

TABLE OF SUSPENSIONS AND DELETIONS

Total points involved.....	583
Points not suspended.....	104
Points suspended.....	479
Suspension cases by applicant:	
Civil Aeronautics Board.....	63
Carrier	58
City	3
Total	124
Nonsuspension cases by applicant:	
Civil Aeronautics Board.....	18
Carrier	20
City	0
Total	38

The number of cases resulting in suspension (124) and nonsuspension (38) adds up to 162. The remaining 29 cases (191-162=29) involved questions of amending permanent certificate authority and therefore are not classified as either suspension cases or nonsuspension cases.

Mr. CROOKER. I want your committee to know that many thoughts are being given to the future as to how to provide proper service to smaller communities where it is not economical for even a Convair 440 or a DC-3 to serve.

There are air taxi operators in many places, but these people have no obligation to provide service. If a certificated carrier were taken out of a market because an air taxi operator is there now, the air taxi operator might cease his service next week.

But there are presently instances that may come before us in which a certificated carrier may propose a contractual arrangement with an air taxi operator, and our permission to let the certificated carrier out of the market may be conditioned on the air taxi operator furnishing that service and the carrier's permission to stay out may end if the air taxi operator doesn't continue to perform the service.

So, we are doing our best to avoid the very difficult dilemma that you have ably presented. We are trying to keep the service to the communities and still not run the carriers, especially the local service carriers, to the wall financially by insisting on service where there may be two or three passengers per day.

Mr. THOMPSON. Mr. Chairman, if I may inject something at this point, the Post Office Department currently is awarding a number of contracts to air taxi operators for transportation of mail from one city to another. Is any effort being made to try to coordinate this with the CAB so as to also provide passenger service to these areas in conjunction with the transportation of the mail by the air taxi operators?

Mr. CROOKER. Yes, Mr. Thompson. Mr. Fred Batrus of the Post Office Department has visited extensively with us, and you will find in many instances these air taxi operators carry passengers by day and mail by night. In that way rather effective use is being made of their equipment.

Generally speaking, on the normal post office use of this equipment, they may be gathering the mail at a small town at 5:30 or 6 o'clock in the afternoon, bringing it to one of the regional centers, and then feeding mail that comes in there back out to the small town by 11 or 11:30 at night.