

Mr. SCHNEEBELI. Mr. Nevins, appendix A limits the number of countries that you analyzed, probably because you want to emphasize the areas where we are at greatest disadvantage.

Could you put in the record all the countries? In other words, the chart on pages 56 and 57 probably lists England, France, Japan, et cetera, and to be perfectly fair and equitable, I think we should have all the countries to which these passengers travel by air.

Mr. NEVINS. Yes, sir.

Mr. SCHNEEBELI. I think that this 12.7 percent would probably be a lot higher.

Mr. NEVINS. Yes, sir. (See pp. 670-680.)

Mr. SCHNEEBELI. Second, since you seem to have a lot of figures at your command there, do you have any idea what percentage of Federal employees or Congressmen traveling on Federal expenses travel by foreign airlines, and what percentage by American lines? To what degree is the United States implementing its own program?

Mr. OLSEN. Sir, I believe Senate Concurrent Resolution 53, which was passed two or three sessions back, dealt with the fact that there was an enormous amount of U.S. federally paid Government employee travel. BOAC was maintaining a daily schedule from London to New York at that point, filling it up almost entirely with American Government employees traveling.

Mr. SCHNEEBELI. I am aware of this.

Mr. OLSEN. And they complained to our Government when the Resolution 53 went through, because it required the American Government employee to certify that such travel was not available on an American carrier. There were four conditions attached wherein with respect to U.S.-paid transportation for a Federal employee the Federal employee could be aboard a foreign carrier:

If it would unduly delay his trip, and one of the heartbreaking things to us, it said when there was an excess of counterpart funds, and it gave the most-favored nations treatment, so that in many cases the bill was circumvented because people would fly around on those funds on a carrier rather than our kind, but I think that is no problem today.

Mr. SCHNEEBELI. This is no problem today.

Mr. OLSEN. I don't think so. I think ATA can probably furnish those figures too.

Mr. SCHNEEBELI. It might be interesting to have them.

Mr. OLSEN. I will try to get them, sir. (See pp. 670-680.)

Mr. SCHNEEBELI. Also to your knowledge do the foreign airlines get any higher commission and is there any more inducement or any greater incentive to our U.S. travel companies to book their business with the foreign airline rather than a domestic airline?