

This \$200 million you are referring to as the addition of questionable charter flights to imbalance includes the total amount expended abroad by those taking the charter flights, does it not? Wouldn't most of these charter flights be on planes that were domestically owned, for instance?

Mr. MEYER. I would like to quote, if I may, from a letter from one of our members that was submitted to Chairman Mills, Mr. George Brownell of Birmingham, Ala., which answers this question.

The dollar outflow importance of airline charters can be seen by estimating what transatlantic charter passengers alone took out of the country just during the 5 months in 1967 from April 1 to September 30. Assuming \$300 each for their average trip transatlantic ticket, about 50 percent of the regular fare, these 279,305 charter passengers paid for transportation alone \$83,791,500. In addition, if these travelers averaged spending only \$500 each while abroad, a low figure, this would be another \$139,632,500 for a total expenditure of \$223,444,000.

Assuming that only 50 percent of these charters were handled by foreign carriers or were illegally operated, a conservative estimate in my opinion, this represents a dollar outflow of \$111,722,000 for only 5 months.

Now we projected this, based on the amount of travel in the other 7 months of the year to reach our estimated figure. Actually, the percentage, 50 percent of foreign carriers, I believe, is about 7 percent low.

Mr. CONABLE. Would not a substantial number of these people, though, go on domestic airlines if they could get charters, or go on regular air flights, domestic or foreign, if they could not get a charter?

Mr. MEYER. It seems to me the point that Mr. Brownell is bringing out is that if they went on regularly scheduled carriers and if the imbalance from the foreign-flag were carried out at all that this money would remain in the United States. That is one aspect there.

The other aspect is that statistics show a high incidence of travel by people buying charters at this rate. In other words, were paying about half what the average person has to pay. Most of the charters out of the eastern seaboard to Europe are in the area of \$145 right now. This makes it possible to go to Europe for a week at less than what it costs you and me to fly to Los Angeles for a week at the lowest available fare. So that these people travel often during the year.

The CHAIRMAN. Mr. Brynes.

Mr. BYRNES. I was intrigued with this package that you have. Did I understand you to say, 3 weeks for \$70?

Mr. MEYER. Yes, sir.

Mr. BYRNES. That is about \$3.30 a day. What is in the package?

Mr. MEYER. I am glad you asked that. It could be very much in our self-interest if we were restricted from selling that, I tell you. Early last year there was approval by International Airlines of a fare called the G.I.T. or GIT air fare. This is lower than any other air fare to Europe. This same air fare is available from Europe to the United States, so it is nondiscriminatory.

To give you an example, the regular economy fare, New York to London, is \$399. The 21-day excursion is \$300. For the independent tour fare, that is if you buy an independent tour and do not travel in a group, you pay \$270. If you travel in a group under the GIT fare—group inclusive fare—you pay \$230, so you see you have to be somewhat of a mathematician in this business