

**The original documents are located in Box 43, folder “1975/04/21 - John Robson Swearing In” of the James M. Cannon Files at the Gerald R. Ford Presidential Library.**

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5PM - John Robson Swearing in  
oval office

Monday, April 21

*did not attend*

THE WHITE HOUSE

WASHINGTON

April 17, 1975

MEMORANDUM FOR

BILL SEIDMAN  
WALLY SCOTT  
PAUL THEIS

FROM:

MIKE DUVAL *Mike Duval*

SUBJECT:

SWEARING-IN OF JOHN ROBSON

Attached are some draft comments, prepared by Wally Scott and myself, for use by the President during the swearing-in of John Robson as Chairman of the CAB. The event is scheduled for Monday.

I have submitted these directly to Bill Walker's office and to Paul Theis. Please submit any suggestions, corrections, etc. to directly to Paul.

TALKING POINTS FOR SWEARING-IN OF JOHN ROBSON  
AS CHAIRMAN OF THE CIVIL AERONAUTICS BOARD

- John, as you assume this new responsibility, I am certain that you are aware of the enormity of the task ahead of you. You will take leadership of the Board at a time when domestic and international aviation policy is undergoing major reexamination and reassessment.
- While the industry's current economic conditions, particularly because of increased energy costs, are cause for concern, the fundamental issues go much beyond the short-term economic problems. These more basic issues are already beginning to be addressed.
  - The Board itself has initiated an internal review of the effectiveness of economic regulation of the industry. Already we are beginning to see preliminary results of their concern in their recent decisions on airlines fares and charter flight regulations.
  - The Congress has held lengthy hearings on the Board and its processes and how the economic regulation of air transportation can be improved.
  - The Executive Branch has underway a thorough review of international aviation policy. This effort, in which the CAB is an active participant, will address a number of issues such as fare policies, routes and competition, other policies such as energy and environment, and international regulation and negotiating strategies.
  - In addition, the regulatory system governing our domestic air transportation industry is being intensively examined as a part of the Administration's overall regulatory reform program.
  - We are making every effort to assure that government regulation is working to protect the public interest and to provide consumers the most efficient air transportation service at the lowest possible cost. To this end, I will soon be submitting legislation which will propose reforms across the board in our transportation system.
- However, the enactment of new legislation will not be enough. We must be sure that the individuals appointed and confirmed to positions in our regulatory agencies are both highly qualified and mindful of the need to ensure that the public interest is well served.

- I am particularly proud that we are able to get you to join in our government-wide endeavor to improve Federal regulation. You bring to the job of Chairman of the Civil Aeronautics Board unique background of experience to meet the challenges ahead of you. You served ably at the White House under President Johnson and as General Counsel and then Under Secretary of the newly-formed Department of Transportation. In those positions, you worked closely with the Congress and with the users of our magnificent national aviation system.
- The aviation industry of the United States has demonstrated the capacity of this Nation to meet challenges in the private sector, solve them and provide unequaled service and opportunity to the people of this country and, indeed, of all the world. Of course, an industry such as aviation needs the help of its government and, importantly, sensible regulations to ensure that the public interest is protected. But what has happened by retaining outdated regulations and, at times, heavy-handed administration of that regulation, is a weakening of the strength of the private sector by government actions.

I am certain that, with the regulatory and other reform steps we are taking as an Administration and the new leadership you will bring to the CAB, we can go forward to providing a healthier and better aviation industry, which will benefit the entire country. Safe and reliable air transportation, at the lowest possible cost, is essential for the economy of our Nation to grow and prosper.

DOMESTIC COUNCIL CLEARANCE SHEET

DATE: April 17, 1975

JMC action required by: COB today

TO: JIM CANNON

VIA: ~~DICK DUNHAM~~

JIM CAVANAUGH

FROM: MIKE DUVAL

SUBJECT:

SWEARING-IN OF JOHN ROBSON -- TALKING POINTS

COMMENTS:

DATE: \_\_\_\_\_

RETURN TO: MIKE DUVAL

Material has been:

- Signed and forwarded
- Changed and signed (copy attached)
- Returned per our conversation
- Noted
- 

Jim Cannon



*Leanne*  
*for JMC*  
*appointment*  
*folder - he will*  
*be invited &*  
*should attend*  
*if full*

THE WHITE HOUSE  
WASHINGTON

April 17, 1975

MEMORANDUM FOR: MR. HOWARD A. COHEN  
FROM: WARREN RUSTAND *WR*  
SUBJECT: Approved Presidential Activity

Please take the necessary steps to implement the following and confirm with Mrs. Nell Yates, ext. 2699. The appropriate briefing paper should be submitted to Dr. David Hoopes by 4:00 p. m. of the preceding day.

Meeting: Swearing In of John E. Robson to be a member of the Civil Aeronautics Board and designation of Mr. Robson as Chairman of the CAB

Date: Monday, April 21, 1975 Time: 5:00 p. m. Duration:

Location: The Cabinet Room or Rose Garden

Press Coverage: Press Photo

Purpose: Opportunity for the President to emphasize the need for experimentation and innovation in regulated industries, including, wherever practicable, the adoption of policies which encourage competition.

cc: Mr. Hartmann  
Mr. Marsh  
Mr. Cheney  
Dr. Connor  
Dr. Hoopes  
Mr. Jones  
Mr. Nessen  
Mr. O'Donnell  
Mr. Theis  
Mrs. Yates  
Mr. Cannon ✓

