

Mr. BROOKS. Has that been done on many occasions, on any occasion?

Mr. GOLDMAN. On very limited occasions.

Mr. BROOKS. How many?

Mr. GOLDMAN. I wouldn't have that statistically.

Mr. BROOKS. Would you get that for the record, the number of times that the CAB has taken a permanent certificate and made an inquiry as to whether or not it should be continued?

Mr. GOLDMAN. Yes.

Mr. BROOKS. On the basis of original facts.

Mr. GOLDMAN. I will be happy to do that, sir. I can say there have been many instances in which the Board has deleted certain points from certificates. For example, in Alaska we did a fair amount of re-examination of the route structure and deleted various points from the carriers' certificates.

Mr. BROOKS. Was this for public convenience and necessity, or were they not making any money and wanted to dump those points like the railroads have been doing?

Mr. GOLDMAN. Public convenience and necessity embraces any number of factors.

Mr. BROOKS. Their public convenience and necessity, their profits?

Mr. GOLDMAN. That is a factor that the Board would consider. The Board would consider, among other things, the needs of the traveling public. There is now pending before the Board today the South American route investigation which includes questions as to what points might properly be deleted from the certificates of Pan American and Braniff, the two major carriers going to South America.

For example, there are points that haven't been served. There are even issues as to whether or not there is a duplication of service and a question of whether one carrier should be suspended.

Mr. BROOKS. One further question. Why don't you determine for us how many cases arose where the airline was an adverse party to the determination of a fixed point of operation or a longer route?

Mr. GOLDMAN. I am sure we can check that and supply it.

Mr. BROOKS. It will be interesting.

(The information to be furnished follows:)

NUMBER OF CASES INVOLVING SUSPENSION OR DELETION OF PERMANENT
CERTIFICATE AUTHORITY

Since its inception in 1938, the Board has had the question of amending, suspending, or deleting permanent certificate authority placed in issue before it in at least 191 cases.

<i>Years</i>	<i>Number of cases¹</i>
August 1938 to May 1955.....	89
June 1955 to April 1960.....	28
May 1960 to May 1965 ²	69
July 1967 to present.....	5
Total	191

¹ Source: Civil Aeronautics Board Reports.

² The cases for the period from June 1965 to June 1967 have not yet been indexed.