

AIR LINE PILOTS ASSOCIATION,  
Chicago, Ill., March 2, 1968.

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

DEAR MR. CHAIRMAN: In our Testimony we cited the enormous Fifth Freedom carriage across the North Atlantic as a cause of the deficit in dollar payments (because of the preponderance of U.S. residents in the passenger totals).

The enclosed publicity release by Irish Airlines and newspaper ad by Swissair shows neither intends its relentless pursuit of the buck. That their bold announcements, of their continued intention to violate the principles of equity in air carriage, occur during your Committee's deliberation emphasizes the need for Administration action to correct the deficiencies in these Bilateral Air Transport Agreements.

Irish Airlines serves three U.S. cities to twenty-nine European cities in pure Fifth Freedom traffic, according to their announcement. Swissair intends preempting both U.S. flag airlines' and Lufthansa's proper traffic between New York and Frankfurt.

The Administration has an obligation to protect U.S. industry as well as the dollar's stability. Correction of the abuse of the bilateral agreements would help both.

With hope that this material will be helpful in your deliberations, we remain,  
Sincerely yours,

CURTIS M. OLSEN,  
ALPA Legislative Committee.

#### IRISH TO OPEN NEW YORK-BELFAST JET LINK

(Irish International Airlines News Bureau, New York, N.Y.)

In recent years a policy of "hands across the Border" by the governments of the Irish Republic and Northern Ireland has led to a breaking down of travel barriers between the two areas.

Now Irish International Airlines announces that starting in June it will operate the first scheduled jet service between Belfast and New York. The Irish line will provide four services a week each way through Shannon Airport so as to give connections to Canada as well as to the United States. On days when the jet service is not available, there will be Viscount services between Aldergrove Airport, Belfast and Shannon, ensuring trans-Atlantic connections.

Mr. Michael J. Dargan, the airline's President, expressed confidence in the success of the new service and added that his company would increase the number of flights as the traffic expanded.

Detailing the carrier's plans for this year, Mr. Dargan said that services on the Chicago/Montreal/Ireland route would be increased from three to four a week, making a total of eight flights a week from Montreal in conjunction with Irish International's pool partner, Air Canada.

He added that during the peak season this year, "Irish" would operate a total of 35 flights a week between North America and Ireland.

At present Irish International jets fly out of New York, Boston, Chicago and Montreal, serving a total of 31 major cities in Ireland, Britain and Continental Europe.

[From the New York Times, Tuesday, Feb. 27, 1968]

#### STARTING APRIL 2, SWISSAIR FLIES NONSTOP FROM NEW YORK TO FRANKFURT

So why should you care?

Because Swissair will be the first plane into Frankfurt. (Attention all businessmen: Swissair puts you in Frankfurt a shave and a shower ahead of the competition.)

Here's how it works: we take off from New York every Tuesday, Wednesday and Friday evening and land you in Frankfurt at 7:35 A.M. the next morning. (Any day of the week we can also get you into Frankfurt via Zurich before 9:00 A.M.)