TABLE B.—EXPORTS OF U.S. CIVILIAN AEROSPACE PRODUCTS[1] 1958 TO DATE

[In millions of dollars]

	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967
Complete aircraft:										
Transports, new	228.9	143.7	480.1	262.5	259.2	190.9	211.1	352.8	420.8	611.4
General aviation, new	12.1	14.4	23.6	27.5	23.1	26.9	33.3	68.8	89.1	91.2
Rotary wing, new	9.5	8.1	7.7	6.9	8.8	9.8	14.6	16.2	11.6	25.3
Other, including used	35.9	22.7	25.7	37.9	36.7	16.5	28.1	39.4	30.9	61.4
Total	286.4	188.9	537.1	334.8	327.8	244.1	287.1	477.2	552.4	789.3
Engines:										
Jet and gas turbine	8.0	18.6	47.5	53.6	44.8	25.7	25.0	38.8	49.3	69.6
Internal combustion	40.3	25.1	23.2	21.7	18.2	19.4	21.7	17.4	27.7	31.6
Total	48.3	43.7	70.7	75.3	63.0	45.1	46.7	56.2	77.0	101.2
Parts, accessories, and equipment for aircraft, including spares:										
Engine spares and accessories	70.5	69.3	101.1	104.2	112.2	101.3	87.7	92.6	116.9	132.1
Other spares and equipment	280.1	236.6	379.8	363.7	406.8	341.4	342.3	228.5	288.8	357.9
Total	350.6	305.9	480.9	467.9	519.0	442.7	430.0	321.1	405.7	490.0
Total, civilian[2]	685.3	538.5	1,088.7	878.0	909.8	731.9	763.8	854.5	1,035.1	1,380.5

[1] Revised.
[2] Total civilian aerospace exports, 1958–67: $8,900,000,000.

NATIONAL AIR CARRIER ASSOCIATION, INC.,
Washington, D.C., March 1, 1968.

Hon. WILBUR D. MILLS,
Chairman, House Ways and Means Committee,
House of Representative, Washighton, D.C.

DEAR MR. CHAIRMAN: The National Air Carrier Association[1] appreciates this opportunity to submit this statement concerning the impact of travel restrictions on international charter air transportation.

While we appreciate the seriousness of the balance of payments deficit, we cannot agree that the best way to rectify the deficit is through travel restrictions.

We believe an analysis of what the supplemental carriers are currently doing, and what additionally they can do to aid in relieving the balance of payments deficit, will provide a proper basis for consideration of whether the proposed taxes, as applied to charter air transportation and expenditures by charter passengers are in the public interest.

Although 17 percent of the air passengers in the transatlantic market (which is by far the largest international air travel market) are transported on charter flights[2], the economic and operational characteristics of international air charter services are not widely known. The fact is that such services differ markedly from the scheduled services in their economics, mode of operation, rate structures and compositon of traffic.

We believe that these differences between charter and scheduled air services warrant independent consideration of charters and charter passengers in the formulation of legislation designed to restrict travel by U.S. citizens outside the Western Hemisphere.

WHAT THE SUPPLEMENTALS ARE DOING

The international charter services of U.S. supplemental carriers are already bringing a sizeable percentage of foreign visitors to the United States. However, these flights are tied economically and operationally to U.S. originating flights. Any reduction in the number of U.S. originating flights would thus adversely affect the economics of the entire charter operation and necessarily bring about a cutback in foreign originating flghts.

[1] The members of the Association are: Capitol International Airways, Inc.; Modern Air Transport, Inc.; Overseas National Airways, Inc.; Purdue Aeronautics Corporation; Saturn Airways, Inc.; Southern Air Transport, Inc.; Standard Airways, Inc.; Trans International Airlines Corporation; Universal Airlines, Inc.; and World Airways, Inc.

[2] CAB Press Release 68–9, February 12, 1968. Figure is for the April–September 1966 period.