

SUBCOMMITTEE ON TRANSPORTATION

March 29, 1982

I go up and chat with Chip.

"The institution has a very narrow focus. They can't handle more than one thing at a time. Last year we focused all our attention on reconciliation, then on the taxes, then the continuing resolution." A nice generalization of . Surely all they have focused on so far is TV, Williams, agent identities, regulatory reform.

At this point in the session. April 11~~+~~--or Easter recess--everyone can tell you what the items are that the Senate has "dealt with" or, better, been preoccupied with. It's a very slim, identifiable work product. So much so that, last Thursday, the Senate adjourned at 3:00 and didn't meet Friday. They'll start today at 12:00--which shows no urgency.

Chip said "I get so tired of these hearings. So much preparation goes into them, they last for an hour and then you start getting ready for the next one."

How about attendance? "Last year, we had good attendance--three, four, or five at a hearing. This year, we've had more camera appearances I think that's more traditional."

I keyed off this to talk about congressional "seasons". Chip said he used to think of congress in terms of seasons but now committees don't send out most of their reports in, say, June or July, but now "the seasons merge" in that reports keep filtering out all year. Then he said, to clarify, that "the weather may not coincide with the seasons." It may be "indian summer" before spring weather arrives." He said he liked that metaphor.

CAB hearing begins with 9 witnesses at the table. MA comments.

Marks asks about negotiations with Japan on prices, access, routes, etc.

CAB chairman says talks with Japan have broken down. "If it's in our interest we will agree to it; if it's not in the best interests of US we won't do it." MA "You won't trade horses for rabbits." CAB "No, horses for horses." MA "I must say that's the kind of deal I understand."

In this hearing, there is no TV. 2 staffers from other Senators, 4 staff from subcommittee, 6 spectators, 2 reporters, 15 people from CAB, one Senator. This is "The Senate" in action.

On deregulation, MA complains that if you live in Fargo, ND, your fares have gone way up and people who fly coast to coast have "windfall cuts." - fares, say CAB, are allocated on cost. Bismarck and Fargo to Minnesota plane is full says MA and fare is way up. CAB guy says cost of flying that route is greater. MA says people are discriminated against in places like Fargo and Bismarck. CAB says if another carrier could make a profit, they would come into Fargo. MA says interest rates (for new carrier) and lack of infrastructure (for established airline) prohibits that."

"I'm a farm kid and I don't have any expertise in airlines. All I know is what I read in the papers." Then talk about Braniff's problems in expanding all our places you have between Fargo and Minneapolis." MA says "there isn't much in between." CAB gets flustered.

"Congress sometimes comes down on the side of the travelling public... concern we have is that fares are so different around the country--we wonder whether the travelling public is getting a fair shake." CAB triggered this by saying all airlines want government out of it and MA says "travelling public may have different interest from big corporate airlines.

MA says "middle sized cities" are discriminated against and that's his animus against deregulation.

Marks line of argument is that a series of problems have arisen from deregulation and CAB argues that economy had to do with it. CAB defends deregulation.

They have a go around like this on unemployment - MA talks about CAB getting "off its duff" to help unemployed. He says he's getting certain amount of heat. CAB blames Labor Department to some extent.

Mark uses term "Congress in its ultimate wisdom or lack of it," did such and such. A phrase to work off of.

MA spends a lot of time on CAB "small community service and subsidy" program. His interest, his angle comes through in this hearing. Al D'Amato wouldn't talk the same way.

Mark has one leading question involving "travelling public has been rerouted, repriced, confused, etc." by deregulation.

When he asks them about "Montreal Protocol" they have huddles up and down the table and with the people in the first row. Advisors advise the advisors.