

I think they give them every courtesy and try to expedite the business no matter what line they fly, whether it is an American-flag plane or the Irish Airlines.

Mr. OLSEN. We don't claim a harassment of the American passenger in any one of these countries. He is treated rather well. What they do is obliquely prevent their own nationals from flying on our carriers. We don't have the same chance for development in many of these countries. We are not picking on Ireland.

Ireland was cited because of the imbalance of travel.

Mr. BURKE. You will agree that for them to extend to the American-flag carriers the right to land in Dublin they would have to extend the same right to all the other countries who want to come in there. They would want to land in Dublin and this would create quite a problem for them, and they made their investment.

It might not have been a wise investment. It might not have been a choice that they should have made. Nevertheless, with the little money they had they invested it in Shannon and this is where all their hopes and aspirations lie.

Now we are coming in here, a big country like the United States and the powerful lines we have here, and we are saying we should have a right to land in Dublin. This to me immediately opens a Pandora's box where they will have to give the same right to all the others, and they are unable to comply with that.

Mr. OLSEN. I disagree with that, sir. They would not have to. This is a bilateral air-transport agreement. It does not spill off on anyone else.

Mr. BURKE. Once they open it up to our lines they will have to open it up for the other nations.

Mr. OLSEN. They would not, sir.

Mr. BURKE. For all practical reasons, they would.

Mr. OLSEN. There are many countries that restrict the carriers coming in.

Mr. BURKE. I think the American-flag ships can survive without taking a big fat swing at this little country and this little airline.

Mr. OLSEN. Mr. Burke, may I just make one final comment to that?

In 1946 Ireland granted air carriers of the United States access to Dublin. Twenty-two years later we don't have any. There will start April 1, or sometime around then, according to a press release I have just seen, service from Belfast to the United States, which means that they will serve from three points in Ireland to three points in the United States.

Mr. BURKE. Are you acquainted with the fact that Belfast is not part of Ireland but instead is part of the British Government. You are talking about Belfast and the Ulster part of Ireland governed and under the control of the British Government and there is a different sovereign nation. It is like talking about Holland and France, two different countries.

Mr. OLSEN. But it may engage—

Mr. BURKE. I don't believe they should be separated. I think that they should put them both together. But when you are talking about Belfast you are not talking about the Shannon and the Dublin Airports.