

The original documents are located in Box 40, “10/25/76 - Remarks at Boeing Field at Seattle, WA” of the President’s Speeches and Statements: Reading Copies at the Gerald R. Ford Presidential Library.

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SEATTLE ARRIVAL ----- ACKNOWLEDGEMENTS

- THANK YOU GOVERNOR EVANS THE PRESIDENT HAS SEEN....

- JOEL, IT'S GOOD TO SEE YOU -- ALONG WITH THE

FINE GROUP OF STATE OFFICIALS WHO ARE ON HAND TODAY.

- I'M PLEASED TO HAVE MR. WILSON OF BOEING HERE

AND TO SEE SO MANY BOEING EMPLOYEES.

- ALSO, I HAVE SOME SPECIAL GUESTS I WOULD LIKE

TO INTRODUCE: EDITH GREEN, -JOE GARAGIOLA,- AND

PETER GRAVES.

I AM DELIGHTED TO BE BACK IN SEATTLE, ONE OF AMERICA'S
MOST BEAUTIFUL AND DYNAMIC CITIES.

I THANK YOU FOR YOUR VERY WARM WELCOME.

THIS CITY AND THIS STATE HAVE LONG DEMONSTRATED
A SPECIAL, ACTIVE INTEREST IN PROTECTING YOUR ENVIRONMENT.

ONE OF THE MAJOR THREATS TO THE ENVIRONMENT IS NOISE
POLLUTION.

REDUCE

WE MUST ~~END~~ THE NOISE POLLUTION AROUND AMERICAN

AIRPORTS AND BRING QUIET SKIES BACK TO AMERICA AGAIN.

WE MUST FREE AVIATION FROM ARBITRARY AND UNNECESSARY

RESTRICTIONS AND REGULATIONS SO THAT THE AIRLINES THEMSELVES

CAN PAY THE COST OF QUIETING AIRCRAFT NOISE.

SHOULD
WE ~~MUST~~ CREATE AN ECONOMIC CLIMATE WHICH WILL

VALUABLE + LASTING
STIMULATE ¹ ~~LASTING~~, ~~PRIVATE SECTOR~~ JOBS IN OUR AIRCRAFT

INDUSTRY.

2A

I KNOW HOW IMPORTANT THIS IS TO SEATTLE,
WHICH HAS LONG BEEN A LEADER IN ~~REDACTED~~ MILITARY AND
COMMERCIAL AVIATION.

I HAVE DIRECTED THE SECRETARY OF TRANSPORTATION
TO INSTRUCT THE ADMINISTRATOR OF ^{THE} F.A.A. 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.

I AM PUTTING THE CONGRESS ON NOTICE THAT I WILL NOT
ACCEPT ITS FAILURE TO ACT ON AVIATION REGULATORY REFORMS.
CONGRESS MUST ADOPT THE AIRLINE REGULATORY MEASURE
I PROPOSED IN 1975.

PASSAGE 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•

I WANT THE MEMBERS OF CONGRESS 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

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 ENSURE THAT THE AIR CARRIERS CAN MEET THE NOISE

REQUIREMENTS.

THE SECRETARY WILL CONSIDER AND EVALUATE THE FINANCIAL

CONDITION AND NEEDS OF THE AIRLINE INDUSTRY, THE COSTS OF

MEETING THE NEW NOISE STANDARDS, AND ALTERNATIVE SOURCES

OF FUNDS TO PAY THESE COSTS.

I AM DIRECTING THE SECRETARY TO REPORT HIS FINDINGS

TO ME BY MARCH 3, 1977.

SOLVING THE AIRPORT NOISE PROBLEM IS AN ENVIRONMENTAL

IMPERATIVE.

AND IN SOLVING THIS PROBLEM, WE WILL BRING INTO SERVICE
A FLEET OF QUIET, NEW AIRPLANES THAT WILL RESULT IN UP
TO 30 PERCENT SAVINGS OF FUEL, LOWER OPERATING COSTS,
LOWER FARES, AND LESS AIR POLLUTION FROM OLDER AIRPLANES.

REPLACING THE OLDER PLANES WILL ALSO STRENGTHEN OUR

AIRCRAFT INDUSTRY WHICH IS VITAL TO OUR WORLD LEADERSHIP

IN ECONOMIC TRADE AND TO OUR NATIONAL DEFENSE. AND

BUILDING THESE NEW PLANES WILL CREATE ALMOST A QUARTER

OF A MILLION USEFUL, PRODUCTIVE JOBS FOR AMERICANS.

THE BEST WAY TO MAKE SURE THAT OUR AEROSPACE
WORKERS HAVE LASTING JOBS AND TO CREATE NEW PERMANENT JOBS
IN THE AIRCRAFT AND RELATED INDUSTRIES IS TO GIVE THE FREE
ENTERPRISE SYSTEM ITS BEST CHANCE TO OPERATE.

END OF TEXT