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Captain Michael Gitt Papers - The Airline Pilot (ALPA Newsletter), 1949-1964

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[[image - photograph]]

Sen. McCarran

He was co-author of McCarran-Lea Bill (S. 3845), better known as Civil Aeronautics Act.

carriers at reasonable charges, without unjust discrimination, undue preferences or advantages, or unfair or destructive competitive practices;

"(d) Competition to the extent necessary to sound development of an air-transportation system properly adapted to the needs of the foreign and domestic commerce of the United States, of the Postal Service, and of the national defense;

"(e) The regulation of air commerce in such manner as best to promote its development and safety; and

"(f) The encouragement and development of civil aeronautics."

Broad In Scope

This Act is broader in scope than any other Federal Regulatory Statute, covering as it does interstate, overseas, and international air transportation, and extending its jurisdiction, not only over the commercial carriers, but also over all commercial air transportation, all private flying, to a degree, and over the personnel who man the aircraft.

The pilots, through ALPA, played an important role in the enactment of the Civil Aeronautics Act. Senator Pat McCarran (Nevada) and Rep. Robert Crosser (Ohio) are generally credited with being the greatest legislative influence in its enactment.

The effect of the enactment of the Civil Aeronautics Act of 1938 was magical and has fostered and made possible the stupendous and virile growth of the American air line industry as we know it today. The future of air transportation in the United States rests squarely upon this Act and, we have no doubt, will, in the future, as in the past, indicate the wisdom of our Congress in its passage to accomplish the prophecies of Tennyson, who, over one hundred years ago, wrote:

[[image - photograph]]

Rep. Crosser

He was father of Railway Labor Act. Plugged to bring pilots under its provisions.

"For I dipt into the future, far as human eye can see;
Was the vision of the world, and the wonder that would be;
Saw the heavens filled with commerce, argocies [[argosies]] of magic
sails;
Pilots of the purple twilight, dropping down with costly bales."

Pilots Covered By Railway Labor Act in '38

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With commercial aviation branching out rapidly, the framers of the Civil Aeronautics Act recognized the necessity of well-defined labor provisions for the industry. They recognized, too, the necessity for adequate pilot compensation. If commercial aviation were to attract and hold the type of men that would enable it to prosper and grow.

Into the Act, they wrote the requirement for carrier compliance with Division III, setting a minimum floor under pilot pay. At the same time, pilots and all other air line employees were brought under the provisions of the Railway Labor Act.

The Act said it this way:

"Every air carrier shall maintain rates of compensation for all of its pilots and cabin crew who are engaged in interstate or foreign air transportation or air transportation wholly within a Territory or possession of the United States, the minimum of which shall be not less, upon an annual basis, than the compensation required to be paid under said division III for comparable service to pilots and cabin crew engaged in interstate air transportation within the continental United States (not including Alaska). . . . Nothing herein contained shall be construed as restricting the right of any such

pilots or cabin crew, or other employees, of any such air carrier to obtain by collective bargaining higher rates of compensation or more favorable working conditions or relations. . . .

It shall be a condition upon the holding of a certificate by any air carrier that such carrier shall comply with title II of the Railway Labor Act, as amended."

The Railway Labor Act, as pilots are aware, is still the basic law governing employee-employer relations on the air lines and, over the years, has given birth one of the most workable and durable labor statutes in the legislative books.

December, 1933

PAGE 7

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