

that our present payment is enough, hopefully convincing the committee that it is enough.

Mr. ULLMAN. Are there any nations that do impose a tax?

Mr. TIPTON. There are a few. Most nations do not. The only way I can answer that question very well is to say that the last time the International Civil Aviation Organization collected data on that subject, which I think was 1964 or 1965, the total cost of the international portion of the airway system worldwide was about \$160 million and user charges assessed rather haphazardly all over the world were recovering about 10 or 11 percent of that.

Mr. ULLMAN. This is on international travel.

Mr. TIPTON. International travel only.

Mr. ULLMAN. Are there any hidden taxes imposed by foreign nations that would accomplish the same purpose in a different way?

Mr. TIPTON. We have some suspicions that there are. I will give one example. The airport charge in London, for example, is a very high one, around \$600 per landing. That is designed to cover the cost of airport use, but I think also it includes payment for air navigation facilities that are provided.

Now, I think that very example indicates why we are so anxious that the United States pursue the studies that they are making abroad with these foreign governments because one of the purposes of those studies is to determine what are these costs and how should they be charged for in order that the user will know what he is paying for and will be satisfied that he is not paying too much.

I think there are charges that are turning up here and there that are paying for air navigation facilities in another way.

Mr. ULLMAN. Is this a general practice among the European cities to make large user charges?

Mr. TIPTON. I would say not general.

Mr. ULLMAN. In other words, they are comparable to those charged here.

Mr. TIPTON. They are higher. They are higher than they are here.

Mr. ULLMAN. Generally speaking.

Mr. TIPTON. Generally speaking, yes. They are all going up at a great rate too, including ours.

Mr. ULLMAN. There has been, as you know, quite a lot of complaint about the fact that passengers in international travel don't pay their share of the cost for the use of our airways.

Mr. TIPTON. We have regarded the airport problem, both domestically and internationally, as different from the airways problem. We try to pay our fair share of the cost of the airport to the airport owner, whether it be a municipal, or port authority, or what. That is what we try to do, and of course we try there, as in every other case, to pay our fair share and not any more than that.

We always of course have to, since governments always operate the airway system, pay directly to the government.

Mr. ULLMAN. We can pursue that matter at a different time. Would there be any advantage at all in your judgment in the use of a head tax for overseas travel?

Mr. TIPTON. I think there might be. We have examples of course of head taxes in Europe. For example, at the airport at Orly you pay \$3 as a charge as you go out. That goes as a part of the revenue to support the operating and capital expenses of the field, the airport.

Mr. ULLMAN. That is only in international travel?