UNITED STATES OF AMERICA
CIVIL AERONAUTICS BOARD
WASHINGTON, D. C.

At a session of the Civil Aeronautics Board
held at its office in Washington, D. C.
on the 1st day of June, 1945

In the matter of the applications of

NORTHEAST AIRLINES, INC.
Docket No. 355 et al.

and other applicants for certificates of
public convenience and necessity, known
as the

NORTH ATLANTIC ROUTE CASE

ORDER

A full public hearing having been held in the above-entitled proceeding, and the Board, upon consideration of the record, having issued its opinion containing its findings, conclusions, and decision, which is attached hereto and made a part hereof;

IT IS ORDERED:

1. That there be issued to American Export Airlines, Inc., a certificate of public convenience and necessity, authorizing it, subject to the provisions of said certificate, to engage in foreign air transportation with respect to persons, property, and mail as follows:

between the co-terminal points Chicago, Ill.,
Detroit, Mich., Washington, D.C., Philadelphia, Pa.,
New York, N.Y., and Boston, Mass.; intermediate points
within the following areas: Newfoundland; Labrador;
Greenland; Iceland; Shannon Airport, Eire, or other
airport serving the Shannon Estuary, Eire; United
Kingdom, including Northern Ireland; Netherlands;
Denmark; Norway; Sweden; Finland; Estonia; Latvia;
Lithuania; that portion of Germany which lies north
of the 50th parallel; and Poland; and the inter-
mmediate point Leningrad, U.S.S.R.; and the terminal
point Moscow, U.S.S.R.;
that the approved service plan designating the specific points to be served by the holder within each area shall be determined in accordance with such procedure as may from time to time be prescribed by the Board; that the initial service plan authorized for service on the route shall be as follows:

Between the co-terminal points Chicago, Ill., Detroit, Mich., Washington, D.C., Philadelphia, Pa., New York, N.Y., and Boston, Mass.; a point in Newfoundland; a point in Labrador; a point in Greenland; a point in Iceland; Foynes, Eire; Glasgow, Scotland; London, England; Amsterdam, Holland; Copenhagen, Denmark; Stavanger, Norway; Stockholm, Sweden; Berlin, Germany; Warsaw, Poland; Helsinki, Finland; Leningrad, U.S.S.R.; and the terminal point Moscow, U.S.S.R.;

and that such certificate shall be effective from the date of its approval by the President of the United States, and shall cease to be effective 7 years from the said effective date;

2. That there be issued to Transcontinental & Western Air, Inc., a certificate of public convenience and necessity authorizing it, subject to the provisions of such certificate, to engage in foreign air transportation with respect to persons, property, and mail as follows:

(1) Between the co-terminal points Chicago, Ill., Detroit, Mich., Washington, D.C., Philadelphia, Pa., New York, N.Y., and Boston, Mass.; intermediate points within the following areas: Newfoundland; Eire; France, except Marseille; Switzerland; Italy; Greece; Egypt; Palestine; Trans-Jordan; Iraq; Saudi Arabia; Yemen; and Oman; and intermediate and terminal points within Ceylon and that portion of India which lies south of the 20th parallel; and

(2) Between the co-terminal points Chicago, Ill., Detroit, Mich., Washington, D.C., Philadelphia, Pa., New York, N.Y., and Boston, Mass.; intermediate points within the following areas: Newfoundland; Portugal; and (a) beyond Portugal, intermediate points within the following areas: Spain, except Barcelona; and Italy; and (b) beyond Portugal, intermediate points within the following areas: Algeria; Tunisia; Libya; and Egypt;
that the approved service plan designating the specific points to be served by the holder within each area shall be determined in accordance with such procedure as may from time to time be prescribed by the Board; that the initial service plan authorized for service on the route shall be as follows:

(1) Between the co-terminal points Chicago, Ill., Detroit, Mich., Washington, D.C., Philadelphia, Pa., New York, N.Y., and Boston, Mass.; a point in Newfoundland; the intermediate points Foynes, Eire; Paris, France; Berne, Switzerland; Rome, Italy; Athens, Greece; Cairo, Egypt; Jerusalem, Palestine; Basra, Iraq; Dhahran, Saudi Arabia; and the terminal point Bombay, India; and

(2) Between the co-terminal points Chicago, Ill., Detroit, Mich., Washington, D.C., Philadelphia, Pa., New York, N.Y., and Boston, Mass.; a point in Newfoundland; the intermediate point Lisbon, Portugal; and (a) beyond Lisbon, the intermediate point Madrid, Spain; and the terminal point Rome, Italy; and (b) beyond Lisbon, the intermediate points Algiers, Algeria; Tunis, Tunisia; Tripoli, Libya; Bengasi, Libya; and the terminal point Cairo, Egypt;

and that such certificate shall be effective from the date of its approval by the President of the United States, and shall cease to be effective 7 years from said effective date;

3. That the amended certificate of public convenience and necessity issued to Pan American Airways, Inc., in Docket No. 713, executed by the Board on January 10, 1942, and approved by the President of the United States on January 14, 1942, be further amended; that Part I of such amended certificate shall authorize Pan American Airways, Inc., subject to the provisions of such certificate, to engage in foreign air transportation with respect to persons, property, and mail as follows:

(1) Between the co-terminal points Chicago, Ill., Detroit, Mich., Washington, D.C., Philadelphia, Pa., New York, N.Y., and Boston, Mass. (said authorization to all co-terminals, other than New York, N.Y., to expire 7 years from the effective date of this certificate, as amended); the intermediate points Horta, Azores; Lisbon, Portugal; Barcelona, Spain (said authorization to expire 7 years from the effective date of this certificate, as amended); and the terminal point Marseille, France; and between
the intermediate point Lisbon, Portugal; the intermediate point Foynes, Eire (until the Board shall determine that the need for such authorization in the interest of national defense has terminated); and the terminal point London, England (served from Southampton, England, for seaplane operations and from Croydon, England, for landplane operations); Provided: That Hamilton, Bermuda, may be included as an intermediate point if and when required by weather conditions; and

(2) Between the co-terminal points Chicago, Ill.; Detroit, Mich.; Washington, D.C.; Philadelphia, Pa.; New York, N.Y.; and Boston, Mass. (said authorization as to all co-terminals, other than New York, N.Y., to expire 7 years from the effective date of this certificate, as amended); the intermediate points Shediac, New Brunswick; Botwood, Newfoundland; and Foynes, Eire; and the terminal point London, England (served from Southampton, England, for seaplane operations and from Croydon, England, for landplane operations); and

(3) Between the terminal point New York, N.Y., the intermediate points San Juan, Puerto Rico; Port of Spain, Trinidad; Belem, Brazil; Natal, Brazil; and Belem, Portuguese Guinea (or an airport serving Monrovia, Liberia, when operating conditions require); and the terminal point Lisbon, Portugal (said authorization to expire in whole or in respect of any part thereof on such date or dates as the Board shall determine that the need for said service or part thereof in the interest of national defense no longer exists); Provided: That, except where the Board may grant special permission in particular instances for good cause shown, the carrier shall not carry persons, property, or mail between New York and San Juan; between New York and Port of Spain; between New York and Belem; or between New York and Natal;

and that Part II of such amended certificate shall authorize Pan American Airways, Inc., subject to the provisions of such certificate, to engage in foreign air transportation, in connection with the authority granted to it by Part I of such certificate to engage in foreign air transportation on its routes between the United States and London, England, with respect to persons, property, and mail as follows:
between the terminal point London, England; intermediate points within the following areas: Belgium; that portion of Germany which lies south of the 50th parallel; Czechoslovakia; Austria; Hungary; Yugoslavia; Rumania; Bulgaria; Turkey; Lebanon; Iraq; Iran; and Afghanistan; and intermediate and terminal points within that portion of India which lies north of the 20th parallel;

that the approved service plan designating the specific points to be served by the holder within each area described in Part II of such amended certificate shall be determined in accordance with such procedure as may from time to time be prescribed by the Board; that the initial service plan authorized for service on the route under said Part II shall be as follows:

between the terminal point London, England; the intermediate points Brussels, Belgium; Prague, Czechoslovakia; Vienna, Austria; and (a) beyond Vienna, the intermediate points Budapest, Hungary; Bucharest, Rumania; Istanbul, Turkey; Ankara, Turkey; Tehran, Iran; Karachi, India; and the terminal point Calcutta, India; and (b) beyond Vienna, the intermediate points Belgrade, Yugoslavia; Istanbul, Turkey; Ankara, Turkey; Beirut, Lebanon; Baghdad, Iraq; Karachi, India; and the terminal point Calcutta, India;

and that such certificate, as amended, shall be effective from the date of its approval by the President of the United States, and that Part II of said certificate shall cease to be effective 7 years from said effective date;

4. That the certificate of public convenience and necessity authorizing American Export Airlines, Inc., to engage in temporary foreign air transportation with respect to persons, property, and mail between the terminal point New York, N. Y. and the terminal point Lisbon, Portugal (Docket No. 238), executed by the Board July 12, 1940, approved by the President of the United States, July 15, 1940, and the certificate of public convenience and necessity authorizing American Export Airlines, Inc., to engage in temporary foreign air transportation with respect to persons, property, and mail between the terminal point New York, N. Y. and the terminal point Foyles, Euor (Docket No. 694) executed by the Board December 19, 1941, approved by the President of the United States February 3, 1942, shall continue in full force and effect until the Board shall serve notice upon the holder thereof that the public interest no longer requires the continuance of the temporary foreign air transportation authorized in such certificates by reason of the inauguration of
foreign air transportation by American Export Airlines, Inc., pursuant to the certificate of public convenience and necessity authorized herein;

5. That the exercise of the privileges granted by said certificates and amendments authorized by this order shall be subject to the terms, conditions, and limitations prescribed by Section 238.4 of the Economic Regulations of the Board, and all amendments thereto, and subject to such other terms, conditions, and limitations as may from time to time be prescribed by the Board;

6. That said certificates and amendments authorized by this order shall be issued in the form attached hereto, shall be signed on behalf of the Board by the Chairman of the Board, and shall have affixed thereto the seal of the Board attested by the Secretary; and


By the Civil Aeronautics Board:

/s/ Fred A. Toombs

(SEAL)

Fred A. Toombs
Secretary

The White House

Approved:

/s/ Harry S. Truman

July 5, 1945