an environmental imperative for the millions of Americans, estimated at about six million throughout the country, who live in the neighborhoods around our major airports.

With the steps I am announcing today we will be able to quiet our nation's skies, conserve vast amounts of energy and improve the quality of life for many millions of Americans.

Thank you very much.

QUESTION: Mr. President, does this mean the SST would be in any way excluded, if it is not now, from flying into this airport?

THE PRESIDENT: All airports where an SST would land will have to meet the noise standards prescribed by the Secretary of Transportation and by the FAA.

QUESTION: You said they would be phased in over a period of eight years, sir. What does that mean? Let's say in January, will any of these old planes be able to meet these standards by January or would the SST conceivably be?

THE PRESIDENT: We put the noise standards in as of January 1, and there is a mandatory requirement that all new commercial aircraft must meet the standards as they are now, but in addition we will provide through regulatory reform the financing necessary so that the airlines will be able to procure more new aircraft faster that meet the newly imposed noise standards.

THE PRESS: Thank you, Mr. President.

File aircraft noise

FOR IMMEDIATE RELEASE

OCTOBER 21, 1976

Office of the White House Press Secretary

THE WHITE HOUSE

STATEMENT BY THE PRESIDENT

As you can see, Kennedy International Airport is one of the nation's finest airports.

As you can hear, Kennedy is also one of the nation's noisiest airports. It is one of 26 major U.S. airports that have serious noise pollution problems.

Seven years ago the nation decided to cut in half the perceived noise of jet aircraft. For the last two years, all new jet planes have met these standards.

But the biggest part of the airport noise problem here at Kennedy and elsewhere is caused by 1550 older planes which fail to meet, and are not now required to meet, proper noise standards.

Therefore, I am today instructing the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Transportation, to extend current noise standards to all domestic U.S. commercial aircraft. These standards will begin to become effective January 1, 1977 and will be phased in over the next eight years.

We will also begin immediately the necessary steps to make certain that all international airlines flying into the U.S. meet these same standards.

One reason U.S. commercial airlines have been unable to meet FAA noise standards is that some airlines could not afford to, because of the outmoded regulatory approach of the Civil Aeronautics Board.

A year ago I proposed aviation regulatory reform to make airline service more competitive and thereby improve service to passengers, reduce fares and strengthen the financial condition of the airlines. Congress refused to pass that legislation, which would have made it possible for the airlines to modify or replace their noisy jet aircraft.

I am now putting Congress on notice that I will not accept its failure to act. I want the members to know that aviation regulatory reform will be on their doorstep when they come back in January.

In the interest of the airline passengers and the airline industry, it is imperative that Congress act on this reform within 90 days after the opening of the new Congress.

Further, I am also directing Secretary Coleman to begin public hearings promptly to consider whether further financing arrangements may be necessary to ensure that all U.S. air carriers can meet the noise standards on time.

Solving the airport noise problem is an environmental imperative for the millions of Americans who live in neighborhoods around our major airports. With the steps I am announcing today we will be able to quiet our nation's skies, conserve vast amounts of energy and improve the quality of life for many millions of Americans.

# # #



K: file

THE WHITE HOUSE  
WASHINGTON

October 21, 1976

MEMORANDUM FOR THE PRESIDENT

FROM: JIM CANNON

SUBJECT: Aviation Noise Statement

Attached is the statement on Aviation Noise for your use upon arrival at the John F. Kennedy International Airport this afternoon.

This statement has been reviewed and approved by OMB (O'Neill), DOT (Deputy Secretary Barnum) and Doug Smith.



STATEMENT BY THE PRESIDENT  
ON AVIATION NOISE UPON ARRIVAL AT THE  
JOHN F. KENNEDY INTERNATIONAL AIRPORT

As you can see, Kennedy International Airport is one of the nation's finest airports.

As you can hear, Kennedy is also one of the nation's noisiest airports. It is one of 26 major U.S. airports that have serious noise pollution problems.

Seven years ago the nation decided to cut in half the perceived noise of jet aircraft. For the last two years, all new jet planes have met these standards.

But the biggest part of the airport noise problem here at Kennedy and elsewhere is caused by 1550 older planes which fail to meet, and are not now required to meet, proper noise standards.

Therefore, I am today instructing the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Transportation, to extend current noise standards to all domestic U.S. commercial aircraft. These standards will <sup>begin to</sup> become effective January 1, 1977 and will be phased in over the next eight years.

We will also begin immediately the necessary steps to make certain that all international airlines flying into the U.S. meet these same standards.

One reason U.S. commercial airlines have been unable to meet FAA noise standards is that some airlines could not afford to, because of the outmoded regulatory approach of the Civil Aeronautics Board.

A year ago I proposed aviation regulatory reform to make airline service more competitive and thereby improve service to passengers, reduce fares and strengthen the financial condition of the airlines. Congress refused to pass that legislation, which would have made it possible for the airlines to modify or replace their noisy jet aircraft.

I am now putting Congress on notice that I will not accept its failure to act. I want the members to know that aviation regulatory reform will be on their doorstep when they come back in January.

In the interest of the airline passengers and the airline industry, it is imperative that Congress act on this reform within 90 days after the opening of the new Congress.

Further, I am also directing Secretary Coleman to begin public hearings promptly to consider whether further financing arrangements may be necessary to ensure that all U.S. air carriers can meet the noise standards on time.

Solving the airport noise problem is an environmental imperative. for the millions of Americans who live in neighborhoods around our major airports. With the steps I am announcing today we will be able to quiet our nation's skies, conserve vast amounts of energy and improve the quality of life for many millions of Americans.

## 26 NOISY AIRPORTS

Memphis, Tennessee  
Ft. Lauderdale, Florida  
Chicago, Ill. (O'Hare)  
Los Angeles, California  
Phoenix, Arizona  
Washington, D.C. (National)  
West Palm Beach, Florida  
Las Vegas, Nevada  
Oakland, California  
Atlanta, Georgia  
Denver, Colorado  
Miami, Florida  
San Diego, California

Tampa, Florida  
Boston, Massachusetts  
New York City (JFK)  
Minneapolis-St. Paul  
San Francisco, California  
Anchorage, Alaska  
Honolulu, Hawaii  
San Juan, Puerto Rico  
San Jose, California  
Buffalo, New York  
New York City (LaGuardia)  
Newark, New Jersey  
Seattle, Washington

### Worst Six Airports

Kennedy

La Guardia

Newark

Chicago - O'Hare

Boston

Los Angeles

JMC-file

THE WHITE HOUSE

WASHINGTON

October 21, 1976

MEMORANDUM FOR THE PRESIDENT

FROM: JIM CANNON

SUBJECT: Aviation Noise Statement

Attached is the statement on Aviation Noise for your use upon arrival at the John F. Kennedy International Airport this afternoon.

This statement has been reviewed and approved by OMB (O'Neill), DOT (Deputy Secretary Barnum) and Doug Smith.

STATEMENT BY THE PRESIDENT  
ON AVIATION NOISE UPON ARRIVAL AT THE  
JOHN F. KENNEDY INTERNATIONAL AIRPORT

As you can see, Kennedy International Airport is one of the nation's finest airports.

As you can hear, Kennedy is also one of the nation's noisiest airports. It is one of 26 major U.S. airports that have serious noise pollution problems.

Seven years ago the nation decided to cut in half the perceived noise of jet aircraft. For the last two years, all new jet planes have met these standards.

But the biggest part of the airport noise problem here at Kennedy and elsewhere is caused by 1550 older planes which fail to meet, and are not now required to meet, proper noise standards.

Therefore, I am today instructing the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Transportation, to extend current noise standards to all domestic U.S. commercial aircraft. These standards will <sup>begin to</sup> become effective January 1, 1977 and will be phased in over the next eight years.

We will also begin immediately the necessary steps to make certain that all international airlines flying into the U.S. meet these same standards.

One reason U.S. commercial airlines have been unable to meet FAA noise standards is that some airlines could not afford to, because of the outmoded regulatory approach of the Civil Aeronautics Board.

A year ago I proposed aviation regulatory reform to make airline service more competitive and thereby improve service to passengers, reduce fares and strengthen the financial condition of the airlines. Congress refused to pass that legislation, which would have made it possible for the airlines to modify or replace their noisy jet aircraft.

I am now putting Congress on notice that I will not accept its failure to act. I want the members to know that aviation regulatory reform will be on their doorstep when they come back in January.

In the interest of the airline passengers and the airline industry, it is imperative that Congress act on this reform within 90 days after the opening of the new Congress.

Further, I am also directing Secretary Coleman to begin public hearings promptly to consider whether further financing arrangements may be necessary to ensure that all U.S. air carriers can meet the noise standards on time.

Solving the airport noise problem is an environmental imperative. for the millions of Americans who live in neighborhoods around our major airports. With the steps I am announcing today we will be able to quiet our nation's skies, conserve vast amounts of energy and improve the quality of life for many millions of Americans.

## 26 NOISY AIRPORTS

Memphis, Tennessee  
Ft. Lauderdale, Florida  
Chicago, Ill. (O'Hare)  
Los Angeles, California  
Phoenix, Arizona  
Washington, D.C. (National)  
West Palm Beach, Florida  
Las Vegas, Nevada  
Oakland, California  
Atlanta, Georgia  
Denver, Colorado  
Miami, Florida  
San Diego, California

Tampa, Florida  
Boston, Massachusetts  
New York City (JFK)  
Minneapolis-St. Paul  
San Francisco, California  
Anchorage, Alaska  
Honolulu, Hawaii  
San Juan, Puerto Rico  
San Jose, California  
Buffalo, New York  
New York City (LaGuardia)  
Newark, New Jersey  
Seattle, Washington

### Worst Six Airports

Kennedy

La Guardia

Newark

Chicago - O'Hare

Boston

Los Angeles

THE WHITE HOUSE  
WASHINGTON

*R/k*  
SIGNATURE

October 21, 1976

MEMORANDUM FOR THE PRESIDENT

FROM:

JIM CANNON *Jim Cannon*

SUBJECT:

Presidential Letters to FAA Administrator  
and Secretary of Transportation Directing  
Action on Aviation Noise

Attached for your signature are letters formally transmitting the instructions to Secretary Coleman and Administrator McLucas you announced today.

There is technical language in these letters (the instruction paragraphs) which treads a narrow and important line in administrative law. This language has been cleared with DOT, FAA general counsel, John Barnum, NSC (Scowcroft) and Counsel's Office (Ed Schmults).

I recommend you sign the attached letters.

attachments

THE WHITE HOUSE

WASHINGTON

October 21, 1976

Dear Mr. McLucas:

During the past six weeks I have reviewed extensively the aircraft noise problem. I have considered your recommendations as well as those of Secretary of Transportation William T. Coleman, Jr., Environmental Protection Agency Administrator Russell E. Train and many other Federal, State and local officials concerned with the effect of aircraft noise on the people in areas surrounding our major airports.

I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our nation's major airports. We must take action to quiet the noisy aircraft which fail to meet and are not now required to meet proper noise standards.

I hereby instruct you, consistent with applicable laws and regulations, and in consultation with the Secretary of Transportation, to promulgate, by January 1, 1977, a regulation that will require domestic commercial aircraft to meet present Federal noise standards in accordance with a phased-in time schedule, not to exceed eight years.

You and the entire Federal Aviation Administration are to be commended for your dedicated service on the aircraft noise problem. It is

only through the joint working efforts of government, airport operators and industry working together cooperatively, that we will be able to quiet our nation's skies and improve the quality of life for millions of Americans.

Sincerely,

The Honorable John L. McLucas  
Administrator  
Federal Aviation Administration  
Washington, D.C.



THE WHITE HOUSE  
WASHINGTON

October 21, 1976

Dear Mr. Secretary:

During the past six weeks, I have reviewed extensively the aircraft noise problem. I have considered your recommendations as well as those of Federal Aviation Administrator John L. McLucas, Environmental Protection Agency Administrator Russell E. Train and many other Federal, State and local officials concerned with the effect of aircraft noise on people in areas surrounding our major airports.

I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our nation's major airports. We must take action to quiet the noisy aircraft which fail to meet and are not now required to meet proper noise standards.

Today, I have instructed Federal Aviation Administration Administrator John L. McLucas, consistent with applicable laws and regulations, and in consultation with you, to promulgate, by January 1, 1977, a regulation that will require domestic commercial aircraft to meet present Federal noise standards in accordance with a phased-in time schedule, not to exceed eight years.

I hereby direct you to begin open public hearings promptly to consider whether further



financing arrangements may be necessary to ensure tht all U.S. air carriers can meet the noise standards within the phased-in time schedule, not to exceed eight years.

You and all those in the Department of Transportation who have worked so diligently on this problem, are to be commended for your dedicated service. It is through the joint efforts of government, airport operators and industry, working cooperatively that we will be able to quiet our nation's skies and improve the quality of life for millions of Americans.

Sincerely,

The Honorable William T. Coleman, Jr.  
Secretary of Transportation  
Washington, D.C.

file

NOISE - CONCORDE

Question

Mr. President, on October 21, you announced your aircraft noise program. How does your announcement relate to the SST?

Answer

The Concorde SST is flying into the United States on a trial basis by decision of Secretary of Transportation Coleman.

16-month

~~That trial period ends May 23rd, 1977.~~

Based on the findings of this trial period, the Secretary of Transportation will make a decision on noise standards for supersonic aircraft.

Hope to  
def out  
10/22  
4:00p.m.  
K



JRH  
10/22/76

JMC

THE WHITE HOUSE  
WASHINGTON

File

October 22, 1976

MEMORANDUM FOR: BRENT SCOWCROFT  
FROM: JIM CANNON *JC*  
SUBJECT: Aviation Noise

Attached is a copy of a letter which was sent yesterday by the President to Secretary of Transportation Coleman directing him to proceed with the new standards for U.S. commercial aircraft.

Would you ask someone on your staff to draft appropriate Presidential letters, presumably to the Secretary of State and the Secretary of Transportation covering the President's direction on international airlines flying into the U.S.

Many thanks.

attachments



THE WHITE HOUSE  
WASHINGTON

SIGNATURE

October 21, 1976

MEMORANDUM FOR THE PRESIDENT

FROM:

JIM CANNON



SUBJECT:

Presidential Letters to FAA Administrator  
and Secretary of Transportation Directing  
Action on Aviation Noise

Attached for your signature are letters formally transmitting the instructions to Secretary Coleman and Administrator McLucas you announced today.

There is technical language in these letters (the instruction paragraphs) which treads a narrow and important line in administrative law. This language has been cleared with DOT, FAA general counsel, John Barnum, NSC (Scowcroft) and Counsel's Office (Ed Schmults).

I recommend you sign the attached letters.

attachments

THE WHITE HOUSE  
WASHINGTON

October 21, 1976

Dear Mr. Secretary:

During the past six weeks, I have reviewed extensively the aircraft noise problem. I have considered your recommendations as well as those of Federal Aviation Administrator John L. McLucas, Environmental Protection Agency Administrator Russell E. Train and many other Federal, State and local officials concerned with the effect of aircraft noise on people in areas surrounding our major airports.

I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our nation's major airports. We must take action to quiet the noisy aircraft which fail to meet and are not now required to meet proper noise standards.

Today, I have instructed Federal Aviation Administration Administrator John L. McLucas, consistent with applicable laws and regulations, and in consultation with you, to promulgate, by January 1, 1977, a regulation that will require domestic commercial aircraft to meet present Federal noise standards in accordance with a phased-in time schedule, not to exceed eight years.

I hereby direct you to begin open public hearings promptly to consider whether further

financing arrangements may be necessary to ensure tht all U.S. air carriers can meet the noise standards within the phased-in time schedule, not to exceed eight years.

You and all those in the Department of Transportation who have worked so diligently on this problem, are to be commended for your dedicated service. It is through the joint efforts of government, airport operators and industry, working cooperatively that we will be able to quiet our nation's skies and improve the quality of life for millions of Americans.

Sincerely,

The Honorable William T. Coleman, Jr.  
Secretary of Transportation  
Washington, D.C.



THE WHITE HOUSE

WASHINGTON

October 21, 1976

Dear Mr. McLucas:

During the past six weeks I have reviewed extensively the aircraft noise problem. I have considered your recommendations as well as those of Secretary of Transportation William T. Coleman, Jr., Environmental Protection Agency Administrator Russell E. Train and many other Federal, State and local officials concerned with the effect of aircraft noise on the people in areas surrounding our major airports.

I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our nation's major airports. We must take action to quiet the noisy aircraft which fail to meet and are not now required to meet proper noise standards.

I hereby instruct you, consistent with applicable laws and regulations, and in consultation with the Secretary of Transportation, to promulgate, by January 1, 1977, a regulation that will require domestic commercial aircraft to meet present Federal noise standards in accordance with a phased-in time schedule, not to exceed eight years.

You and the entire Federal Aviation Administration are to be commended for your dedicated service on the aircraft noise problem. It is

only through the joint working efforts of government, airport operators and industry working together cooperatively, that we will be able to quiet our nation's skies and improve the quality of life for millions of Americans.

Sincerely,

The Honorable John L. McLucas  
Administrator  
Federal Aviation Administration  
Washington, D.C.



## Office of the White House Press Secretary

THE WHITE HOUSE

## STATEMENT BY THE PRESIDENT

As you can see, Kennedy International Airport is one of the nation's finest airports.

As you can hear, Kennedy is also one of the nation's noisiest airports. It is one of 26 major U.S. airports that have serious noise pollution problems.

Seven years ago the nation decided to cut in half the perceived noise of jet aircraft. For the last two years, all new jet planes have met these standards.

But the biggest part of the airport noise problem here at Kennedy and elsewhere is caused by 1550 older planes which fail to meet, and are not now required to meet, proper noise standards.

Therefore, I am today instructing the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Transportation, to extend current noise standards to all domestic U.S. commercial aircraft. These standards will begin to become effective January 1, 1977 and will be phased in over the next eight years.

We will also begin immediately the necessary steps to make certain that all international airlines flying into the U.S. meet these same standards.

One reason U.S. commercial airlines have been unable to meet FAA noise standards is that some airlines could not afford to, because of the outmoded regulatory approach of the Civil Aeronautics Board.

A year ago I proposed aviation regulatory reform to make airline service more competitive and thereby improve service to passengers, reduce fares and strengthen the financial condition of the airlines. Congress refused to pass that legislation, which would have made it possible for the airlines to modify or replace their noisy jet aircraft.

I am now putting Congress on notice that I will not accept its failure to act. I want the members to know that aviation regulatory reform will be on their doorstep when they come back in January.

In the interest of the airline passengers and the airline industry, it is imperative that Congress act on this reform within 90 days after the opening of the new Congress.

Further, I am also directing Secretary Coleman to begin public hearings promptly to consider whether further financing arrangements may be necessary to ensure that all U.S. air carriers can meet the noise standards on time.

Solving the airport noise problem is an environmental imperative for the millions of Americans who live in neighborhoods around our major airports. With the steps I am announcing today we will be able to quiet our nation's skies, conserve vast amounts of energy and improve the quality of life for many millions of Americans.

# # #

File

THE WHITE HOUSE  
WASHINGTON

October 22, 1976

MEMORANDUM FOR: BRENT SCOWCROFT  
FROM: JIM CANNON *J Cannon*  
SUBJECT: Aviation Noise

Attached is a copy of a letter which was sent yesterday by the President to Secretary of Transportation Coleman directing him to proceed with the new standards for U.S. commercial aircraft.

Would you ask someone on your staff to draft appropriate Presidential letters, presumably to the Secretary of State and the Secretary of Transportation covering the President's direction on international airlines flying into the U.S.

Many thanks.

attachments



THE WHITE HOUSE  
WASHINGTON

SIGNATURE

October 21, 1976

MEMORANDUM FOR THE PRESIDENT

FROM:

JIM CANNON



SUBJECT:

Presidential Letters to FAA Administrator  
and Secretary of Transportation Directing  
Action on Aviation Noise

Attached for your signature are letters formally transmitting the instructions to Secretary Coleman and Administrator McLucas you announced today.

There is technical language in these letters (the instruction paragraphs) which treads a narrow and important line in administrative law. This language has been cleared with DOT, FAA general counsel, John Barnum, NSC (Scowcroft) and Counsel's Office (Ed Schmults).

I recommend you sign the attached letters.

attachments



THE WHITE HOUSE  
WASHINGTON

October 21, 1976

Dear Mr. Secretary:

During the past six weeks, I have reviewed extensively the aircraft noise problem. I have considered your recommendations as well as those of Federal Aviation Administrator John L. McLucas, Environmental Protection Agency Administrator Russell E. Train and many other Federal, State and local officials concerned with the effect of aircraft noise on people in areas surrounding our major airports.

I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our nation's major airports. We must take action to quiet the noisy aircraft which fail to meet and are not now required to meet proper noise standards.

Today, I have instructed Federal Aviation Administration Administrator John L. McLucas, consistent with applicable laws and regulations, and in consultation with you, to promulgate, by January 1, 1977, a regulation that will require domestic commercial aircraft to meet present Federal noise standards in accordance with a phased-in time schedule, not to exceed eight years.

I hereby direct you to begin open public hearings promptly to consider whether further

financing arrangements may be necessary to ensure tht all U.S. air carriers can meet the noise standards within the phased-in time schedule, not to exceed eight years.

You and all those in the Department of Transportation who have worked so diligently on this problem, are to be commended for your dedicated service. It is through the joint efforts of government, airport operators and industry, working cooperatively that we will be able to quiet our nation's skies and improve the quality of life for millions of Americans.

Sincerely,

The Honorable William T. Coleman, Jr.  
Secretary of Transportation  
Washington, D.C.

THE WHITE HOUSE  
WASHINGTON

October 21, 1976

Dear Mr. McLucas:

During the past six weeks I have reviewed extensively the aircraft noise problem. I have considered your recommendations as well as those of Secretary of Transportation William T. Coleman, Jr., Environmental Protection Agency Administrator Russell E. Train and many other Federal, State and local officials concerned with the effect of aircraft noise on the people in areas surrounding our major airports.

I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our nation's major airports. We must take action to quiet the noisy aircraft which fail to meet and are not now required to meet proper noise standards.

I hereby instruct you, consistent with applicable laws and regulations, and in consultation with the Secretary of Transportation, to promulgate, by January 1, 1977, a regulation that will require domestic commercial aircraft to meet present Federal noise standards in accordance with a phased-in time schedule, not to exceed eight years.

You and the entire Federal Aviation Administration are to be commended for your dedicated service on the aircraft noise problem. It is

only through the joint working efforts of government, airport operators and industry working together cooperatively, that we will be able to quiet our nation's skies and improve the quality of life for millions of Americans.

Sincerely,

The Honorable John L. McLucas  
Administrator  
Federal Aviation Administration  
Washington, D.C.



## Office of the White House Press Secretary

THE WHITE HOUSE

## STATEMENT BY THE PRESIDENT

As you can see, Kennedy International Airport is one of the nation's finest airports.

As you can hear, Kennedy is also one of the nation's noisiest airports. It is one of 26 major U.S. airports that have serious noise pollution problems.

Seven years ago the nation decided to cut in half the perceived noise of jet aircraft. For the last two years, all new jet planes have met these standards.

But the biggest part of the airport noise problem here at Kennedy and elsewhere is caused by 1550 older planes which fail to meet, and are not now required to meet, proper noise standards.

Therefore, I am today instructing the Administrator of the Federal Aviation Administration, in consultation with the Secretary of Transportation, to extend current noise standards to all domestic U.S. commercial aircraft. These standards will begin to become effective January 1, 1977 and will be phased in over the next eight years.

We will also begin immediately the necessary steps to make certain that all international airlines flying into the U.S. meet these same standards.

One reason U.S. commercial airlines have been unable to meet FAA noise standards is that some airlines could not afford to, because of the outmoded regulatory approach of the Civil Aeronautics Board.

A year ago I proposed aviation regulatory reform to make airline service more competitive and thereby improve service to passengers, reduce fares and strengthen the financial condition of the airlines. Congress refused to pass that legislation, which would have made it possible for the airlines to modify or replace their noisy jet aircraft.

I am now putting Congress on notice that I will not accept its failure to act. I want the members to know that aviation regulatory reform will be on their doorstep when they come back in January.

In the interest of the airline passengers and the airline industry, it is imperative that Congress act on this reform within 90 days after the opening of the new Congress.

Further, I am also directing Secretary Coleman to begin public hearings promptly to consider whether further financing arrangements may be necessary to ensure that all U.S. air carriers can meet the noise standards on time.

Solving the airport noise problem is an environmental imperative for the millions of Americans who live in neighborhoods around our major airports. With the steps I am announcing today we will be able to quiet our nation's skies, conserve vast amounts of energy and improve the quality of life for many millions of Americans.

# # #

THE WHITE HOUSE

WASHINGTON

076 001 03 114 3 08

October 23, 1976

MEMORANDUM FOR: JIM CANNON  
FROM: RAY HANZLIK *MA*  
SUBJECT: Airport Noise Telegrams

Attached is a copy of the telegram on the President's airport noise control announcement, which went out under Steve McConahey's signature to 114 mayors.

The list of the recipient mayors is also attached.



cc: Steve McConahey

Attachment

BOOK OF 113 COPIES

1975 OCT 27 11 32 AM '75

WHJ19-131 GOVT NL GWA081353

THE WHITE HOUSE DC OCT 22

PRESIDENT FORD HAS DECIDED TO EXTEND AIRCRAFT NOISE STANDARDS TO ALL DOMESTIC AND INTERNATIONAL FLIGHTS IN THE U.S. THESE ENVIRONMENTAL STANDARDS WILL BEGIN TO BECOME EFFECTIVE JANUARY 1, 1977, AND WILL BE PHASED IN OVER THE NEXT EIGHT YEARS.

THE COMMERCIAL AIRPORT SERVING YOUR COMMUNITY IS CONSIDERED BY THE FEDERAL AVIATION ADMINISTRATION TO BE ONE OF THE 100 NOISIEST AIRPORTS IN THE UNITED STATES, I BELIEVE YOU WOULD WANT TO KNOW ABOUT THIS IMPORTANT ACTION TO REDUCE AIRCRAFT NOISE FOR THOSE WHO LIVE AROUND OUR MAJOR AIRPORTS.

THIS IS AN IMPORTANT STEP TO QUIET OUR NATION'S SKIES, CONSERVE VAST AMOUNTS OF ENERGY, AND IMPROVE THE QUALITY OF LIFE FOR MILLIONS OF AMERICANS.

STEPHEN G. MCCONAHEY  
SPECIAL ASSISTANT TO THE PRESIDENT  
FOR INTERGOVERNMENTAL AFFAIRS.



The Honorable George M. Sullivan  
Mayor of Anchorage (Anchorage Airport)  
Box 400  
Anchorage, Alaska 99510

The Honorable Margaret Hance  
Mayor of Phoenix (Phoenix Airport)  
251 W. Washington Street  
Phoenix, Arizona 85003

The Honorable Pete Wilson  
Mayor of San Diego (Lindbergh Field)  
202 C Street  
San Diego, California 92101

The Honorable Janet Gray Hayes  
Mayor of San Jose (San Jose Airport)  
801 N. First Street  
San Jose, California 95110

The Honorable Thomas J. Clark  
Mayor of Long Beach (Long Beach Airport)  
205 W. Broadway  
Long Beach, California 90802

The Honorable George R. Moscone  
Mayor of San Francisco (San Francisco Airport)  
City Hall  
San Francisco, California 94102

The Honorable John H. Reading  
Mayor of Oakland (Oakland Airport)  
1421 Washington Street  
Oakland, California 94612

The Honorable William H. McNichols, Jr.  
Mayor of Denver (Stapelton International  
Airport)  
City & County Building  
Denver, Colorado 80202

The Honorable Maurice A. Ferre  
Mayor of Miami (Miami International  
Airport)  
3500 Pan American Drive  
Miami, Florida 33133

The Honorable Hans G. Tanzler, Jr.  
Mayor of Jacksonville (Jacksonville Airport)  
220 E. Bay Street  
Jacksonville, Florida 32202

The Honorable E. Clay Shaw, Jr.  
Mayor of Ft. Lauderdale (Ft. Lauderdale Airport)  
P. O. Box 14250  
Ft. Lauderdale, Florida 33302

The Honorable William E. Poe  
Mayor of Tampa (Tampa Airport)  
City Hall  
Tampa, Florida 33607

The Honorable Maynard Jackson  
Mayor of Atlanta (Atlanta Airport)  
68 Mitchell Street, S.W.  
Atlanta, Georgia 30303

The Honorable Frank F. Fasi  
Mayor of Honolulu (Honolulu Airport)  
City Hall  
Honolulu, Hawaii 96813

The Honorable Richard J. Daley  
Mayor of Chicago (Chicago O'Hare  
Airport)  
121 N. LaSalle  
Chicago, Illinois 60602

The Honorable William Hudnut  
Mayor of Indianapolis (Indianapolis Airport)  
2501 City-County Building  
Indianapolis, Indiana 46204

The Honorable Harvey I. Sloane  
Mayor of Louisville (Bowman Field)  
101 City Hall  
Louisville, Kentucky 40202

The Honorable Moon Landrieu  
Mayor of New Orleans (New Orleans Airport)  
1300 Perdido  
New Orleans, Louisiana 70112

The Honorable Donald Slipp  
Mayor of Portland (Portland International  
Airport)  
389 Congress Street  
Portland, Maine 04111

The Honorable William D. Schaefer  
Mayor of Baltimore (Baltimore Airport)  
230 City Hall  
Baltimore, Maryland 21202



The Honorable Kevin H. White  
Mayor of Boston  
City Hall  
Boston, Massachusetts 02201

(Logan International  
Airport)

The Honorable Coleman A. Young  
Mayor of Detroit  
1126 City-County Building  
Detroit, Michigan 48226

(Detroit Metro  
Airport)

The Honorable Charles Stenvig  
Mayor of Minneapolis  
127 City Hall  
Minneapolis, Minnesota 55415

(Minneapolis-St. Paul  
Airport)

The Honorable Lawrence D. Cohen  
Mayor of St. Paul  
347 City Hall  
St. Paul, Minnesota 55102

(Minneapolis-St. Paul  
Airport)

The Honorable John H. Poelker  
Mayor of St. Louis  
200 City Hall  
St. Louis, Missouri 63103

(St. Louis International  
Airport)

The Honorable Helen G. Boosalis  
Mayor of Lincoln  
555 South 10th Street  
Lincoln, Nebraska 68508

(Lincoln Airport)

The Honorable William H. Briare  
Mayor of Las Vegas  
400 E. Stewart Avenue  
Las Vegas, Nevada 89101

(Las Vegas Airport)

The Honorable Carl F. Bogart  
Mayor of Reno  
P. O. Box 1900  
Reno, Nevada 89505

(Reno Airport)

The Honorable Kenneth A. Gibson  
Mayor of Newark  
920 Broad Street  
Newark, New Jersey 07102

(Newark Airport)

The Honorable Harry E. Kinney  
Mayor of Albuquerque  
P. O. Box 1293  
Albuquerque, New Mexico 87103

(Albuquerque Airport)

The Honorable Stanley M. Makowski  
Mayor of Buffalo  
65 Niagara Square  
Buffalo, New York 14202  
(Buffalo International  
Airport)

The Honorable Abraham D. Beame  
Mayor of New York City  
City Hall  
New York, New York 10007  
(Kennedy & LaGuardia  
Airports)\*

The Honorable John M. Belk  
Mayor of Charlotte  
600 East Trade Street  
Charlotte, North Carolina 28202  
(Douglas Municipal  
Airport)

The Honorable John S. Ballard  
Mayor of Akron  
166 S. High Street  
Akron, Ohio 44308  
(Akron Airport)

The Honorable Bobbie Sterne  
Mayor of Cincinnati  
City Hall  
Cincinnati, Ohio 45202  
(Cincinnati Airport)

The Honorable Ralph J. Perk  
Mayor of Cleveland  
601 Lakeside  
Cleveland, Ohio 44102  
(Cleveland Airport)

The Honorable Robert J. LaFortune  
Mayor of Tulsa  
200 Civic Center  
Tulsa, Oklahoma 74103  
(Tulsa International  
Airport)

The Honorable Patience S. Latting  
Mayor of Oklahoma City  
200 N. Walker  
Oklahoma City, Oklahoma 73102  
(Wiley Post  
Airport)

The Honorable Neil Goldschmidt  
Mayor of Portland  
1220 S. W. 5th Avenue  
Portland, Oregon 97204  
(Portland Airport)

The Honorable Joseph S. Daddona  
Mayor of Allentown  
435 Hamilton Street  
Allentown, Pennsylvania 18101  
(Allentown Airport)

\*Change "is" to "are" immediately following name of airport.  
Also change "one of the 100 noisest..." to "two of the  
noisest..."

The Honorable Frank L. Rizzo  
Mayor of Philadelphia  
City Hall  
Philadelphia 19103  
(Philadelphia International  
Airport)

The Honorable Peter J. Flaherty  
Mayor of Pittsburgh  
400 Grant Street  
Pittsburg, Pennsylvania 15219  
(Pittsburgh Airport)

The Honorable Carlos Romero Barcelo  
Mayor of San Juan  
P. O. Box 4355  
San Juan, Puerto Rico 00905  
(San Juan Airport)

The Honorable Wyeth Chandler  
Mayor of Memphis  
125 N. Main Street  
Memphis, Tennessee 38103  
(Memphis International  
Airport)

The Honorable Robert Folsom  
Mayor of Dallas  
2014 Main Street  
Dallas, Texas 75201  
(Dallas-Ft. Worth  
Airport)

The Honorable Clif Overcash  
Mayor of Ft. Worth  
1000 Throckmorton  
Fort Worth, Texas 76102  
(Dallas-Ft. Worth  
Airport)

The Honorable Fred Hofheinz  
Mayor of Houston  
P. O. Box 1562  
Houston, Texas 77001  
(Houston Airport)

The Honorable Wes Uhlman  
Mayor of Seattle  
600 4th Avenue  
Seattle, Washington 98104  
(Seattle-Tacoma  
Airport)

The Honorable Walter E. Washington  
Mayor of Washington  
District Building  
Washington, D. C. 20004  
(National Airport)

The Honorable Henry W. Maier  
Mayor of Milwaukee  
200 E. Wells Street  
Milwaukee, Wisconsin 53202  
(General Mitchell Field)



The Honorable David J. Vann  
Mayor of Birmingham  
City Hall  
Birmingham, Alabama 35203

(Birmingham Airport)

The Honorable Philip L. Isenberg  
Mayor of Sacramento  
915 I Street  
Sacramento, California 95814

(Sacramento Airport)

The Honorable William B. Rudell  
Mayor of Burbank  
275 E. Olive Avenue  
Burbank, California 91502

(Hollywood-Burbank Airport)

The Honorable Nathaniel Trives  
Mayor of Santa Monica  
1685 Main Street  
Santa Monica, California 90401

(Santa Monica Airport)

The Honorable Tom Bradley  
Mayor of Los Angeles  
200 N. Spring Street  
Los Angeles, California 90012

(Los Angeles International  
Airport)

The Honorable Elwin E. Mussell  
Mayor of Santa Maria  
110 E. Cook Street  
Santa Maria, California 93454

(Santa Maria Airport)

The Honorable Ted Wills  
Mayor of Fresno  
2326 Fresno Street  
Fresno, California 93721

(Fresno Airport)

The Honorable Merle Mergell  
Mayor of Inglewood  
One Manchester Boulevard  
Inglewood, California 90301

(Los Angeles International  
Airport)

The Honorable Tom Madden  
Mayor of Stockton  
425 N. El Dorado Street  
Stockton, California 95202

(Stockton Airport)

The Honorable Lawrence D. Ochs  
Mayor of Colorado Springs - (Colorado Springs Airport)  
P. O. Box 1575  
Colorado Springs, Colorado 80901

The Honorable Charles A. Ducibella  
Mayor of Danbury (Danbury Airport)  
155 Deer Hill Avenue  
Danbury, Connecticut 06810

The Honorable Richard E. Linn  
Mayor of West Palm Beach (West Palm Beach Airport)  
P. O. Box 3366  
West Palm Beach, Florida 33402

The Honorable William J. Alsdorf  
Mayor of Pompano Beach (Pompano Airpark)  
P. O. Box 1300  
Pompano Beach, Florida 33061

The Honorable Elmer Franklin Cravalho  
Mayor of Maui County (Maui Airport)  
200 High Street  
Wailuku, Hawaii 96793

The Honorable Connie A. Peters  
Mayor of Wichita (Wichita Airport)  
204 S. Main Street  
Wichita, Kansas 67202

The Honorable L. Calhoun Allen, Jr.  
Mayor of Shreveport (Shreveport Airport)  
P. O. Box 1109  
Shreveport, Louisiana 71163

The Honorable Ralph T. Troy  
Mayor of Monroe (Monroe Airport)  
P. O. Box 123  
Monroe, Louisiana 71201

The Honorable John J. Mooney  
Mayor of Bangor (Bangor Airport)  
73 Harlow Street  
Bangor, Maine 04401

The Honorable James A. Vitale  
Mayor of Beverly (Beverly Airport)  
191 Cabot Street  
Beverly, Massachusetts 01915

The Honorable Joseph Curran  
Mayor of Norwood (Norwood Airport)  
Municipal Building  
Norwood, Massachusetts 02062

The Honorable James W. Rutherford  
Mayor of Flint (Flint Airport)  
1101 S. Saginaw  
Flint, Michigan 48502

The Honorable Jim Payne  
Mayor of Springfield (Springfield Municipal  
830 Boonville Airport)  
Springfield, Missouri 65802

The Honorable Louis J. Tullio  
Mayor of Erie (Erie International  
Municipal Building Airport)  
Erie, Pennsylvania 16501

The Honorable Joseph P. Riley, Jr.  
Mayor of Charleston (Charleston Airport)  
City Hall  
Charleston, South Carolina 29401

The Honorable Patrick T. Zielke  
Mayor of La Crosse (La Crosse Airport)  
City Hall  
La Crosse, Wisconsin 54601

The Honorable Richard A. Garcia  
Mayor of Glendale (Hollywood-Burbank Airport)  
613 E. Broadway  
Glendale, California 91205



The Honorable Donald A. McInnis  
Mayor of Newport Beach (Orange County Airport)  
3300 Newport Boulevard  
Newport Beach, California 92660

The Honorable Alvin L. Pinkley  
Mayor of Costa Mesa (Orange County Airport)  
P. O. Box 1200  
Costa Mesa, California 92626

The Honorable John Garthe  
Mayor of Santa Ana (Orange County Airport)  
20 Civic Center Plaza  
Santa Ana, California 92701

The Honorable Peter Nemeth  
Mayor of South Bend (St. Joseph County Airport)  
227 W. Jefferson Boulevard  
South Bend, Indiana 46601

The Honorable Margaret H. Prickett  
Mayor of Mishawaka (St. Joseph County Airport)  
1st & Church Streets  
Mishawaka, Indiana 46544

The Honorable Peter Sarantos  
Mayor of Elkhart (St. Joseph County Airport)  
Municipal Building  
Elkhart, Indiana 46514

The Honorable Erastus Corning, II  
Mayor of Albany (Albany County Airport)  
City Hall  
Albany, New York 12207

The Honorable Frank Duci  
Mayor of Schenectady (Albany County Airport)  
City Hall  
Schenectady, New York 12305

The Honorable William A. O'Neil  
Mayor of Troy (Albany County Airport)  
City Hall  
Troy, New York 12181

The Honorable John Kennedy  
Mayor of Elmira (Chemung County Airport)  
Lake & Church Streets  
Elmira, New York 11520

The Honorable Alfred Del Vecchio  
Mayor of White Plains (Westchester County Airport)  
255 Main Street  
White Plains, New York 10601

The Honorable Ruppert Vernon  
Mayor of Greenwich (Westchester County Airport)  
Greenwich Avenue  
Greenwich, Connecticut 06830

The Honorable Perry Harris  
Mayor of San Fernando  
117 McNeil Street  
San Fernando, California 91340

(Hollywood-Burbank Airport)

The Honorable John James Rhodes  
Mayor of Westfield  
59 Court Street  
Westfield, Massachusetts 01085

(Bradley International Airport)

The Honorable George A. Athanson  
Mayor of Hartford  
550 Main Street  
Hartford, Connecticut 06103

(Bradley International Airport)

The Honorable David R. Keating  
Mayor of Hollywood  
P. O. Box 2207  
Hollywood, Florida 33022

(North Perry Airport)

The Honorable Lawrence Heagle  
Mayor of Haily  
City Hall  
Haily, Idaho 83333

(Friedman Memorial Airport)

The Honorable L. M. Schwartz  
Mayor of Paolo  
P. O. Box 409  
Paolo, Kansas 66071

(Paolo Airport)

The Honorable R. C. Harmony  
Mayor of Osawatomie  
1119 Pacific  
Osawatomie, Kansas 66064

(Paolo Airport)

The Honorable Albert H. Wheeler  
Mayor of Ann Arbor  
100 North Fifth Avenue  
Ann Arbor, Michigan 48107

(Willow Run Airport)

The Honorable Edward Zorinsky  
Mayor of Omaha  
108 South 18th Street  
Omaha, Nebraska 68102

(Epply Airport)



The Honorable Dennis C. Anderson  
Mayor of Council Bluffs (Epply Airport)  
209 Pearl Street  
Council Bluffs, Iowa 51501

The Honorable George J. Shaw, Jr.  
Mayor of Newburgh (Stewart Airport)  
83 Broadway  
Newburgh, New York 12550

The Honorable Robert Cahill  
Mayor of Beacon (Stewart Airport)  
427 Main Street  
Beacon, New York 12508

The Honorable Edison B. Estes  
Mayor of Ardmore (Ardmore Downtown Airport)  
P. O. Box 249  
Ardmore, Oklahoma 73401

The Honorable John J. Murray  
Mayor of Norristown (Wings Field Airport)  
E. Airy Street  
Norristown, Pennsylvania 19404

The Honorable Rick W. Knobe  
Mayor of Sioux Falls (Joe Foss Field Airport)  
224 W 9th Street  
Sioux Falls, South Dakota 57102

The Honorable George Saurman  
Mayor of Ambler (Wings Field Airport)  
31 E. Butler Avenue  
Ambler, Pennsylvania 19002

The Honorable H. B. Griffin  
Mayor of Shelbyville (Shelby Airport)  
P. O. Box 84  
Shelbyville, Tennessee 37160

The Honorable John C. Drummond  
Mayor of Amarillo (Tradewind Airport)  
P. O. Box 1971  
Amarillo, Texas 79186

The Honorable Lane A. Bray  
Mayor of Richland (Tri Cities Airport)  
P. O. Box 190  
Richland, Washington 99352

The Honorable Jan Tidrick  
Mayor of Pasco (Tri Cities Airport)  
26th & Court Streets  
Pasco, Washington 99301

The Honorable Jack M. Hageman  
Mayor of Kennewick (Tri Cities Airport)  
P. O. Box 6108  
Kennewick, Washington 99336

The Honorable Harry E. Atkinson  
Mayor of Newport News (Patrick Henry Airport)  
2400 Washington Street  
Newport News, Virginia 23607

The Honorable Ann H. Kilgore  
Mayor of Hampton (Patrick Henry Airport)  
30 N. King Street  
Hampton, Virginia 23669

The Honorable Everett C. Haskell  
Mayor of Beloit (Rock County Airport)  
Municipal Center  
Beloit, Wisconsin 53511

The Honorable George Poppas  
Mayor of Janesville (Rock County Airport)  
18 N. Jackson Street  
Janesville, Wisconsin 53545

The Honorable Carl Kalata  
Mayor of Watertown (Watertown Airport)  
106 Jones Street  
Watertown, Wisconsin 53904

OFFICE OF THE WHITE HOUSE PRESS SECRETARY  
(Seattle, Washington)

---

## THE WHITE HOUSE

REMARKS OF THE PRESIDENT  
AT THE  
BOEING FIELD INTERNATIONAL AIRPORT

10:45 A.M. PDT

Thank you very, very much, Dan. It is wonderful to be in Seattle, the great State of Washington, and we are delighted to come in on one of those great planes made right here in the Boeing plant. It is good, safe, very comfortable, and we thank you for it very, very much.

But, I would also like to express my appreciation for Joel Pritchard being here and the other fine State officials who have participated in this warm welcome and I, of course, am deeply grateful for Mr. Wilson being here and have the opportunity to see so many of the Boeing employees.

I can recall vividly on several occasions in past years I came out and had a chance to go through your plant, meet many of your fellow employees personally. You should be proud of what you do. We are very proud of your contributions.

I have a couple of special guests that I would like to introduce to you. First is former Congresswoman Edith Green, who is well-known all throughout the Northwest, formerly from Oregon as an outstanding representative in the House of Representatives. Edith and I served together for 19 years in the House of Representatives. She was, I think, the most knowledgeable person in education and labor management legislation. She was on the other side of the aisle. She is heading up the Citizens for Ford Committee as a loyal Democrat. Let me say without hesitation, when she was on your side, we usually won. When she was against you, it was tough. But thank you very much for being with us.

And then there is somebody else I think all of you know, my good friend Joe Garagiola. Joe is working with us to do a few good television programs around the country. We did one in California last night. He is terrific, not only in those sporting events, but he does a great job helping our cause.

Then another person you have seen a good many times-- Betty and I watched Mission Impossible more times than I can count--it is a pleasure for me to introduce Peter Graves.

I am especially pleased to be here in Boeing country and to thank you for the very warm welcome. This city and, of course, this State have long demonstrated a very special active interest in protecting your environment. One of the major threats to our environment is noise pollution. We must reduce the noise pollution around American airports and bring quiet to the skies throughout our country. We must free aviation from arbitrary and unnecessary restrictions and regulations so that the airlines themselves can pay the cost of quieting aircraft noise.

MORE

(OVER)

We should create an economic climate which will stimulate valuable and lasting jobs in our aircraft industry. I know how important this is to the City of Seattle, which has long been a leader in military and commercial aircraft.

I have directed the Secretary of Transportation to instruct the Administrator of FAA to extend its noise standards to all domestic U.S. commercial aircraft to become effective January 1, 1977, and to be phased in over an eight-year period. I am also directing the Secretary of State to initiate negotiations with the International Civil Aviation Conference to reach agreement on noise standards for all international aircraft flying into the United States.

And I am putting the Congress on notice that I will not accept its failure to act on aviation regulatory reform. Congress must adopt the airline regulatory measure that I proposed in 1975. Passage of this legislation will mean lower air fares, a stronger aviation industry, which is more able to pay for new, quieter aircraft, and jobs for our aerospace workers -- and we didn't plan that plane flying over. (Laughter)

I want the Members of Congress on both sides of the political aisle to know that aviation regulatory reform will be on their doorstep when they come back in January. Congress must act within 90 days after the new session opens on January 3, 1977. With Congressional action, we can make certain that U.S. airlines will meet noise standards and, at the same time, continue to be a healthy and competitive industry serving some 200 million Americans.

I have directed the Secretary of Transportation to schedule open public hearings before the end of this year, to consider whether financing provisions may be necessary to insure that the air carriers can meet those noise requirements. The Secretary will consider and will evaluate the financial conditions as well as the needs of the airline industry, the costs of meeting the new noise standards and alternative sources of funds to pay these costs. And I am directing the Secretary of Transportation to report his findings to me by March 3, 1977.

Solving the airport noise problem -- and it is a serious problem in 26 airports throughout the United States, affecting some 6 million people who live in the vicinity of these airports -- it is an environmental imperative that we make progress in this area. In solving this problem, we will bring into service a fleet of quiet, new aircraft that will result in up to a 30 percent saving in fuel, lower operating costs, lower fares and less air pollution from older aircraft.

MORE

Replacing the older planes will also strengthen our aircraft industry, which is absolutely vital to our world leadership in economic trade and our national defense. And in building these new aircraft, we will create almost a quarter of a million of useful, productive jobs for Americans.

The best way to make sure that our aerospace workers have lasting jobs and creative new, permanent jobs in the aircraft and related industries is to give the free enterprise system its best chance to operate. We will do it.

Thank you very, very much.

END (AT 10:57 A.M. PDT)



*Aircraft Noise 11/8/76*

THE WHITE HOUSE  
WASHINGTON

October 28, 1976

*Paul*  
*As discussed*  
*Jan*

Dear Bill:

Now that the initial decision has been made on the important noise policy issue, I want to reemphasize the importance which the President places on the public hearings on the airline financing issue. Since this is a question about which there is a good deal of interagency interest, I would like to suggest that you include three or four representatives of others agencies in each of the hearings.

Specifically, I would suggest that the following agencies and people would have a particular interest and/or expertise in this matter:

- |                              |              |
|------------------------------|--------------|
| Department of Commerce       | Ed Vetter ✓  |
| Department of the Treasury   | Dick Darman  |
| White House Counsel's Office | Sid Jones    |
| Council of Economic Advisers | Ed Schmults  |
|                              | Paul MacAvoy |
|                              | Burt Malkiel |
| COWPS                        | Jim Miller   |
| OMB                          | Dan Kearney  |
| CIEP                         | Bill Gorog   |
| Domestic Council             |              |
| Department of Justice        |              |

In considering whether further financing arrangements may be necessary to ensure that all U.S. air carriers can meet the noise standards on time, it is important to analyze the financial requirements of each carrier assuming that good airline regulatory reform is enacted and, alternatively, that Congress fails to pass good legislation.

Sincerely,

James M. Cannon  
Assistant to the President  
for Domestic Affairs



## Small Airport Put On List of Noisiest By One Complaint

SHELBYVILLE, Tenn., Oct. 29 (UPI) —Mayor H. V. Griffin believed it was "some kind of joke" when Shelbyville's tiny airport was ranked one of the 100 noisiest in the country.

"We haven't had commercial service in Shelbyville for nearly two years," Mr. Griffin said today. "I really thought there was an error, but if there is not, then I'd have to say that someone up there in Washinton is incompetent."

A Federal Aviation Administration official in Washington confirmed that one complaint from a resident living near the airport landed it on the noisiest list.

A telegram informing the Mayor of the action was signed by Stephen G. McConahey, special assistant to the President.

"I would think you would want to know about this important action to reduce aircraft noise for those who live around our major airports," the telegram said.

Mr. McConahey referred to President Ford's recent decision to extend aircraft noise standards to all domestic and international flights in this country beginning Jan. 1. But it has been nearly two years since a full-size passenger airliner has flown into Shelbyville.

Griffin estimated 20 planes daily fly in and out of Shelbyville. He said that he knew of no complaints about noise at the airport, except those he has received recently from teasing friends.

Charles Hoch, division chief of the F.A.A., said Mr. Griffin should have received a second telegram today saying that the agency did not measure the noise level surrounding the airports.

"Several of the airports listed are not necessarily noisy," the telegram states, adding that the list is based on complaints and noise "abatement actions" of the community.

NyTimes  
Sat. Oct. 30, 1976

p.c.e



...try  
argest  
...10,10a,10b - Dodecahydro-3,4a,  
pentamethyl-1(H)naphthol[2,1b]py-  
...n. This is said to b-Dodecahydro-3,4a,  
7,7,10a-,pentamethyl-1(H)naphtho [2,1b]  
pyran. This is said to impart a "cedar-  
cooling" taste and aroma.  
...like food additives, which must

Airport Noise

THE WHITE HOUSE  
WASHINGTON

10/30/76

Jew -

74!

Jew



...[2,1b]py-  
...hydro-3,4a,  
...naphtho [2,1b]  
...impart a "cedar-  
...aroma.  
...additives, which must  
...by the Food and Drug Ad-  
...on, tobacco flavorants and  
...as are not specifically tested and  
...ated by the Government.

## Small Airport Put On List of Noisiest By One Complaint

SHELBYVILLE, Tenn., Oct. 29 (UPI)—Mayor H. V. Griffin believed it was "some kind of joke" when Shelbyville's tiny airport was ranked one of the 100 noisiest in the country.

"We haven't had commercial service in Shelbyville for nearly two years," Mr. Griffin said today. "I really thought there was an error, but if there is not, then I'd have to say that someone up there in Washinton is incompetent."

A Federal Aviation Administration official in Washington confirmed that one complaint from a resident living near the airport landed it on the noisiest list.

A telegram informing the Mayor of the action was signed by Stephen G. McCahey, special assistant to the President.

"I would think you would want to know about this important action to reduce aircraft noise for those who live around our major airports," the telegram said.

Mr. McCahey referred to President Ford's recent decision to extend aircraft noise standards to all domestic and international flights in this country beginning Jan. 1. But it has been nearly two years since a full-size passenger airliner has flown into Shelbyville.

Griffin estimated 20 planes daily fly in and out of Shelbyville. He said that he knew of no complaints about noise at the airport, except those he has received recently from teasing friends.

Charles Hoch, division chief of the F.A.A., said Mr. Griffin should have received a second telegram today saying that the agency did not measure the noise level surrounding the airports.

"Several of the airports listed are not necessarily noisy," the telegram states, adding that the list is based on complaints and noise "abatement actions" of the community.

WHA  
thy  
paren  
from

Pat  
Pr 76

WASH  
Pauling  
C can  
publishe  
the final

Their  
publishe  
ceedings  
Sciences  
patients  
about 2  
but only  
of patie  
min.

The  
cancer p  
sidered  
method  
vitamin  
ment.

A sp  
Institute  
est to th  
bility o  
the stu  
tioned.  
vitamin  
ment of  
from this

Dr. Pat  
has been  
min C as  
that the  
with thec  
controvers  
For exam  
The New  
one rese  
C does  
preventi

Date

s run by doctors them-  
on has become one of  
oeling doctors who meet  
qualifications to prac-  
ians say that a doctor  
ified is likely to practice  
of medicine than one  
s will soon be possible,  
his certification.

### Study of Subjects

yesterday morning the  
sex house took a 125-  
choice test on a variety  
childhood immunization  
cent change in the pre-  
treating an acute attack  
is.

t out of here with a  
Allan H. Bruckheim of  
of the local unit of the  
ed out over the roomful  
g on the afternoon por-

tables covered with red  
s were poring over 10  
ch posing a variety of  
es of action for the doc-  
ple, the doctor opted to  
in a certain way, he  
ped pen over a blank  
e listing of that course  
mical in the pen, caused  
the booklet to darken,  
patient responded.

ound, for example, that  
apy caused new compli-  
then faced a series of  
to handle the complica-

specialty to do this,"  
m. "The other boards  
to us yet. I really think  
way toward establish-  
reby doctors can prove  
d others that they've

*Gerald R. Ford*  
[Nov. 1976?]

DRAFT

Mayor \_\_\_\_\_:

President Ford has decided to extend aircraft noise standards to all domestic and international flights in the U. S. These environmental standards will begin to become effective January 1, 1977 and will be phased in over the next eight years.

Since \_\_\_\_\_ is considered by the Federal Aviation Administration to be one of the 100 noisiest airports in the United States, I believe you would want to know about this important action to reduce aircraft noise for those who live around our major airports.

This is an important step to quiet our nation's skies, conserve vast amounts of energy, and improve the quality of life for millions of Americans.

Sincerely,

Stephen G. McConahey  
Special Assistant to the President  
for Intergovernmental Affairs



THE WHITE HOUSE

WASHINGTON

November 4, 1976 11:51 AM 4 11 4 00

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR:

JIM CANNON

FROM:

JIM CONNOR *JEB*

The following notation was directed to you in the President's outbox:

"Contact Secretary Coleman and request he proceed with the hearings on the aviation matter - if he agrees."

Please follow-up with appropriate action.

cc: Dick Cheney



THE WHITE HOUSE  
WASHINGTON

November 4, 1976 11:44 AM 4 PM 4 00

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR:

JIM CANNON

FROM:

JIM CONNOR *jes*

The following notation was directed to you in the President's  
outbox:

"Contact Secretary Coleman and request  
he proceed with the hearings on the aviation  
matter - if he agrees."

Please follow-up with appropriate action.

cc: Dick Cheney



THE WHITE HOUSE

INFORMATION

WASHINGTON

November 4, 1976

MEMORANDUM FOR THE PRESIDENT

FROM: JIM CANNON *JC*  
SUBJECT: Aviation Noise

You asked about Secretary Coleman's hearings on aviation noise.

He definitely agrees that hearings should be held, and he plans to start on December 1.

He will have recommendations to you by the end of December.



THE WHITE HOUSE  
WASHINGTON

November 4, 1976 10:44 AM

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR:

JIM CANNON

FROM:

JIM CONNOR *JEC*

The following notation was directed to you in the President's outbox:

"Contact Secretary Coleman and request he proceed with the hearings on the aviation matter - if he agrees."

Please follow-up with appropriate action.

cc: Dick Cheney



*Smith  
noise*

THE WHITE HOUSE  
WASHINGTON

November 5, 1976

MEMORANDUM FOR THE PRESIDENT

FROM:

JIM CANNON *Jac*

SUBJECT:

Presidential Letters to the Secretary of  
Transportation and the Secretary of State  
Directing Action on International Aviation  
Noise

Attached for your signature are letters formally transmitting the instructions to Secretary Coleman and Secretary Kissinger on the international implications of the aviation noise policy you announced on October 21.

These letters have been checked with the Department of State, the Department of Transportation and with Bill Seidman for CIEP.

I recommend that you sign the attached letters.


Attachment



THE WHITE HOUSE  
WASHINGTON

November 4, 1976

MEMORANDUM FOR: BILL SEIDMAN  
FROM: JUDITH RICHARDS HOPE  
SUBJECT: Aircraft Noise



Per Jim Cannon's request, I am forwarding the attached to you for your concurrence. They have been drafted by NSC and have been coordinated with State and DOT.

As you will see, the letters are for the President's signature directing the Secretaries of State and Transportation to take specific actions with respect to noise standards for international aircraft flying into the United States.

Could we please have your response by c.o.b. today, as the President should sign them very soon.

Thanks.

cc: Bill Gorog

Attachment



THE WHITE HOUSE  
WASHINGTON

November 2, 1976  
516 NOV 2 AM 9 46

MEMORANDUM FOR: JIM CANNON  
FROM: BRENT SCOWCROFT *B*  
SUBJECT: Aviation Noise

At your request, we have drafted the attached letters for the President to sign directing the Secretaries of State and Transportation to take specific actions with respect to noise standards for international aircraft flying into the United States. These letters have been coordinated with State and DOT.



# EXECUTIVE CORRESPONDENCE

THE WHITE HOUSE

WASHINGTON

Dear Mr. Secretary:

During the past six weeks I have reviewed extensively the aircraft noise policy. I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our Nation's major airports. We must take action to quiet the noisy aircraft which fly in and out of our airports.

It is imperative that more stringent International Civil Aviation Organization noise standards be adopted and applied to the operations of international airlines in this country.

Accordingly, I hereby request that you, in consultation with the Secretary of Transportation, mount a new effort within ICAO to improve international noise standards. Your objective should be that ICAO noise standards are consistent with the regulations to be issued by the Federal Aviation Administrator concerning domestic commercial aircraft.

Sincerely,

The Honorable Henry A. Kissinger  
Secretary of State  
Washington, D. C. 20520



**RETURN THIS COVER WITH THE FILE COPIES TO ORIGINATING OFFICE**

THE WHITE HOUSE

WASHINGTON

Dear Mr. Secretary:

During the past six weeks I have reviewed extensively the aircraft noise policy. I am acutely aware of the seriousness of this problem for the six to seven million Americans living near our Nation's major airports. We must take action to quiet the noisy aircraft which fly in and out of our airports.

It is imperative that more stringent International Civil Aviation Organization noise standards be adopted and applied to the operations of international airlines in this country.

Accordingly, I hereby request that you consult and cooperate with the Secretary of State in mounting a new effort within ICAO to improve international noise standards. Your objective should be that ICAO noise standards are consistent with the regulations to be issued by the Federal Aviation Administrator concerning domestic commercial aircraft.

Sincerely,

The Honorable William T. Coleman, Jr.  
Secretary of Transportation  
Washington, D. C. 20590

cc: Quern, Hope

THE WHITE HOUSE  
WASHINGTON

November 6, 1976 <sup>976</sup> NOV 6 PM 12 22

*file*

ADMINISTRATIVELY CONFIDENTIAL

MEMORANDUM FOR: JAMES M. CANNON  
FROM: JAMES E. CONNOR *JEC*  
SUBJECT: Aviation Noise Proposal by  
Secretary Coleman

The President has reviewed your memorandum of October 10th on the above subject and made the following notation:

"I still want Bill Coleman to go through with this unless he feels otherwise. J."

Please follow -up with the appropriate action.

*W. W. W.*  

---

*JEC*

cc: Dick Cheney

