

very seriously as one of the duties and obligations to see that we perform effectively.

Mr. FASCELL. Mr. Chairman, may I inquire?

Mr. BROOKS. Yes, sir.

Mr. FASCELL. I would like to find out, Mr. Chairman, what the use and relationship of your computer is to internal auditing and to programming. For example, regulation of air carrier accounting.

Mr. CROOKER. As I understand it, Mr. Fascell, the air carriers submit their traffic and economic data, and we process that on our computer. It is of great use to the Board—extremely necessary use to the Board in terms of a proper rate of return industrywide, either for the trunklines, the local service carriers or all the certificated carriers.

Mr. FASCELL. May I interrupt you right there?

Some of the carriers, of course, are on computers. Are the systems compatible? They can pull a statement each hour on the hour. When do you run yours?

Mr. CROOKER. Most of these summaries are run on a monthly basis, sir, and we are doing everything possible to have the material submitted by them submitted in the simplest form that will work into our own automatic data processing, so that you won't have the anomalous situation of them sending us punchcards and then having a requirement at the Board of running punchcards onto a magnetic tape with an extra process.

We have even talked, since I came there, Mr. Fascell, about abandoning the printing of some of our reports and trying a duplicating process from the so-called IBM run sheets so that you won't have this triple play of punchcards to magnetic tapes and then someone reading those off and setting them in print, but so that you abandon the punchcards on the front end and abandon the printing on the final end. You merely have the magnetic tapes punching out a run sheet which in turn will be duplicated. We are making every effort in this direction.

Mr. FASCELL. What is the use in relationship of your computers—again with emphasis on internal audits—with respect to decision-making?

Mr. CROOKER. Mr. Fascell, so far as I now know, I doubt that the computers get into decisionmaking by the Board in either area of awards of operating authority or rates. There has been much discussion during the past 7 weeks about guideline formulas for rates, and to a certain extent our formulas today are historical formulas.

But the Bureau of Economics—

Mr. FASCELL. You lost me.

Do you mean there is no relationship between one decision and a previous decision?

Mr. CROOKER. No, I am not implying that there is no relationship there. There was a basis of rates set up back in 1962, and the differences from 1962 to the present have probably not fully taken into account differences in cost of providing service with new types of planes that have come out.

But the Bureau of Economics is currently far along on a study that relates fares to cost of service furnished rather than merely a historic base of some 5 or 6 years ago when there were other types of planes being used.