

(The following letters were received by the committee:)

AIR LINE PILOTS ASSOCIATION,
Chicago, Ill., March 1, 1968.

HON. WILBUR MILLS,
Chairman, House Ways and Means Committee,
Longworth House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: I have been directed to respond to the information requests made by Members of your Committee during presentation of the Air Line Pilots Association Testimony, February 21, 1968. Those requests were as follows:

A. Augmentation of Appendix A of our testimony to include air traffic between the U.S. and all nations. (You will find this under Part I of the enclosed exhibit)¹

B. Capacity provisions of Bermuda type agreements and countries with whom the U.S. has Bermuda type bilateral agreements. (Part II of the exhibit shows those countries with whom the U.S. has bilateral agreements of the Bermuda type and also of the Chicago type. Examples of both the Bermuda and Chicago type are included.)

C. U.S. Government travel on U.S. flag carriers. (Part IX of the exhibit shows some of the effort we have expended on this subject.)

D. The effort our group has made in the past to point out to the appropriate branches of our Government how past and recent Government policies were detrimental to the Balance of Payment problem and our suggestions for correction. (Our entire exhibit is addressed to this point)

E. Our comments on the proposed transportation tax as to how it could or could not be enforced. (Letter attached.)

The material enclosed comprises letters, Statements to the Committees of Congress and articles published in the ALPA magazine "The Air Line Pilot". Wherever direct mention is made of the effect of U.S. governmental policies for flag air carriage upon the balance of dollar payments, a red tag has been attached for quick location. The other colored tabs give a quick reference to positions we have taken aimed at providing an *equitable* competitive position for U.S. flag carriers which would result in an improvement in the U.S. balance of payments deficit.

Throughout this material a common theme runs; that the Administration's failure to correct deficiencies existing in certain flag carriage in certain areas would produce a deteriorating situation for U.S. flag airlines and the dollar.

¹ Part I of the exhibit follows. The balance of the exhibit has been retained in the Committee files—since it was too voluminous to be put in the public hearings record.