

**The original documents are located in Box 40, “10/21/76 - Remarks Upon Announcing the Application of Federal Noise Standards to All In-use Domestic U.S. Commercial Aircraft” of the President’s Speeches and Statements: Reading Copies at the Gerald R. Ford Presidential Library.**

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THE PRESIDENT HAS SEEN. . .

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.

~~FOR~~ THE BIGGEST PART OF THE AIRPORT NOISE PROBLEM

HERE AT KENNEDY AND ELSEWHERE IS CAUSED BY

ONE THOUSAND FIVE HUNDRED FIFTY 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 F.A.A. 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.

*of Congress*

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.

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.

END OF TEXT