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## Senate

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### CERTIFICATED SUPPLEMENTAL AIR CARRIERS

Mr. HARTKE. Mr. President, last January the Civil Aeronautics Board authorized 23 airlines as certificated supplemental air carriers. The Board recognized a need for these ambitious, comparatively young firms, who had, after years of hearings involving more than 50 nonscheduled airlines, proven ability to fill an important segment of the Nation's air transportation pattern as civilian passenger, cargo and military carriers.

Much of the credit for the popularity and wide acceptance of air coach travel justly belongs to these airlines, for they pioneered the development of low fare air travel during the days before the CAB certificated scheduled supplemental airlines. As supplemental carriers, these companies are authorized to fly regular scheduled flights—10 per month—between any two cities. Already major cities such as New York, Los Angeles, Washington, Detroit, Dallas, Chicago, Miami, Honolulu, and others know the value these airlines provide as they move both tourists and business people.

During a recent visit to the Washington headquarters of the Supplemental Air Carrier Conference, a trade association, I observed the system supplemental airlines utilize to provide prompt air transportation service to the Defense Department for troop movements. The degree of responsiveness through this system is eminently acceptable in peacetime. More importantly, it represents a tried and currently successful structure, in being, to meet a sudden transition to an emergency situation.

It is important to note the airlines I speak of have not been subsidized by the Government. They earned their place in the national transportation scene by matching sound management, efficiency, and vision against the inevitable obstacles of pioneer business ventures.

I wish to take this opportunity to cite for my colleagues the remarkable growth and national defense effort of certificated supplemental air carriers.

NOTE: Senator Vance Hartke (D-Indiana), member of the U. S. Senate Interstate and Foreign Commerce Committee, delivered these remarks on the floor of the United States Senate, August 21, 1959.