

APPENDIX A

SUBPART M - Part 302 of the Board's Procedural Regulations was amended, effective January 19, 1968, by adding a new Subpart M which provides an expedited procedure for modifying or removing restrictions on nonstop operations contained in the certificates of local service carriers. A substantial number of Subpart M applications have been filed by local service carriers and the first initial decision was issued on June 11, 1968 in Docket 19582, Mohawk Airlines, Inc. recommending grant of the application.

Consolidate and
incorporate by
detailed references
in text

Order E-20432, February 4, 1964. Service to Hot Springs, Va. The Board awarded Piedmont Airlines authority at Hot Springs as a point between Baltimore and Atlanta.

Order E-20662, March 3, 1964. Taca International Airlines, S. A. An amended and renewed foreign air carrier permit was issued to authorize service between the terminal point San Salvador, El Salvador, the intermediate points Guatamala City, Guatamala, and Belize, British Honduras, and the terminal point New Orleans, La.

Order E-20667, April 7, 1964. Alitalia-Linee Aeree Italiane. Foreign air carrier permit of Alitalia, authorizing service between Italy and the United States, amended to add intermediate points in Portugal and the Azores.

Order E-20751, April 28, 1964. Panama City-Memphis. The CAB granted Southern an additional service pattern extending between Panama City, Fla. and Memphis via Montgomery and Muscle Shoals, Ala., while at the same time it terminated Eastern's authority to serve Muscle Shoals.

Order E-20811, April 13, 1964. S.A. Empresa De Viacao Area Rio Grandense (VARIG). Foreign air carrier permit amended to include Bridgetown, Barbados; St. Johns, Antigua; San Juan, P.R.; Port-au-Prince, Haiti; and Kingston and Montego Bay, Jamaica, as additional points on the carrier's route between Brazil and N.Y./Washington, D. C., and between Brazil and Miami, Fla./Chicago, Ill.

Order E-20812, May 13, 1964. Lineas Aereas De Nicaragua, S.A. Foreign air carrier permit issued to Lanica authorized foreign air carrier transportation between Nicaragua, the intermediate point San Salvador, and the terminal point Miami, Florida.

Order E-20893, June 3, 1964. Competitive Trunkline Service Investigation. The Board found that a continuation of competitive service by three carriers was required on routes extending from New Orleans through Atlanta to Washington and New York and that no change should be made in the competitive status from Memphis, Chattanooga, and Knoxville through Atlanta to the Northeast.

Order E-20982, June 25, 1964. Aeronaves De Mexico, S. A. Foreign air carrier permit of Aeronaves amended to include new segments between Mexico City, Miami, and Europe.

Order E-21031, July 2, 1964. Mohawk Airlines. Authorized to operate non-stop flights between Buffalo, N.Y., Springfield, Mass., and Boston.

Order E-21129, July 23, 1964. Air Afrique. Granted authority to operate direct foreign air transportation between the Congo, intermediate African points, and New York.

Order E-21143, July 31, 1964. United Airlines Competitive Service Investigation. The Board authorized American Airlines to provide unrestricted service between Cleveland and New York and Northwest Airlines between Chicago and Cleveland, Philadelphia and Cleveland, and Philadelphia and Detroit.

Order E-21162, August 7, 1964. West Coast Airlines, Inc., "Use It Or Lose It" and Route Realignment Investigation. Nine separately designated segments of West Coast's route were realigned into two segments.

Order E-21163, August 7, 1964. Service to Spokane. West Coast authorized to serve Spokane/Seattle; United authorized between Spokane and Los Angeles/Salt Lake City/Denver.

Order E-21164, August 7, 1964. Sociedad Aeronautica de Medellin Consolidada, S.A. Foreign air carrier permit issued to authorize service between Colombia and Miami.

Order E-21243, September 3, 1964. Mohawk Airlines. Certificate amended to include White Plains as an intermediate point on flights from Boston to New York City and Poughkeepsie on flights from Boston to Binghamton, N.Y.

Order E-21295, September 21, 1964. Service to Anderson, S.C. Southern Airways certificate amended so as to authorize service at Anderson, S. C. . as an intermediate point between Greenville and Greenwood, S.C.

Order E-21303, September 21, 1964. W.A.A.C. (Nigeria) Limited. Foreign air carrier permit issued to authorize service between Nigeria, intermediate points in West Africa, and New York.

Order E-21413, October 19, 1964. Service to Western Colorado Case. The Board gave Frontier Airlines a new routing between Salt Lake City and Denver, serving Steamboat Springs-Hayden-Craig, Colorado.

Order E-21525, November 20, 1964. Service to Huron, S. Dak. North Central was granted nonstop Huron-Pierre authority.

Order E-21558, October 23, 1964. Deutsche Lufthansa Aktiengesellschaft. Foreign air carrier permit amended so as to designate Boston and Philadelphia as coterminal points with New York on Lufthansa's transatlantic route.

Order E-21681, November 25, 1964. Aerolineas Argentinas. Foreign air carrier permit authorizing air transportation between Argentina and Miami with terminal points in South and Central America.

Order E-21720, November 25, 1964. Foreign Air Carrier Service to Alaska. Five foreign air carriers were granted 3-year authorization to permit stopover privileges in Alaska to their passengers on polar flights between European points and Japan.

Order E-21736, January 29, 1965. Service to Columbus, Nebr. Case. Frontier Airlines certified to serve Columbus on east-west route between Omaha, Nebraska, and Denver, Colorado.

Order E-21746, December 24, 1964. Japan Airlines. Certificate amended so as to add Taipei as an intermediate point between Japan and Hong Kong, with an intermediate point at Okinawa.

Order E-21943, January 5, 1965. Aero Lineas Flecha Austral Limitada. Foreign air carrier permit issued authorizing transportation between Chile and Miami, with intermediate points in South and Central America.

Order E-21955, March 26, 1965. Pacific Northwest Alaska Air Service Investigation. The Board revised the mainland-Alaska air route pattern, involving Pan American, Alaska Airlines, Pacific Northern, and Cordova Airlines.

Order E-22187, May 20, 1965. Reopened Southern Rocky Mountain Area Case. Frontier was authorized to provide nonstop service between Tucson and Albuquerque and TWA was granted similar authority on a restricted basis.

Order E-22252, June 1, 1965. Reopened Southern Transcontinental Case. Eastern authorized to operate a route between Miami/Fort Lauderdale and the terminal point Fort Worth via St. Petersburg-Clearwater-Tampa, New Orleans, and Dallas.

Order E-22290, June 10, 1965. Frontier-North Central Route Transfer. Authorized Frontier to serve Jackson, Wyoming as an intermediate point between Billings, Montana and Salt Lake City, Utah.

Order E-22487, July 28, 1965. Area Aerovias Ecuatorianas. Foreign air carrier permit issued to authorize transportation between Ecuador and Miami, with an intermediate stop in Bogota, Colombia.

Order E-22521, May 14, 1965. Compania Peruana International De Aviacion, S. A. Foreign air carrier transportation between Peru and Miami with intermediate points in Venezuela was authorized.

Order E-22572, August 25, 1965. Air New Zealand Limited. Amended certificate to add new route segment between New Zealand and Los Angeles, with intermediate points New Caledonia, Fiji Islands, American Samoa, Cook Islands, and Honolulu.

Order E-22740, July 9, 1965. Compania Panamena de Aviacion, S. A. Foreign air carrier permit issued authorizing transportation between Panama and Miami.

Order E-22851, September 22, 1965. Lufthansa German Airlines. Foreign air carrier permit amended by adding a new segment between Germany and Chile with intermediate points in Europe, New York, Jamaica, and South America.

Order E-22938, November 26, 1965. Las Vegas-Grand Canyon. Bonanza Air Lines' certificate amended to include Grand Canyon, Arizona as an intermediate point between Las Vegas and Kingman, Arizona.

Order E-22947, November 1, 1965. Compania Mexicana de Aviacion. Foreign air carrier permit issued authorizing air transportation from Cozumel, Mexico to Miami.

5

Order E-23088, January 5, 1966. Renewal of Southern Airways, Inc. Segments 1(b), 6, 8, 9, and 10 and Anniston, Alabama on Segment 1. The Board declined to review the initial decision, which made permanent Southern's temporary authority, terminated its authority at Rockwood, granted authority at Crossville for a three year period, and terminated Delta's authority at Meridian.

Order E-23096, January 6, 1966. Ozark Air Lines, Inc. Renewal of Segments 12, 13, 14, and 15. The Board made permanent Ozark's temporary authority, deleted its authority at Kirksville and Moberly between Chicago and Kansas City, and granted Des Moines-St. Louis authority via Ottumwa, Kirksville, Quincy-Hannibal, Moberly and Columbia.

Order E-23140, January 21, 1966. Compania Mexicana de Aviacion, S.A. The Board granted the applicant Acapulco-Chicago authority; Mexico City-Dallas/Ft. Worth authority via Monterrey; Mexico City-San Antonio/Dallas/Ft. Worth authority, via Guadalajara; intermediate point authority at Guadalajara, Puerto Vallarta, and Mazatlan on its Mexico City-Los Angeles route; and Monterrey-Laredo/Corpus Christi authority.

Order E-23141, January 21, 1966. Aeronaves de Mexico, S.A. Permit Amendment. The Board granted Aeronaves Acapulco-New York authority via Washington; Mexico City-Lisbon/Madrid/Paris/London/Rome/Frankfurt authority, via New York; Acapulco-Los Angeles authority, via Tijuana; Mexico City-Frankfurt authority, via Miami, Hamilton and Santa Maria; Mexico City-Toronto authority, via Miami; Guadalajara-Houston authority; and Hermosillo-Phoenix authority, via Tucson.

Order E-23159, January 25, 1966. Detroit-California Nonstop Service Investigation. The Board granted American, TWA and United nonstop Detroit-Los Angeles and Detroit-San Francisco/Oakland authority.

Order E-23176, February 2, 1966. Air-India. The Board granted Air-India intermediate point authority in Iran on its India-New York route.

Order E-23177, February 2, 1966. S.A. Empresa de Viacao Aerea Rio Grandense (Varig). The Board granted Varig intermediate point authority at Lima, Guayaquil and Quito on its Brazil-New York/Washington and Brazil-Los Angeles/Honolulu/Tokyo routes.

Order E-23230, February 11, 1966. Transatlantic Route Renewal Case. The Board granted Pan American Washington/Baltimore-Europe authority and New York-Lagos, Nigeria authority; granted TWA Washington/Baltimore-Europe authority and Chicago/Detroit/Washington/Baltimore/Philadelphia/New York/Boston/Los Angeles/San Francisco-Siam authority; and granted Seaboard Boston-Europe authority and New York/Philadelphia/Baltimore-Denmark/Norway/Sweden/Italy authority.

Order E-23278, February 23, 1966. The United Arab Airlines Company. The Board granted the applicant U.A.R.-New York authority, via Athens, Naples, Rome, Florence, Milan, Geneva, Zurich, Munich, Frankfurt, London and Shannon.

Order E-23279, February 23, 1966. British West Indian Airways Limited. The Board granted BWIA St. Lucia authority on its Trinidad-Miami route.

Order E-23280, February 21, 1966. Air Jamaica Limited. The Board granted Air Jamaica, for a three year period, Jamaica-New York and Jamaica-Miami authority..

Order E-23350, March 11, 1966. Supplemental Air Service Proceeding. The Board granted to American Flyers, Capitol, Johnson, Modern, Purdue, Saturn, Southern, TIA, World and Zantop charter authority between the 50 States of the United States and the District of Columbia.

Order E-23404, March 22, 1966. Huntsville-New Orleans Nonstop Service Investigation. The Board granted nonstop Huntsville-New Orleans authority to Eastern and Southern.

Order E-23407, March 23, 1966. Wheeler Airlines (1960) Limited. The Board granted Wheeler a seven year permit to engage in foreign air transportation of a casual, occasional, and infrequent nature between Montreal and all points in the United States within the area south of latitude 49 degrees north to latitude 25 degrees north and west of longitude 70 degrees west to longitude 92 degrees west.

Order E-23589, April 27, 1966. Lake Central Airlines, Inc. "Use It Or Lose It" and Route Realignment Investigation. Lake Central's system was realigned, including elimination of intermediate stop requirements between Baltimore and Cincinnati/Indianapolis.

Order E-23679, May 13, 1966. Harrison Airways Limited. The Board granted Harrison a 7 year permit to engage in foreign air transportation of a casual, occasional, and infrequent nature between Vancouver and all points in the Continental United States, including Alaska.

Order E-23716, May 20, 1966. Piedmont Case (Norfolk-North Proposals). The Board granted Allegheny Philadelphia/Camden-Norfolk/Newport News authority.

Order E-23719, May 23, 1966. Olympic Airways, S.A. The Board granted Olympic Greece-New York authority, via Rome and Paris.

Order E-23730, May 25, 1966. Transglobe Airways Limited. The Board granted Transglobe a three-year permit authorizing United Kingdom-United States charter authority.

Order E-23731, May 25, 1966. Kar Air oy. The Board granted the applicant a two-year permit authorizing Finland-United States charter authority including split charter authority.

Order E-23819, June 15, 1966. Service to Lake Tahoe, California Investigation. The Board declined to review the initial decision, which granted intermediate point authority at Lake Tahoe to Pacific.

Order E-23820, June 15, 1966. Transportes Aereos Portugueses, S.A.R.L. The Board granted TAP Lisbon-New York authority, via the Azores, Gander and Boston.

Order E-23829, June 17, 1966. Aerolineas Peruanas, S.A. Permit Amendment. The Board granted APSA Peru-Los Angeles authority, via Guayaquil and Mexico City.

Order E-23832, June 17, 1966. Air Canada Permit Amendment. The Board granted Air Canada Montreal-Tampa/Miami and Toronto-Tampa/Miami authority.

Order E-23920, July 8, 1966, Portland-Seattle Nonstop Investigation. West Coast is granted nonstop Portland-Seattle authority.

Order E-23956, July 15, 1966, Scandinavian Airlines System. SAS is granted Seattle as a co-terminal point with Los Angeles in segment from Sweden, Norway and Denmark.

Order E-23975, July 20, 1966, Trans-Texas Airways, Inc. Service To Points In Mexico. Trans-Texas is granted authority from Mission-McAllen-Edinburg to Monterrey and from Harlingen-San Benito to Veracruz via Tampico.

Order E-23984, July 20, 1966, St. Catharines Flying Club. St. Catharines Flying Club was granted a foreign air permit for a 6 1/2 year period, to engage in foreign air transportation of a casual, occasional and infrequent nature, between St. Catharines, Canada, and all points in the United States within an area south of latitude 45 degrees north to latitude 38 degrees north and west of longitude 70 degrees west to longitude 88 degrees west.

Order E-24032, August 3, 1966, Airlift Renewal Proceeding. Airlift International was granted authority to carry property and mail between New York-Newark and St. Thomas, via Miami and San Juan, without local traffic rights between San Juan and St. Thomas, and its certificate was renewed for one year.

Order E-24033, August 3, 1966, Service to Acapulco, Mexico. Acapulco was added as a coterminal point with Mexico City on the certificates of American, Braniff, Eastern and Western; Laredo and Monterrey were deleted from Braniff's certificate and La Paz was deleted from Western's certificate.

Order E-24072, August 12, 1966, Twin Cities-California Service Investigation. The Board instituted an investigation to determine the need for nonstop service between Minneapolis/St. Paul, on the one hand, and Los Angeles and San Francisco, on the other hand.

Order E-24133, August 29, 1966, Washington/Baltimore Helicopter Service Investigation. The Board instituted an investigation to determine the need for scheduled helicopter service between the downtown city centers of Washington and Baltimore, on the one hand, and National, Dulles, and Friendship airports on the other.

Order E-24141, September 1, 1966, Aerolineas Nacionales Del Ecuador, S. A. The Board granted a foreign air carrier permit to engage in foreign air transportation with respect to property and mail from points in Ecuador to Miami, via Panama City.

Order E-24159, September 7, 1966, Piedmont Aviation, Inc. The Board made final an order to show cause granting Piedmont Roanoke-New York authority via Lynchburg, Hot Springs, Staunton, Charlottesville, and Washington.

Order E-24204, September 19, 1966, Gulf States-Midwest Points Service Investigation. The Board instituted an investigation of the need for service in the Dallas-Detroit, Dallas-Kansas City, Dallas-St. Louis, Chicago-San Antonio, Chicago-Nashville, Chicago-New Orleans, Chicago-Memphis, and St. Louis-Houston markets.

Order E-24215, September 23, 1966, Sioux City-Denver Service Case. The Board declined to review the initial decision which granted Ozark Sioux City-Denver nonstop authority.

Order E-24228, September 28, 1966, British Overseas Airways Corporation. The Board granted BOAC a new segment from London to New York and San Francisco and beyond to Honolulu, American Samoa, Fiji, Australia and New Zealand.

Order E-24233, September 28, 1966, Aerovias Quisqueyana, C. por A. The Board granted a three-year foreign permit authorizing service between points in the Dominican Republic, on the one hand, and San Juan and Miami on the other hand.

Orders E-24237, 24238 and 24239, September 30, 1966, Supplemental Air Service Proceeding. The Board granted certificates to engage in overseas and foreign supplemental air transportation to American Flyers (United States-Canada, Mexico and the Caribbean), Johnson Flying Service and Purdue Aeronautics Corp. (United States-Canada), Modern Air Transport and Zantop Air Transport (United States-Canada and Mexico), Capitol Airways and Saturn Airways (United States-Caribbean), Southern Air Transport (United States-Caribbean and Transpacific), and Trans International Airlines and World Airways (United States-Caribbean, Transpacific, and Central and South America).

Orders E-24240 and E-24241, September 30, 1966, Reopened Trans-Atlantic Charter Investigation (All-Expense Tour Phase). The Board granted transatlantic inclusive tour authority to Capitol, Saturn, and any supplemental air carrier subsequently certificated in the Reopened Transatlantic Charter Investigation.

Order E-24242, September 30, 1966, Reopened Transatlantic Charter Investigation. American Flyers, Overseas National, Trans International and World were granted temporary supplemental authority between points in the 48 contiguous states of the United States, on the one hand, and points in Greenland, Iceland, the Azores, Europe, Africa, and Asia as far east as (and including) India.

Order E-24244, September 29, 1966, Louisville-Indianapolis Local Service Investigation. The Board declined review of the initial decision, except as to make the awards unlimited in duration, which granted Louisville-Indianapolis authority to Ozark and Lake Central.

Order E-24267, October 10, 1966, Canadian Pacific Air Lines, Ltd. The Board authorized Canadian Pacific to engage in foreign air transportation between Vancouver and San Francisco.

Order E-24295, October 19, 1966, Japan Air Lines Company, Ltd. The Board authorized the extension of Japan's Japan-San Francisco route to New York and beyond to Japan via points in Europe and Asia and extension of its Japan-Okinawa-Taiwan-Hong Kong route beyond Hong Kong to the Philippines.

Order E-24359, November 4, 1966, Kodiak Airways Renewal Case and Western Alaska Airlines Renewal Case. The Board consolidated Kodiak's three segments into one; renewed Kodiak's certificate for five years; added Kolignek, New Streyahok, Portage Creek, Manokotak, Tikchik Lake, and Nerka Lake to Western Alaska's certificate; and renewed Western Alaska's certificate for five years.

Order E-24370, November 8, 1966, Nippon Express Co., Ltd. The Board granted Nippon a five year permit to engage indirectly in foreign air transportation of property between any points in Japan and any points in the United States.

Order E-24371, November 8, 1966, Compagnie Nationale Air France. The Board amended Air France's permit to add Lisbon as an intermediate points on the carrier's segments between France and Boston, New York, Washington and Baltimore; France and Chicago; and France and New York, Houston and Mexico.

Order E-24413, November 16, 1966, Caledonian Airways (Prestwick) Ltd. The Board granted to Caledonian split charter, planeload charter of property, British originated circle tour, single entity charter between British territories and possessions and the United States, and British originated inclusive tour charter authority.

Order E-24475, December 5, 1966, Air Canada Permit Amendments. The Board granted Air Canada Toronto-Los Angeles authority.

Order E-24593, January 4, 1967, Korean Air Lines, Inc. The Board granted to Korean Korea-Seattle authority via Tokyo.

Order E-24594, January 4, 1967, Port Colborne Flying Service Ltd. The Board granted Port Colborne a foreign air carrier permit for a five year period to engage in casual, occasional and infrequent foreign air transportation between Welland and St. Catharines, Canada, and all points in the United States within the area south of the latitude 49 degrees north to latitude 38 degrees north and west of longitude 65 degrees west to longitude 88 degrees west.

Order E-24595, January 4, 1967, Linea Aereo National-Chile. The Board added New York as a coterminal with Miami on Linea's route from Chile via Lima, Guayaquil and Panama City.

Order E-24613, January 6, 1967, Reopened Service to Spokane Case. The Board granted nonstop Spokane-Portland authority to United.

Order E-24614, January 6, 1967, West Coast Airlines, Inc. "Use it or Lose it" Investigation and Route Realignment. The Board granted West Coast Medford-San Francisco/Oakland nonstop authority and deleted its Klamath Falls-Boise segment, Salem and Pendleton.

Order E-24665, January 23, 1967, Central Airlines Chicago Entry Case. The Board instituted an investigation to determine the need for extension of Central from Topeka to Chicago, making Kansas City a co-terminal point with Chicago and St. Louis.

Order E-24670, January 24, 1967, Mohawk Route 94 Realignment Investigation. The Board declined review of the initial decision which realigned Mohawk's Route 94 to eliminate many intermediate stop requirements and reduce segments.

Order E-24685, January 27, 1967, Deutsche Lufthansa Aktiengesellschaft (Lufthansa German Airlines). The Board added Amsterdam as an intermediate point on all of Lufthansa's United States-Germany segments.

Order E-24697, January 31, 1967, Sudflug, Suddeutsche Fluggesellschaft, mbH. The Board granted a 1 1/2 year permit to Sudflug, authorizing it to perform inclusive tour charters between any points in the United States and any point in Germany.

Order E-24750, February 14, 1967, El Al Israel Airlines Limited. The Board added intermediate points in Cyprus, Austria and Germany to El Al's Israel-New York route.

Order E-24808, March 2, 1967, Reopened New York-Florida Renewal Case. The Board granted Allegheny nonstop authority between Baltimore and New York, Baltimore and Boston, Philadelphia and Boston, Boston and Washington, and Hartford-Springfield and Washington; and also declined review of the initial decision's award of Miami-Northeast permanent authority for Northeast and of Washington-New York via Philadelphia authority for Northwest.

Order E-24829, March 7, 1967, Denver-Aspen Service Investigation. The Board declined review of the initial decision, granting Aspen Airways Denver-Aspen authority.

Order E-24830, March 8, 1967, North West Territorial Airways Ltd. The Board granted a five year permit to North West to engage in foreign air transportation of a casual, occasional, and infrequent nature between Yellowknife, Canada and all points in the continental United States, including Alaska.

Order E-24847, March 10, 1967, Southern Tier Competitive Nonstop Investigation. The Board instituted an investigation to determine the need for nonstop service in the Atlanta-Dallas, Atlanta-Los Angeles, Atlanta-San Francisco, Dallas-Los Angeles, Dallas-New Orleans, Dallas-San Francisco, Dallas-Tampa, Houston-Los Angeles, Houston-San Francisco, Miami-New Orleans, Miami-Dallas, Miami-San Francisco, Miami-Los Angeles, Miami-Houston, Miami-Tampa, New Orleans-San Francisco, New Orleans-Los Angeles, and New Orleans-Tampa markets.

Order E-24902, March 28, 1967, Los Angeles/San Francisco-Vancouver Case. The Board granted Western authority between Los Angeles and San Francisco and Vancouver, via Portland.

Order E-24903, March 28, 1967, Detroit/Erie-Toronto Route Case. The Board granted Erie-Toronto authority to Allegheny and Detroit-Toronto authority to North Central.

Order E-24904, March 28, 1967, Los Angeles/Chicago-Toronto Service Case. The Board granted Los Angeles-Toronto and Chicago-Toronto authority to American and Chicago-Toronto authority to United.

Order E-24916, March 29, 1967, Northern New England-Great Lakes Service Investigation. The Board instituted an investigation to determine the need for service between points in Maine, Vermont, and New Hampshire, on the one hand, and Albany, Syracuse, Cleveland, Detroit and Chicago, on the other.

Order E-24935, March 31, 1967, Bermuda Service Investigation. The Board instituted an investigation to determine the need for service to Bermuda from Chicago, Detroit, Boston, New York, Washington and Baltimore.

Orders E-24950 and 24951, April 7, 1967, Cathay Pacific Airways Ltd. The Board granted Cathay Hong Kong-Okinawa authority, via Taipei, as well as Hong Kong-Taipei-Japan authority using the same aircraft.

Order E-24959, April 7, 1967, Union Speditions-Gesellschaft m.b.H. The Board granted Union indirect air carrier authority between New York and any point or points outside the United States, for a five year period.

Order E-24970, April 11, 1967, Pacific Northwest-Southwest Service Investigation. The Board granted Seattle/Portland-Dallas/San Antonio authority to Braniff, Seattle/Portland-New Orleans/Houston authority via Oklahoma City and Tulsa to Continental, Seattle/Portland-St. Louis authority to Eastern, and Denver-St. Louis authority via Kansas City to Frontier. It reopened the proceeding for consideration of turn-around services between Denver and Salt Lake City and points in the Northwest and Southwest, and deferred for consideration in the reopened proceeding the issues of additional Northwest-Southwest service, additional intermediate points on such routes, and Kansas City-Seattle/Portland authority.

Order E-24977, April 13, 1967, Service to Omaha Case. The Board instituted an investigation to determine the need for service between Omaha and Chicago, Denver, Kansas City, Minneapolis/St. Paul, Seattle/Portland and St. Louis.

Order E-25017, April 21, 1967, Caledonian Airways (Prestwick) Ltd. The Board, on reconsideration, granted to Caledonian European originated charter and United States originated inclusive tour charter authority for a five year term.

Order E-25018, March 13, 1967, April 21, 1967, Orillia Air Services Limited. The Board granted Orillia authority to engage in foreign air transportation of a casual, occasional, and infrequent nature, between Orillia and Trout Lake, Canada, and all points in the United States within the area south of latitude 49 degrees north to latitude 40 degrees north and west of longitude 70 degrees west to longitude 95 degrees west.

Order E-25019, April 21, 1967. Aerovias Condor de Columbia, Ltda. The Board authorized Aerovias for a three-year period to carry property only between points in Columbia and Miami, via Curacao.

Order E-25070, May 1, 1967. British Overseas Airways Corporation. The Board granted BOAC authority to serve New York-Guyana, via St. Kitts, Antigua, Dominica, St. Lucia, St. Vincent, Barbados, Grenada, and Trinidad and Tobago on all flights originating in London, Manchester or Prestwick.

Order E-25071, May 1, 1967. Varan AIR-SIAM Air Company Ltd. The Board granted Air Siam Thailand-Los Angeles authority, via Tokyo and Honolulu.

Order E-25076, May 1, 1967. Service to West Yellowstone, Montana. The Board declined review of the initial decision, granting Frontier West Yellowstone authority.

Order E-25122, May 9, 1967. Domestic Coterminial Points-Europe All-Cargo Service Investigation. The Board instituted an investigation to determine whether Seaboard's certificate should be modified to add Atlanta, Chicago, Cleveland, Dallas, Detroit, Los Angeles, Minneapolis, San Francisco and Washington as coterminals on Seaboard's route to Europe.

Order E-25135, May 11, 1967. Anchorage-Fairbanks Service Case. The Board instituted an investigation to determine the need for nonstop Anchorage-Fairbanks service.

Order E-25173, May 16, 1967. Dallas/Ft. Worth-Phoenix Nonstop Case. The Board instituted an investigation to determine the need for competitive nonstop Dallas-Phoenix service.

Order E-25174, May 24, 1967. United States-Caribbean-South America Route Investigation. The Board granted Trans Caribbean authority to serve Washington as a coterminal with New York-Newark on its San Juan route.

Order E-25175, May 23, 1967. Leeward Islands Air Transport Services Limited. The Board granted Leeward a five-year permit to engage in foreign air transportation between Antigua/Barbados/Montserrat/St. Kitts/Nevis/Anguilla/British Virgin Islands and Santo Domingo, via St. Martin, St. Croix and St. Thomas.

Order E-25189, May 24, 1967. Service to Albuquerque Case. The Board instituted an investigation to determine the need for nonstop service between Albuquerque and San Francisco, Los Angeles, Las Vegas, Dallas and Chicago.

Order E-25192, May 25, 1967. Allegheny Airlines, Inc., Segment 8 Renewal and Route Realignment. The Board declined review of the portion of the initial decision which made permanent Allegheny's New York-Baltimore authority and otherwise realigned Allegheny's system.

Order E-25230, June 1, 1967, Southern Airways, Inc. Route Realignment Investigation. The Board instituted an investigation to consider the need to realign Southern by reducing its 15 segments to 6 and to authorize Southern to perform Atlanta-Miami service, via Orlando and Tallahassee.

Order E-25253, June 6, 1967. Hilo-Mainland Temporary Service Investigation. The Board declined to review the initial decision which granted Pan American, Northwest and United intermediate point authority at Hilo on their West Coast-Honolulu routes, pending the final decision in the Transpacific Route Investigation.

Order E-25277, June 13, 1967. Montreal-Tampa/Miami Case. The Board granted Northeast Montreal-Tampa/Miami authority.

Order E-25426, July 17, 1967. Western Montana Service Investigation. Frontier Airlines certificated to serve Missoula and Bozeman on a Billings-Great Falls-Missoula-Bozeman-Salt Lake City route segment.

Order E-25440, July 20, 1967. Cordova Airlines, Inc. Temporary Points Service Investigation. Redesignating Gulkana as an intermediate point between Chitina and McCarthy and extending the route beyond Gulkana and Chisana to Northway.

Order E-25457, July 25, 1967. Denver-Twin Cities Service Investigation. Order instituting investigation of competitive nonstop service between Denver and Minneapolis/St. Paul.

Order E-25462 & E-25463, July 27, 1967. Reopened Detroit-California Nonstop Service Investigation. Certificates of American, United and TWA amended to remove restrictions on all-cargo service between Detroit and Los Angeles/San Francisco/Oakland.

Order E-25535, August 16, 1967. Reopened Supplemental Air Service Proceeding. Certificates issued to ONA, Standard, and Vance authorizing civil and military charters between the 50 states and District of Columbia.

Order E-25541, August 17, 1967. St. Louis Limited Supplemental Air Service Investigation. Order of investigation of need for supplemental air transportation limited to single-entity and pro rata charter flights which originate or terminate at points within 250 air miles of St. Louis.

Order E-25572, August 23, 1967. Puerto Rico-Virgin Islands Service Case. Caribbean-Atlantic Airlines authorized to serve a single segment between the terminal point Mayaguez, P.R., intermediate points Ponce and San Juan and St. Thomas, and the terminal point St. Croix, VI.

Order E-25630, effective September 2, 1967. British Overseas Airways Corporation. New route between London and Los Angeles/San Francisco, via Chicago, substituted for polar route between London and Los Angeles.

Order E-25631, effective September 2, 1967. Air New Zealand Limited. New route segment added between points in New Zealand, intermediate points Cook and Society Islands and terminal point Los Angeles, Calif.

Order E-25632, effective September 1, 1967. Air-India. Authority between India and New York amended to add intermediate points in Belgium and Kuwait.

Order E-25644, September 7, 1967. City of San Jose, Calif. San Jose designated as a hyphenated point with San Francisco on certificates of American, Delta, National and Western (Order E-25346, June 23, 1967, made final).

Order E-25650, September 7, 1967. Aloha Airlines-Hawaiian Airlines Certificate Amendment Proceeding. Designation of the six major islands of the Hawaiian islands terminal and intermediate points to be served by each carrier.

Order E-25672 & E-25673, effective September 12, 1967. Cordova Airlines, Inc. Temporary Points Service Investigation. Certificate issued to routes between Northway, Alaska and Dawson, Y.T. Canada.

Order E-25697, effective September 18, 1967. Transportes Aereos Benianos S.A. Bolivian Airlines authorized to engage in air transportation between Bolivia, intermediate points Lima, Guayquil and Panama City and Miami, Fla.

Order E-25721, September 21, 1967. Memphis/Huntsville/Birmingham-Los Angeles Service Investigation. Investigation instituted to determine need for air service in the Memphis-Los Angeles, Huntsville-Los Angeles and Birmingham-Los Angeles markets.

Order E-25771, October 3, 1967. Omaha-Des Moines Transcontinental Service Investigation. Order instituting investigation of service between Omaha and Des Moines, on the one hand, and Los Angeles, San Francisco/Oakland/San Jose, New York/Newark and Washington/Baltimore, on the other.

Order E-25779, October 4, 1967. Northeast Corridor VTOL Investigation. Investigation of need for and feasibility of metropolitan area to metropolitan area VTOL, V/STOL and STOL service between major cities of the Northeast Corridor.

Order E-25784, October 6, 1967. Southern Airways. Order to show cause involving new segment between Eglin A.F. Base and New York via Dothan, Ala. and Columbus, Ga., and Washington, D.C.

Order E-25805, October 10, 1967. Twin Cities-Milwaukee Long-Haul Investigation. Investigation instituted to consider new or improved service between Minneapolis/St. Paul and Milwaukee, on the one hand, and Boston, New York, Philadelphia and Washington/Baltimore, on the other.

Order E-25823, October 11, 1967. Alitalia-Linee Aeree Italiane, S.p.A. Order to Show Cause on renewal of foreign air carrier permit to impose conditions requiring filing of schedules.

Order E-25847, October 17, 1967. Allegheny Airlines, Inc. Segment 8 Renewal and Route Realignment Investigation. Certificate of Allegheny amended to extend carrier beyond Tucson to Albany; certificate of Mohawk amended to add a new segment between Albany, White Plains and Washington, D.C.

Order E-25903, October 31, 1967. Houston-Cleveland Nonstop Investigation. Investigation of need for a new segment to authorize nonstop service between Houston and Cleveland.

Order E-25907, October 31, 1967. Allegheny Airlines, Inc. Certificate amended to extend carriers to Nashville and Memphis via Lexington, Ky. (Order E-25387, July 7, 1967 made final).

Order E-25910, November 1, 1967. Flying Tiger Line Inc. Application requesting addition of Atlanta, Baltimore, Washington, Charlotte, Indianapolis, Twin Cities, Nashville, Norfolk, Oklahoma City, St. Louis and Syracuse to be certificated, set for hearing.

Order E-25913, November 2, 1967. Service to White Plains, N.Y. Investigation instituted to determine need for additional service between Chicago, Cincinnati, Cleveland, Pittsburgh, and St. Louis, on the one hand and New York, on the other, to be served through the Westchester County Airport at White Plains.

Order E-25928, November 4, 1967. Reopened Supplemental Air Service Proceeding. ONA authorized to engage in civil charters between U.S. and Caribbean; Standard authorized between the U.S. and Caribbean, Canada and Mexico; and Vance authorized between U.S.-Canada and Mexico.

Order E-25951, November 9, 1967. American Airlines Palm Springs Service Case. Application for authority to serve Palm Springs, set for hearing.

Order E-25966, November 13, 1967. Western Tennessee Service Investigation. Piedmont authorized to provide service between Roanoke and Nashville and Memphis and between Asheville and Nashville and Memphis.

Order E-25971; November 14, 1967. Ozark Air Lines, Inc. Order to Show Cause for new segment between Waterloo, Ia., intermediate points Peoria, Springfield, Champaign/Urbana, Washington, D.C. and terminal point New York.

Order E-25991, November 17, 1967. East Coast Points-Europe Service Investigation. Institution of investigation of service need between Miami and London and between Boston, Hartford, Philadelphia, Washington, Baltimore, on the one hand and points in Europe, on the other.

Order E-26131, December 15, 1967. Ozark Air Lines, Inc. Application set down for hearing to the extent it requests nonstop authority between Chicago to Des Moines.

Order E-26003, November 20, 1967. City of San Jose. Certificate of Flying Tiger Line amended to add San Jose as a hyphenated point with San Francisco-Oakland (Order E-25644, September 7, 1967 made final).

Order E-26074, effective December 4, 1967. BOAC. Foreign air carrier permit amended to add authority to operate between London and Miami and adding Boston as a coterminal on Bermuda route.

Order E-26139, December 18, 1967. Service to Lawrenceville, Ill./ Vincennes, Ind. and Kankakee, Ill. Certificate of Lake Central amended to add Lawrenceville-Vincennes as an intermediate between Terre Haute and Evansville.

Order E-26146, effective December 10, 1967. Martin's Luchtvervoer Maatschappij N.V. Foreign air carrier permit issued to nonscheduled carrier, 25% of stock which is owned by KLM, to engage in planeload and split charters between Netherlands and U.S. subject to conditions requiring operations independent of those of KLM.

Order E-26147, effective December 18, 1967. Condor Flugdienst G.m.b.H. Foreign air carrier permit issued to carrier controlled by Lufthansa to engage in charter foreign air transportation between Federal Republic of Germany and U.S. and other named European countries and U.S. and to charter (wet lease) aircraft to Lufthansa.

Order E-26188, December 28, 1967. Louisville and Jefferson County Air Board and Louisville Chamber of Commerce. Order to Show Cause concerning amendment of Piedmont's certificate to redesignate Louisville as an intermediate point between Cincinnati and Lexington-Frankfort, Ky. and Ashland, Ky.-Huntington, W. Va.

Order E-26232, January 10, 1968. Denver-Grand Junction-Las Vegas Service Investigation. Frontier Airlines certificated on a new segment between Denver and Las Vegas.

Order E-26269, January 23, 1968. Additional Service to San Antonio and Austin Investigation. Institution of investigation of need for segment between San Antonio, Austin, Washington, D.C. and New York.

Order E-26277, effective January 24, 1968. Aerolineas Argentinas. Foreign air carrier permit amended to add Santiago, Chile as intermediate point between Argentina and U.S.

Order E-26278, effective January 24, 1968. Han Jin Transportation Co. d/b/a Air Korea. Foreign air carrier permit issued to engage in charter foreign air transportation between Korea and U.S.

Order E-26337, February 9, 1968. Service to Tucson Case. Certificate of Bonanza Air Lines, Inc. amended to add improved authority between Tucson and points on its system.

Order E-26346, effective February 13, 1968. Bonanza Air Lines, Inc. Phoenix/Tucson-Puerto Vallarta Case. Bonanza authorized to engage in foreign air transportation between Phoenix/Tucson and Puerto Vallarta, Mex.

Order E-26465, March 5, 1968. Cordova Airlines, Inc. Order to Show Cause concerning amendment of certificate to operate between Yakutat and Juneau, Alaska.

Order E-26474, March 6, 1968. City of Austin, Texas, et al. Application for single-plane service between Austin and Los Angeles via El Paso, Tucson and Phoenix, set for hearing.

Order E-26521, March 15, 1968. Allegheny Airlines, Inc. Certificate amended to add a new segment between Louisville and Pittsburgh (Order E-26251, January 17, 1968 made final).

Order E-26608, April 3, 1968. Additional Service to San Diego Case. Applications of United and TWA set down in proceeding to the extent they seek unrestricted nonstop authority between San Diego and New York, Newark, Washington, Baltimore, Chicago and Denver.

Order E-26616, Effective April 3, 1968. Lloyd International. Foreign air carrier permit issued to authorize charter foreign transportation between U.S. and United Kingdom..

Order E-26628, effective April 4, 1968. Kar-Air o/y. Foreign air carrier permit issued to authorize foreign charter air transportation between Finland and U.S.

Order E-26732, May 1, 1968. Lake Central Air Lines. Certificate amended to extend segment from Columbus to Pittsburgh and to permit nonstop operations between Pittsburgh and Columbus, Dayton and Cincinnati (Order E-26595, March 29, 1968 made final).

Order E-26664, April 16, 1968. Piedmont Chicago Entry Case. Piedmont's application to extent its system to Chicago set for hearing.

Order E-26786, May 10, 1968. South Dakota-Rochester-Chicago Service. North Central authorized to operate over new segment between Sioux Falls, S. Dak., Rochester, Minn. and Chicago, Ill.

Order E-26837, May 27, 1968. Additional Service to Columbia and Augusta Case. Applications of Columbia Airport, Delta, and Piedmont set for hearing.

Order E-26868, June 4, 1968. North Central Route Realignment Proceeding. Order to Show Cause concerning realignment of system to permit improved and more economic service.

Order E-26871, June 2, 1968. Salt Lake City-Las Vegas-Southern California Case. Air West authorized new and improved service between Salt Lake City, Las Vegas and Southern California.

Order E-26897, June 7, 1968. Phoenix-Seattle/Portland Nonstop Case. Applications of Continental, Western and Air West for Phoenix-Seattle/Portland nonstop authority, set for hearing.

1964 - 1. At the Fifth Session of the European Civil Aviation Conference held at Strasbourg, July 6 - 18, 1964, the United States attended as an observer. The Conference dealt with the economic, facilitation and technical problems affecting the 19 European members of the Conference.

2. In 1964 the United States was invited by the Economic Commission for Africa (ECA) to attend as an observer a conference at Addis Ababa, Ethiopia in November to consider the ICAO/ECA joint study and a conference working paper for proposed possible actions in the field of African air transport. The study of air transport in Africa arose from the widespread recognition of the important role that this mode of transportation could play in the economic and social integration and development of independent Africa.

1965 - 3. The Fifteenth Session of the Assembly of the International Civil Aviation Organization (ICAO) was held in Montreal from June 22 to July 16, 1965. The Assembly meets every three years in order to review the past and to look at the future and to decide on international civil aviation policies to be followed especially in the technical, economic and legal fields.

- 1966 - 4. None in which Bureau personnel attended.
- 1967 - 5. During the period March 30 to April 19, 1967, a Conference on charges for airports and route navigation facilities was held at Montreal, Canada. The Conference was held to review the economic situation of route air navigation facilities and services, as well as the economic situation of international airports and their relationships with the economic situation of international air services. In addition, the Conference discussed the principles and factors used in determining airport costs and route air navigation facilities and services allocable to international civil aviation in order that some form of uniform system might be established for the recovery of these charges.
6. The Sixth Session of ECAC was held at Strasbourg from June 26 to July 6, 1967. The most significant aspect of this session was the decision to hold a session of ECAC every three years and in addition it was decided that short intermediate sessions of ECAC would be held on an annual basis.

FISCAL YEAR 1966

CANADA

After 2 years of negotiations with Canada, in Ottawa and Washington, a new air transport agreement was concluded on January 17, 1966. The agreement provides for significant new routes for airlines of both countries between eastern Canada and Florida, between Toronto and Los Angeles, and between Vancouver and California points, as well as other new routes of lesser importance.

MEXICO

On August 4, 1965, the United States and Mexico exchanged notes in Mexico City, extending to 1970 the existing bilateral agreement and amending the route exchange to provide better air communications between the two countries. Extensive new services were authorized, including direct flights to Acapulco from a number of U. S. cities.

June 21, 1968

FISCAL YEAR 1966

PERU

Peru obtained a new air transport route via Guayaquil, Ecuador and Mexico City, Mexico to Los Angeles following negotiations held in October and November, 1965 about that route and other matters relative to the interpretation of the air transport agreement between the two nations.

June 21, 1968

FISCAL YEAR 1967

PANAMA

A June 6, 1967 amendment to our air transport agreement with Panama established a new Panamanian air transport route to New York City, direct or via Miami, along with other understandings reached regarding the air transport agreement.

June 21, 1968

FISCAL YEAR 1968

MEXICO

An exchange of diplomatic notes between the Governments of the United States and Mexico on September 19, 1967 established two new air transport routes for both U. S. and Mexican airlines, one from Phoenix and/or Tucson (Phoenix via Tucson for the Mexican Government's route), the other from Albuquerque, to Guaymas, La Paz, Mazatlan, and Puerto Vallarta in Mexico.

June 21, 1968

Bilateral Activities of Area II
Fiscal Years 1964-1968

1964 None of sufficient import to list.

1965 " " " " " "

1966 1. Austria - Negotiations were held in Washington, D. C. during December 1965, resulting in an Air Transport Agreement to provide a continuing basis for commercial air services between the two countries. The Agreement replaced an interim arrangement of 1947 under which U.S. airlines acquired rights to serve Vienna and the Austrian route was to be defined at a later date. Under the new Agreement, U.S. designated airlines may continue services to Vienna and beyond.

The two routes granted to Austria in 1965:

- (1) Austria to New York via intermediate points in Europe, and
- (2) Austria to Washington, D. C. via intermediate points in Europe and Montreal. The Austrians agreed to accept the Bermuda principles and removed all restrictions on Pan American's operations.

2. Scandinavia (Denmark, Norway and Sweden) - Negotiations were held in Washington December 14-20, 1965, and March 21-26, 1966. The United States agreed to grant the Scandinavian countries rights to serve Seattle on a polar route over the North Atlantic in exchange for U.S. rights at Bergen, Norway and Gothenburg, Sweden. The United States also obtained route flexibility for U.S. carrier operation of cargo and mail services within Scandinavia, as well as an understanding on capacity and stop-over traffic.

3. United Kingdom - Negotiations with the British in February and April 1966 followed a series of inconclusive negotiations from 1960. The 1966 talks resulted in a new Agreement, signed May 27, 1966. Reaffirmation, after 20 years, of the Bermuda principles with its original Bermuda partner was of paramount importance to the United States in its conduct of negotiations with other countries around the world.

1967 1. U.S.S.R. - The United States and the Soviet Union signed an Air Transport Agreement on November 4, 1966 at Washington, D. C.

2. Czechoslovakia - Negotiations looking to a new air transport agreement were held in early April 1967 with Czechoslovakia at Prague. The negotiations were recessed on April 20, 1967 for study by the respective countries of proposals made, with an understanding that negotiations were to resume at a later date.

1968

1. France - Talks were held with France from August 30 to September 2, 1967 at Washington, involving flexibility for U.S. carriers all-cargo operations without regard to a lineal route on services between points in France, the United Kingdom, and the Federal Republic of Germany. Final agreement on this and other phases of the exchange are still pending.
2. Czechoslovakia - Negotiations which began in Prague in April 1967 were continued in Washington on January 22 and concluded February 9, 1968. An ad referendum agreement has been submitted to the respective governments for final approval.
3. U.S.S.R. - On May 6, 1968, the United States exchanged notes with the Union of Soviet Socialist Republics (USSR) amending the bilateral Agreement signed in 1966 to name Montreal, London, Copenhagen, and Stockholm as intermediate points from which one point might be selected at the beginning of each season for service on the New York-Moscow route. Stopovers will be permitted at the point selected.

1964 - 1968

Fiscal 1964

U.S. conducted air transport negotiations and consultations with 32 countries.

Italy and U.S. agreed to submit to arbitration the question of whether all cargo services fall within the existing (standard) air transport agreement.

Foreign air carrier permit issued to Air Afrique (11 nation consortium airline) on July 28, 1964.

101 foreign air carrier permit granted under §402 were in force in fiscal '64. The carriers represented 53 countries.

Air transport agreements with 50 countries at the end of fiscal '64

CAB conducted independently 2 international studies during fiscal '64, one dealing with Africa, the other with South American, to provide a regional approach rather than a country to country approach.

Fiscal 1965

107 foreign air carrier permits granted under §402 were in force during fiscal '65. The carriers represented 53 countries.

Major policy change announced of CAB willingness to approve wet leases by U.S. air carriers of aircraft and crew to foreign air carriers.

Arbitral tribunal in U.S.-Italy dispute determined that all-cargo services are covered by the existing (standard) air transport agreement.

Negotiations continued (without solution) with Italy covering requests for additional routes, problems of capacity control and interpretation of the agreement.

Air transport agreements with 50 countries were in effect at close of fiscal 1965.

Fiscal 1966

116 foreign air carrier permits granted under §402 were in force during fiscal 1966.

New air transport agreements or amendment of existing agreements were concluded in fiscal 1966 with Austria, Canada, Chile, Denmark, Norway, Sweden (Scandinavia) Greece, Israel, Japan, Mexico, Peru, and the United Kingdom. Negotiations were carried on but agreement

was not reached with Kenya, Tanzania, Uganda (East Africa), Burma, Chile, East Africa, Ireland, Italy, Philippines, Venezuela, and Vietnam. Italy denounced the air transport agreement on June 1, 1966.

Negotiations with Greece removed operational restrictions against Trans World Airlines, and ^{provided} the specification of an air route to the United States for Greece.

Consultations resulted in the addition of certain intermediate points in Europe on Israel's route to the United States.

Negotiations with East Africa for an air transport agreement and additional U.S. service in East Africa in exchange for rights to serve the United States were recessed without agreement.

Italy's denunciation of the air transport agreement was preceded by discussion of all cargo service, capacity provisions and routes to be exchanged.

Fiscal 1967

132 foreign air carrier permits, granted under section 402 were outstanding at end of fiscal '67. Represented 49 countries.

Air transport agreements with 52 countries at end of fiscal '67.

Informal discussions, consultations and negotiations were carried on with many countries, including Brazil, Chile, Colombia, Czechoslovakia, Dominican Republic, Ecuador, Ireland, Italy, Mexico, Netherlands, Panama, Venezuela and Vietnam, mostly on route and capacity questions.

Italy's denunciation of the U.S.-Italy air transport agreement in 1966 became effective June 1, 1967. Three meetings with Italian officials in fiscal 1967 failed to resolve the problems.

Board divides world into 4 geographic areas, and assigns an individual member to each area. Staff of Bureau of International Affairs were also selected for such four areas, and assigned responsibility therefor.

Fiscal 1968

Negotiations with South Africa result in an "ad referendum" agreement granting South Africa one route to the United States via South America and another route to the United States via the Iberian Peninsula and clarification of US rights to serve Europe en route to South Africa.

Negotiations with Senegal, a member of the Air Afrique twelve nation consortium produce an ad referendum agreement which will require further negotiations.

Board instituted proceeding to modify the foreign air carrier permit of Alitalia, the Italian national airline to give the Board control of the schedules operated by Alitalia to the United States.

Negotiations continue with Italy for a new air transport agreement.

Consultations with Portugal involved the capacity provided by U.S. air carriers and the mounting of transatlantic served by TAP with its own equipment.

Uncompleted negotiations with Greece cover routes to the United States for Greece and rights beyond Greece to East and South Africa, the Near East and Asia for the United States.

Historic Highlights in Area IV

1964 - 1968

1964

In 1964 the certificate of Samoa Airlines was canceled for nonuse and South Pacific Air Lines ended operations with the transfer of its route between Hawaii and the South Pacific to Pan American World Airways under Presidential approval.

Negotiations conducted with New Zealand resulted in a new Agreement signed at Wellington March 24, 1964. Consultations were also held with Japan.

1965

Negotiations with Japan held in Tokyo in August and September resulted in an amendment of the Air Transport Agreement on December 28, 1965. Japan relinquished certain route rights and the United States gained rights to serve Osaka and beyond. Japan, in turn, received rights to New York and beyond to Europe which provided it with access to a much desired round-the-world route.

Five foreign carriers were granted 3-year authorizations to permit stopover privileges in Alaska on polar flights between European points and Japan in an effort to bolster the Alaskan economy. The carriers were Air France, Japan Air Lines, KLM Royal Dutch Airlines, Lufthansa and Scandinavian Airlines System (SAS).

The Board reopened for expedited hearings the Transpacific Route Investigation.

An ad referendum agreement with Burma was reached in Rangoon in September 1965 but was never finalized.

Inconclusive negotiations were held in Manila in August directed toward reaching a new agreement to replace the 1948 Agreement which was denounced by the Philippines in 1959.

1966

Informal discussions took place in Vietnam in February and March in an attempt to clarify civil aviation problems that had developed over the past few years.

1967

Negotiations were conducted in Djakarta, Indonesia in November 1967, which resulted in a Bermuda-type agreement being signed on January 15, 1968. The United States obtained rights to serve Djakarta and Bali over various specified routes while Indonesia may serve San Francisco by way of Singapore, Malaysia, Thailand, South Vietnam, Hong Kong, Taiwan, Japan and Honolulu.

Informal talks were also conducted with Pakistan in November resulting in an exchange of notes permitting Pakistan additional intermediate points on its route to New York in accordance with Article X(D) of the United States-Pakistan Air Transport Agreement.

1968

Delegations of Japan and the United States met in Washington from May 13-25 to discuss the interpretation of Article 16(B) with respect to the addition of Vancouver to Japanese routes 1 and 2. Although the two delegations did not reach agreement on this matter, they did agree to recommend to their respective Governments the following practical arrangement: the U.S. will, for a period of three years, permit Japan to serve Vancouver on flights to San Francisco and beyond to Mexico and Central America without local or stopover rights between Vancouver and San Francisco.