

November 21, 1973

AIR LINE PILOTS ASSOCIATION

*Lues*  
MONDAY 27  
~~NOVEMBER 26, 1973~~  
2:00 P.M.

*9:55 A.M.*

Judge Gartland, 797-4033 or -4034, called. The Association has initiated a concentrated drive in support of HOS' energy bill. Today at noon 31,000 letters from President O'Donnell were mailed to their members urging endorsement of HOS' bill.

On Monday, November 26, Judge Gartland, President O'Donnell and/or one of the other officers, would like an appointment with the Chairman to explain why the Association is endorsing this legislation.

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Appointment set for MONDAY, NOVEMBER 26, at 2:00 P.M.



## AIR LINE PILOTS ASSOCIATION

1625 MASSACHUSETTS AVENUE, N.W. □ WASHINGTON, D.C. 20036 □ (202) 797-4000

November 23, 1973

NOV 26 1973

Hon. Harley O. Staggers  
House Office Building  
Washington, D.C. 20515

Dear Congressman Staggers:

On November 19 the U.S. Senate passed, as part of the National Energy Emergency Act, special provisions on the regulation of airline service that are of great concern to not only the 46,000 members of our Association, but also to the millions of Americans who rely on this vital mode of transportation.

Under Section 204(b)(1) of S.2589, the Civil Aeronautics Board would be granted, in addition to its normal regulatory powers, an extraordinary mandate to dictate flight frequencies and other day-to-day operations of the airlines.

In light of CAB's avowed objective of improving airline profits, the impact of the above legislation could be a drastic curtailment of air service to the public -- particularly to small and medium-size communities whose only "offense" is that they are unable to board large numbers of fare-paying passengers.

CAB has already estimated that flight cutbacks of 25% could be made without jeopardizing what it feels is essential service. We cannot agree with this position, nor can we balance the philosophy of CAB Chairman Robert D. Timm that such reductions may be "more beneficial than detrimental" (to the financial health of the airlines) against the massive loss of public service that would be acceptable to CAB.

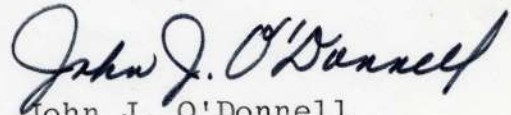
We urge you, in considering legislation on the emergency act (H.R. 11450), to endorse the specific provisions now proposed to curtail CAB's delegated powers.

(continued)

As pilots, we shall do everything within our authority to make sure that maximum fuel economy, within proper safety practices, is obtained from every flight. However, we are obligated by rules of our companies and the Federal Aviation Administration to observe many inefficient operating procedures that, if otherwise optimized, could result in savings of millions of gallons of fuel annually.

Certainly, all Americans must be prepared to make sacrifices under the current emergency situation. But we ask that inequitable deprivations not be unnecessarily imposed upon our industry -- which uses but 4% of the nation's fuel supplies -- and, ultimately, upon the 200,000,000 people who each year depend on our service as the nation's primary mode of commercial intercity transport.

Sincerely,

A handwritten signature in dark ink, reading "John J. O'Donnell". The signature is fluid and cursive, with the first name "John" and last name "O'Donnell" clearly legible.

John J. O'Donnell  
President