

THE WHITE HOUSE

WASHINGTON

Dear Alex:

I have your letter of March 24, and it is with sincere regret that I accept your resignation as Administrator of the Federal Aviation Administration, effective March 31, 1975, as you requested.

In doing so, I welcome this opportunity to express my personal appreciation for your dedicated service to our Nation. For more than four years as Deputy Assistant to the President and throughout the past two years as F. A. A. Administrator, you carried out your responsibilities with energy, professional skill and a high sense of purpose. During your tenure as Administrator, significant progress has been made in the development of a more efficient system of air navigation and traffic control, and, most importantly, in the field of aviation safety. This is understandably an area of greatest public concern, and I am grateful for your effective leadership.

Now, as you prepare to leave government and return to the private sector, I also want to thank you for your unfailing cooperation and support, especially during the first and vitally important months of my

Presidency. I know that events outside of your duties of the past two years have presented a particular burden, but you have never permitted them to affect the quality of your service to my Administration.

Betty joins me in wishing Charlotte and you our personal best wishes for the future.

Sincerely,

The Honorable Alexander P. Butterfield
Administrator
Federal Aviation Administration
Department of Transportation
Washington, D. C. 20591

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590



OFFICE OF
THE ADMINISTRATOR

March 24, 1975

The President
The White House
Washington, D. C. 20500

Dear Mr. President:

Aware of your desire to put those of your own choosing into Cabinet and key sub-Cabinet posts, I hereby tender my resignation as Administrator of the Federal Aviation Administration, effective Monday, March 31.

I want to assure you that like all Executive Level appointees, I fully understand and very much respect the "pleasure of the President" prerogative, and that contrary to some press reports I have never, in any way, argued or maneuvered for my retention. As a matter of fact, to my way of thinking I have been particularly fortunate to have had so much time in public service--nearly 27 consecutive years--and to have been honored in that time as few will ever be. So I leave in the healthiest possible frame of mind, and with a high spirit.

Perhaps I should go on to tell you, Mr. President, that no one could have been more delighted or re-energized than I when you assumed the Presidency. I felt somehow that we shared many of the same attitudes and principles. Thus, in every respect, I have been your man at the FAA, and advanced over the period of my stewardship what I have seen as long overdue, not always popular, but certainly remedial, proposals in the kind of forthright manner I know you would approve.

I came to the FAA to immerse myself in the National Airspace System, to become intimately familiar with its operation by piloting aircraft personally and often throughout its vast network of facilities, to manage it firmly and well. I came to put everything I had into

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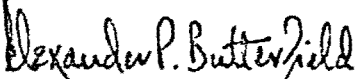
building and promoting U. S. civil aviation leadership at home and abroad, to call the shots strictly as I saw them, to do a good job and to really care; and most importantly, to raise the level of Federal responsiveness to the public need.

What all of this means now I am not quite sure, but I can tell you absolutely without reservation that the Agency is one of the finest organizational elements in your Administration, with a spirit and sense of dedication second to none. Knowledgeable people have recently attested to that, I know; yet I feel I owe to the men and women actually responsible some mention directly to you of the fact that significant strides have indeed been made toward improving aviation safety and further ensuring air transportation security. In short, I am tremendously proud of our record and of those who work so hard here on a day-to-day basis to accomplish and achieve.

Incidentally, I was pleased that your staff asked me to assist in recommending a successor. I truly appreciated that confidence and have already provided a list of candidates. There are a good many especially fine people in the aviation community who possess the leadership and managerial ability to carry on the goals and objectives program now begun. It seems there is rather widespread agreement that the FAA's recently gained momentum in the areas of accident prevention and survivability will pay big dividends in Calendar Year 1975, making it the safest flying year in our history. I'll be watching with undiminished interest and enthusiasm.

Finally, Mr. President, I want to say that without question the citizens of this country are as one in admiring the qualities you and your fine family represent. I wish your Administration every success.

Respectfully,


Alexander P. Butterfield
Administrator