

Mr. OLSEN. Yes, sir. That is percent carried by all U.S. carriers as opposed to the percentage carried by the foreign-flag carrier of that nation and, obviously, it isn't 141,000 people leaving the United States to visit Iceland in 1 year, so that the carriage of many of these flag airlines is not to their country but it is what is termed a "fifth-freedom country." It is to another country other than their homeland.

Mr. BYRNES. You people represent the pilots and you have a definite interest in this area, but it seems to me the officers of the airlines themselves, in the interest of their stockholders, ought to be somewhat concerned about the traffic that they carry.

Maybe we will have to see whether they are appearing. I would assume that some representatives of the owners of the airlines would be appearing and I would hope that they would be prepared to address themselves to the subject of what can be done to get rid of the harassments, discriminations, and inequalities that exist between the respective opportunities which are available to American and foreign carriers to handle passengers.

I would just hope that we could get into this record a good brief of just what the situation is, and who is at fault, and who better get on the ball to make sure that equality prevails in this field.

Mr. HERLONG. Mr. Burke will inquire.

Mr. BURKE. Thank you, Mr. Chairman.

Of course, I am in favor of American-flag ships getting as much trade as possible, but looking over these things on appendix A and with American-flag ships flying into Ireland getting about 25 percent of the business, isn't that a pretty good ratio?

If you get 25 percent in all of the countries you would be doing pretty well.

Mr. NEVINS. We would like to point out that the people that are going into the country, the figures that they are based on, are basically U.S. citizens and residents that are traveling over to Ireland and taking Aer Lingus, the Irish airline.

Mr. BURKE. Irish Airlines is a very small airline when you compare it to some of the giants which operate around the world, and I notice in your appendix B the story that appeared in the New York Times.

The final paragraph says:

The main reason Ireland will not allow foreign carriers into Dublin is the fear that it would have such a detrimental effect on traffic at Shannon Airport that it might eventually have to close it down.

Now, isn't the problem this: That if the Irish Government were to open up the Dublin airport to the American-flag ship they would also have to open it up to all the other nations who would seek to have access to this airport and this would create a condition that they couldn't contend with? It would be impossible for them to handle all that traffic in Dublin, whereas they made a tremendous investment for a small country like Ireland in the Shannon Airport, which will handle all the flights coming in there.

I mean it isn't a question just of keeping Pan American, as the one who has been designated as the American-flag ship, out, but if they opened the door here for the American-flag ship then they have to open the door to Canadian airlines, and South American airlines, and all the rest of them that would have to come into Dublin.