

REMARKS OF CONGRESSMAN BOB DOLE

ARGUMENT BEFORE CIVIL AERONAUTICS BOARD
CHICAGO ENTRY CASE (DOCKET 18127)
WASHINGTON, D. C.
WEDNESDAY, April 10, 1968

I represent the First Congressional District of Kansas and am appearing on behalf of the Salina Chamber of Commerce and five other Kansas communities in my District: Goodland, Hays, Garden City, Dodge City and Great Bend. These cities need direct service by Frontier Airlines to St. Louis and Chicago.

-THREE REASONS FOR FAVORABLE ACTION-

At the hearing in this case, the Kansas Congressional Delegation submitted a Statement of Position which applies to Salina and the communities I represent, as well as the other Kansas communities. In that statement, we said three things that are of particular importance:

1. It is impossible to overstate the importance of good air transportation from Kansas direct to the major commercial hubs of Chicago and St. Louis. These cities are vitally important destinations in themselves. They are also the principal air travel gateways to the entire eastern United States.

2. Unless they reside around Wichita or Kansas City, Kansans have no effective air transportation to either Chicago or St. Louis. We are subjected to unusual inconvenience and delays in reaching these important and relatively nearby cities.

3. The present lack of direct air service is not only a great inconvenience, but also a significant impediment to Kansas' industrial and commercial development.

Frontier's proposal for service from cities like Salina direct to Chicago and St. Louis by-passing Kansas City is well calculated to meet our most important air transportation needs. As you know, it is proposing a convenient, well-balanced schedule pattern with jet and turbo-prop equipment to both Chicago and St. Louis. The fare will be substantially lower than existing fares.

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-TIME SAVING FOR KANSAS AIR PASSENGERS-

Most important, the new service will produce a very substantial time saving. As the record here shows, 40% of the Salina passengers who want to go to St. Louis or Chicago or beyond drive to the Kansas City airport. Frontier's direct service, by-passing Kansas City, will cut travel time of these passengers in half. It will also substantially benefit the other passengers who are presently using connecting air service.

-NO FEDERAL SUBSIDY-

As I understand the Board's order instituting this proceeding, its principal concern was to ascertain whether there was sufficient traffic to support the service without requiring Federal subsidy. Whatever importance this may have had at the beginning of the case, it is my understanding that Frontier is prepared to operate this service on a subsidy ineligible basis. The carrier commitment to accept that kind of authority plus the very significant public service benefits that flow from the grant of the application, are the basis of my support and the support of the citizens of my District.

In my opinion, Kansas' growth, its economic potential, and its strong community of interest with Chicago and St. Louis, insure that there will be an immediate and strong traffic response to the introduction of these services and rapid traffic growth in the next few years. Topeka, Manhattan and Salina are in the center of a fastgrowing 19-county area of northeastern Kansas with a 1960 population of nearly 500,000 persons.

Topeka, the State Capital, is among the 100 largest cities in the United States. Manhattan is an important university city close by a major military base. Salina is today one of the fastest growing large cities in Kansas.

-SALINA PATTERN OF GROWTH-

Salina's ability to generate traffic has been dramatically demonstrated by its record in the last year. In 1966, Salina was an important traffic-generating center, originating 9,810 passengers. In 1967, traffic increased by more than 36% to 13,396 passengers. In this same year, its air freight almost tripled, increasing from 124,000 to 310,000 pounds. This rapid increase has continued for the first three months of this year.

The people in Kansas are like people anywhere else; they would much prefer to ride on one carrier with one-plane service all the way to their destination. Once Frontier's new direct services are available, we are

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confident that its convenience will attract the vast majority of those who now drive or use air connecting service to Kansas City.

-APPEAL FOR EARLY AUTHORIZATION-

I believe that this Board has never been presented with a proposal for new air service promising greater benefits to the Citizens of Kansas than the proposal here. For the first time, hundreds of thousands of Kansans would be afforded comfortable, convenient air service to the vitally important Midwestern hubs of Chicago and St. Louis. I urge the Board to grant this application to authorize this important new service as soon as possible.