

computer is programed to give 103 percent of the space away on firm reservations.

On standbys, of course, there will be standbys disappointed many times.

Mr. BROOKS. Any further questions, Mr. Fascell?

Mr. FASCELL. No questions.

Mr. BROOKS. Mrs. Heckler.

Mrs. HECKLER. I have a question on the international air travel. Maybe you would like to have Mr. Roth answer. What percentage of foreign passenger travel is carried by U.S. carriers?

Mr. CROOKER. For the exact percentages, I am sure Mr. Roth would be more informed than I am.

Mr. ROTH. Your question is—

Mrs. HECKLER. What percentage of international travel is carried by U.S. carriers?

Mr. ROTH. It varies in the different geographic regions. On the heaviest traffic which is across the North Atlantic, I believe the two U.S. carriers carry roughly 43 percent or so of the total traffic. I believe the range has been between 42 and 44 percent or thereabouts. There are some other regions where the U.S. ratio is probably closer to 50 percent. I would say other than the North Atlantic, my impression is it is approximately 50-50. On the North Atlantic we have less than 50.

Mrs. HECKLER. Are you making any effort to increase the percentage of this trade for the U.S. carriers?

Mr. CROOKER. When you talk about efforts, of course, the lines themselves I am sure are doing their best promotionally to encourage both our own citizens and others to fly Pan American and TWA.

The only way in which we could come into the picture, I suppose, would be in grants of further operating authority, and we have some dockets that are already filed, some which are being expedited for Board consideration. Service such as Miami-London is receiving rather expedited consideration by the Board. There may be other airlines certificated into European countries.

Mrs. HECKLER. Mr. Chairman, last year before the Interstate and Foreign Commerce Committee, your predecessor, Mr. Murphy, stated that, "Foreign countries are usually more prompt than the United States in designating carriers to serve agreed-upon routes. This is largely because of the time required by our proceedings to determine the competing or conflicting interests of U.S. carriers. The result is that foreign carriers are frequently able to begin service earlier than U.S. carriers over routes covered by the same agreement."

Do you discern the same situation?

Mr. CROOKER. What I discern is our answer to that situation, I believe. In the agreement between the United Kingdom and the United States for the Miami-London route, it was agreed that service would not begin until a day early in 1970, as I recall, and that is on Miami-London, and that is one of the major reasons for our expediting our own proceeding so that we can pick the carrier or carriers to be certificated and so that the U.S.-flag carriers can commence service on the same day BOAC may commence service.

Mrs. HECKLER. Within the last year, have you taken steps to expedite these proceedings which in the past have really discriminated against the U.S. carriers?