

As I understand the little money that Ireland has, I am surprised that Pan American should be picking on this little place for a flight when you look and you see in Iceland, I think the traffic in there is about 3 percent, and what is your traffic into Italy and how about France? You haven't mentioned France here.

Mr. OLSEN. Sir, the reason we did not mention France was that the apportionment of traffic between French carriers and American carriers is generally an equitable one. From this chart, where we based our figures originally, the apportionment of traffic between France and the United States, the U.S. carriers carried 243,298 people to France in 1966. The French carrier carried 316,000, so that this is a 45-55 ratio.

Mr. BURKE. What I am pointing out is that when you pick a little country like Ireland, why, Pan American could buy all of Ireland and put it in its back pocket and here is this little Irish Airlines. Ireland doesn't come over here borrowing hundreds of millions of dollars and get hundreds of millions of dollars every year on foreign aid. They have been rather a frugal and independent little nation and they are trying to carry their own load, and this little break they get in the Import-Export Bank is a drop in the bucket.

You know, let's have a little commonsense here. What do you want to do? Bludgeon the little Irish airline out of business.

Mr. OLSEN. No, sir.

Mr. BURKE. Let them have a few dollars over there. Did you ever go over to Ireland?

Mr. OLSEN. I spent a lot of off days in Ireland.

Mr. BURKE. Compared to the developed countries they don't get the tax breaks that the other countries get.

Mr. OLSEN. Sir, each of these countries in turn comes back to the United States and says, "Well, why pick on us. We are a small country." It is these small countries that kept me a copilot for Pan American for 22½ years.

Mr. BURKE. You are getting 25 percent of the business there and if you were to get 50 percent you would drive the Irish Airlines out of business. You would cause a great economic disruption in this little country.

I think Pan American is big enough to take it. I think they are.

Mr. OLSEN. Sir, this figure 24.7 percent is not Pan American. This is Pan American, TWA, Seaboard's charters, ONA, Capitol, Modern, Saturn, and an entire raft of supplementals behind them.

Mr. BURKE. Let me ask you this. Are you willing to allow the Irish airline to land, say in Chicago and San Francisco?

Mr. OLSEN. Irish Airlines now lands in New York, Boston, and Chicago.

Mr. BURKE. And how about extending farther out to San Francisco?

Mr. OLSEN. They haven't requested it, to my knowledge.

Mr. BURKE. It would receive strong objections. I am merely pointing out that with this little country you are picking on and this little airline, it looks like all the giants are trying to bear down on them, including this appendix here. It doesn't seem to me to be a fair thing to do because while you have your problems in some of these other countries, I don't think they are harassing the American traveler in Ireland.