

posals to limit the right of free and unencumbered travel by Americans for the first time in the peacetime history of this country.

We thank the chairman and members of the committee for the opportunity to present our argument this morning. We hope our testimony will be of value in the difficult decision you will have to make.

(The recommendations and appendixes referred to follow:)

RECOMMENDATION OF THE AIR LINE PILOTS ASSOCIATION

1. We recommend fullest implementation of the Special Task Force on Travel program to develop foreign travel to the U.S. and simultaneously propose this Government encourage U.S. residents to fly American-flag airlines and to voluntarily restrict purchases abroad to help strengthen the dollar.

2. We recommend this Government serve notice on those countries where a disproportionate imbalance in passenger traffic carriage exists¹ that the respective bilateral Air Transport Agreements with the U.S. are to be renegotiated *immediately* to achieve reasonable ratios of traffic distribution U.S. flags vis-a-vis the respective foreign flag airlines. This would produce a reversal of almost \$100 million in dollar flow. Simultaneously we recommend this Government demand immediate negotiations to secure landing rights for U.S. carriers equal to those foreign airlines enjoy² and to achieve removal or recession of traffic carriage restrictions or other impediments to proper development of U.S. flag air line services abroad. We support re-introduction of last Session's H.R. 16508 to arm the Civil Aeronautics Board preparatory to action against the Foreign Air Carrier permits of Recalcitrant Foreign Flag Airlines (Removal of present traffic restrictions and a quid pro quo of landing rights would produce additional revenues for U.S.-flag airlines and improve the U.S. balance of payments problem.)

APPENDIX A

1966 AIR PASSENGERS BETWEEN THE UNITED STATES AND OTHER COUNTRIES

[Total passengers and percentages]

United States to—	By U.S. flag	Percentage	Other nation's flag	Percentage
The Netherlands.....	22,709	9.0	229,480	91.0
Ireland.....	50,638	24.7	154,401	75.3
Scandinavia, total.....	19,289	8.6	203,809	91.4
Norway.....	7,408	28.6	18,455	71.4
Denmark.....	7,736	4.5	164,808	95.5
Sweden.....	4,145	16.7	20,544	83.3
Belgium.....	22,739	21.8	81,430	78.2
Switzerland.....	17,188	11.4	130,986	88.6
Iceland.....	5,548	3.8	141,859	96.2
Israel.....	8,586	12.4	60,477	87.6
Total.....	146,679	12.7	1,002,440	87.3

Note: A shift in passenger distribution to a 50-50 basis would produce an additional 213,000 passengers for U.S. airlines annually at an average \$450 round-trip fare; this total approximates 100,000,000 annually.

Source: Data taken from Aviation Week, Dec. 11, 1967, pp. 56 and 57.

APPENDIX B

[From the New York Times, Mar. 4, 1967]

IRISH REBUFF U.S. ON DUBLIN FLIGHTS; REFUSE LANDING RIGHTS FOR AMERICAN-FLAG LINE

DUBLIN, March 3.—The United States failed again today to gain permission for an American airline to land at Dublin Airport.

The talks, which began Tuesday, ended unexpectedly today when the Irish Government team insisted on maintaining Shannon Airport as the sole trans-Atlantic airport for all foreign carriers.

¹ See Appendix A.

² See Appendix B.