

The exhibit is divided chronologically and by subject matter; with title pages between each section. It represents only a small part of our overall effort of the past twelve years to awaken this Government to the growing problems in flag air carriage vis-a-vis certain countries abroad.

We offer, under separate cover, other exhibits to detail the encroachment of foreign flag airlines into areas of Fifth Freedom carriage (Swissair/Irish Airlines).

If you or your Committee Members or Staff desire further information or material we would be pleased to offer what we have. We are ready to meet with any of your staff to explain or define further the material submitted.

Once again may we offer our thanks for the privilege of expressing the views of the twenty-four thousand pilots of the Air Line Pilots Association, International, in the Hearings of your Committee on the Treasury travel tax proposals.

Sincerely,

CURTIS M. OLSEN,
(For Legislative Committee, International).

PART I OF EXHIBIT

TABLES: 1966 NORTH ATLANTIC, NORTH AMERICA, SOUTH AMERICA, ASIA, OCEANIA AND AFRICA AIR CARRIAGE

Countries shown invariably support one flag airline (chosen instrument). In some countries; ie: The United Kingdom some non-scheduled air carrier certification has occurred—is: Caledonian Airways, but this excepts to the rule of Chosen instruments.

(It is interesting to note that Swissair's US to Portugal carriage—22,581—exceeds the total US flag airline carriage between the US and Switzerland—17,188)

The reprint of page 14 taken from the Air Transport Association's air transport facts and figure—1967 shows 62.1% US Citizens using air carriage for international travel, but only 51.5% of the total air carriage aboard US flag air carriers.

We will submit further, more comprehensive data if discovered.

In Federally financed travel by US Government employees there is no central repository for such data and we have been unable to discover the amount of US government paid travel by Federal Employees. (For instance: a Peace Corps Volunteer returning to the United States after a foreign tour is advanced the fare but no controls are placed on the selection of airline used. The Peace Corps occasionally charter a flight from a foreign air carrier as well.)