

THE WHITE HOUSE
WASHINGTON
October 23, 1978

BILL SIGNING
S. 2493 - AN ACT TO AMEND THE FEDERAL AVIATION ACT OF 1958
(AIRLINE DEREGULATION)

Tuesday, October 24, 1978
4:00 p.m. (15 Minutes)
The Cabinet Room

From: Frank Moore *f.m./Pd.*

I. PRESS

Open Press Coverage

II. TALKING POINTS

Attached

III. PARTICIPANTS

Secretary Brock Adams

Senate

Howard Cannon (D-Nevada)
Ted Kennedy (D-Mass.)
Jack Danforth (R-Missouri)

Staff

Staff members representing the Commerce, Science and
Transportation Committee and the Judiciary Committee's
Antitrust and Monopoly Subcommittee

House

Glenn Anderson (D-Calif.)
William Harsha (R-Ohio)
Gene Snyder (R-Kentucky)
Allen Ertel (D-Penna.)
Elliott Levitas (D-Georgia)

Staff

Staff members representing the Committee on Public
Works and Transportation and its Subcommittee on Aviation

Department of Transportation

Terrence Bracy, Congressional Liaison



Linda Kamm, General Counsel
Peyton Wynns, Policy Staff
Mark Aron, General Counsel's office

Langhorne Bond, Administrator, Federal Aviation Administration

Civil Aeronautics Board

Alfred E. Kahn, Chairman
Phil Baker
Steve Breyer
John Robson

State and Local

Steve Farber, National Governors Association
Tom Bolger, National Association of Counties
Len Simon, U.S. Conference of Mayors
Tom Tatum, National League of Cities

Airlines

William Shimp, PSA
Dominic Renda, Western
Monte Lazarus, United
Ed Driscoll, Charter Carriers
Mike Murphy, Hughes Air West

Other

Richard Levine, Department of Justice
Mimi Cutler, Nader's Aviation Consumer Action Project
Frances Zwenig, Congress Watch
Stan Sender, National Industrial Traffic League
Jim Carty, NAM
Jim Campbell, Director, Ad Hoc Committee for Airline Deregulation
Shelby Southard, Cooperative League
Bob Ginther, Local Transport Airlines
Jack Corbett, Airport Operators Council International

Eno

Center for
Transportation

REMARKS FOR SIGNING OF AIRLINE DEREGULATION LEGISLATION

It is a special pleasure to sign the Airline
Deregulation Act. This legislation will help us achieve
two critical national objectives: it will aid in our fight
against inflation and ensure that millions of Americans can
continue to enjoy the advantages of low-priced air
transportation. It will also mean less government regulation
and a more prosperous airline industry.

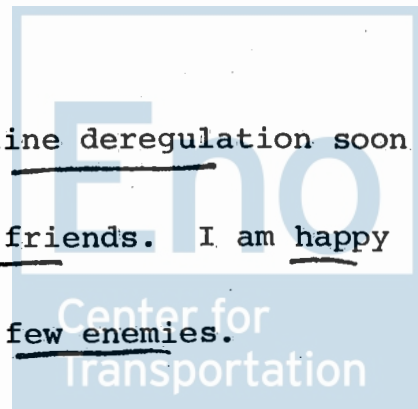
All of us here today worked long and hard for this
legislation, and the product is well worth that labor.
In recent months, thanks to the actions of the Civil
Aeronautics Board under the leadership of Chairman Alfred
Kahn, we have seen the beginning of real competition among
domestic carriers. Competition has already helped both
consumers and the industry--it has brought lower fares,
more passengers--and record profits.

Regulation of ~~air~~ air safety will,
of course, be continued by another agency.

With this Act, airlines can reduce their fares up to
50 percent, opening up air travel to millions of Americans
who could not previously afford it. There will also be
more competition for routes. In the past, it was nearly
impossible for new air carriers meeting all the safety
and financial requirements to receive permission to serve
the public. Under the new bill, the opportunities for
entry will be vastly increased. The bill also provides a
more efficient program for guaranteeing good quality
service to our small communities. And the bill fulfills
the promise of lifting the heavy hand of government regula-
tion by phasing out all activities of the Civil Aeronautics
Board by 1985. For the first time in years, we have
deregulated a major industry.

*phase out
route
approval '81
domestic
fares '83*

When I announced support for airline deregulation soon
after taking office, the bill had few friends. I am happy
to say that today, it appears to have few enemies.



Governors, Mayors, consumer advocates all supported the bill, and all will benefit from the increase in competition and the guarantees of quality service to small communities.

Taxpayers will benefit from the orderly phasing out of the Civil Aeronautics Board, and from the sound precedent this bill sets for dealing with other over-regulated industries.

This bill would not have been possible without the early leadership of Senator Ted Kennedy and Senator Howard Cannon.

I want to especially thank them for first raising this issue to public attention. I also want to thank Chairmen Bizz

Johnson ^{*Allen Ertel*} and Glenn Anderson for the cooperation and leadership

they showed in passing this exemplary, anti-inflation legislation.

