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New York Airways Collection - United States Senate, March 8-11, 1965

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Senator Monroney. This is how we are going to fill that smoke-filled room with more bodies.

Senator Morton. Yes, sir.

Senator Monroney. Senator Brewster?

Senator Brewster. I cannot allow the last statement to go unchallenged. It is typical of the firm, arbitrary, difficult, unreasonable position taken by the FAA time after time refusing to recognize a fact of life, namely, that Friendship does serve the people of Washington. It serves them, and it serves them well. But the Administrator will not admit this, and I will certainly state now that if we get helicopter service into Washington from Dulles, it is only fair and reasonable that similar service should be from Friendship.

I would oppose any move, very vigorously, that would allow service just from Washington to Dulles, and not from Washington to Friendship.

Senator Monroney. May the Chair say to the distinguished Senator from Maryland, I have continually advocated helicopter service for the air complex of the Washington area, which would certainly include Friendship, Dulles, Washington National, and downtown Washington as one of the necessary adjuncts to the city which produces the fourth largest volume of air traffic of any in the world. I think to consider one without the other would be futile indeed.

Senator Brewster. I know the chairman's position. Of course I am very pleased.

Mr. Halaby. I will admit, Senator Brewster, that Friendship serves the Washington metropolitan area. I did not intend anything else. I just said that the last administration and the Congress designed and built Dulles as the airport serving the Washington metropolitan area and spent \$110 million on it. Baltimore is there, it is working very well, it is earning back the bonds that the local citizens bought, and it is serving travelers from the Washington area. There is no question about it.

Senator Brewster. And our battle of semantics with the FAA continues.

Mr. Halaby. I do not think it is semantics. I think it is economics and politics, and it will go on until there is enough traffic to overload all of the airports, which I hope will be soon.

Senator Monroney. We can all agree that one of the difficulties of this era is that the international airlines have not yet discovered that Washington, D.C. is the Nation's Capital. When we get more international flights by our own flag lines and other lines seeking to carry traffic into the U.S., to encourage them to make Dulles an intermediate stop, either to or from the metropolitan center of New York, we are going to find both of these airports realizing their destiny as gateways to the Nation's Capital. CAB please take notice.

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Thank you, Mr. Halaby. I hope you can get those heliports closer to the downtown areas so that they have a chance of securing better traffic.

Mr. Wiley. Mr. Chairman, I wonder if I could correct a statement made by the previous witness.

Senator Monroney. Yes, sir.

Mr. Wiley. It is quite important. [Laughter.]

Senator Monroney. You will have to wait. I have to take Mr. Belen. We have to take him before lunch.

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