

THE WHITE HOUSE

WASHINGTON

~~CONFIDENTIAL/NODIS/XGDS~~MEMORANDUM OF CONVERSATION:

PARTICIPANTS: Dr. Henry A. Kissinger, Secretary of State
and Assistant to the President
for National Security Affairs
William T. Coleman, Jr., Secretary of
Transportation
John W. Barnum, Deputy Secretary of Transportation
Lt. General Brent Scowcroft, Deputy Assistant
to the President for National Security Affairs

DATE AND TIME: Monday, October 6, 1975
10:15 a.m.

PLACE: Secretary Kissinger's Office
The White House

Coleman: There are several problems. The noise level of the Concorde is higher than they originally thought and higher than the standard for subsonic planes -- there is no supersonic standard. There is also an environmental impact statement that it will increase skin cancer by 200 cases a year. It uses a lot of fuel and there is a question of adequate reserves when it gets here. The FAA says it is okay.

Our feeling is that if the FAA and I decide it can come in, Congress will act against it and the President will be faced with a veto.

Kissinger: I would be happy to write a letter telling you the importance on foreign policy grounds.

Coleman: It would also hurt Pan American and TWA. I think you will have to have a fairly firm letter of the damage which would be done if refused.

Another issue is: what if Iran, for example, buys one? Would we let theirs in?

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E.O. 12958, SEC. 3.5

NSC MEMO, 11/24/98, STATE DEPT. GUIDELINES

BY , NARA, DATE 6/3/04

Kissinger: Can't you establish limits on the numbers of planes which can land here?

Coleman: Should the President be involved?

Kissinger: I think we should outline it to him. I will mention it today.

Barnum: But we should think carefully whether he wants to be involved before he gets a bill.

Kissinger: If he wants to veto it, you are better off.



✓ K/Seay Coleman
6 Oct 75

C There are several points. Noise level of Concord is higher than they orig. that + higher than standard for subsonic planes - there is no supersonic standards. There also are environmental impact statement - that it will increase skin cracks by 200 / year. It uses a lot of fuel + there is question of adequate reserves when it gets here - FAA says it is ok.

One feeling is that if FAA + I decide it can come in, Congress will act against it + Pres will be faced w/ a veto.

~~I need to know what~~

K I would be happy to write a letter telling you a importance on F/P grounds.

C It would also hurt Pan Am + TWA. I think you will have to have a fairly fairly firm letter of a damage which would be done if refused. Another issue - what if ^{to enough} ~~from~~ they are? Would we let them in.

K Can't you establish limits of one # of planes which can land here.

C Should Pres be involved?

K I think we should outline it to him. I will mention it today.

Baroness But we should think carefully whether he wants to be involved before he gets a bill.

K If he wants to veto it, you are better off

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BY ll, NARA, DATE 4/3/04

