

Defense Electronic Supply Center be adjusted downward, additional excess tubes be identified and so classified, and procedures be established to make the Agency's overstocks of tubes available to other civil agencies.

In his letter to us dated August 17, 1965, the Administrator of the Federal Aviation Agency agreed that certain tubes had been held in quantities which were excessive to current needs and had not been made available for the use of other Government users. He stated that action was being initiated with the General Services Administration to develop a coordinated system to ensure that the Agency's overstocks would be made available to other civil agencies, that the Agency was in the process of revising its retention levels for tubes, and that, after the revisions were made, inventories of tubes would be adjusted and excess stocks reported.

Subsequently, we have been informed by an Agency official that (1) the General Services Administration is planning to include electronic items in the National Supply System by July 1, 1966, (2) under this system, the Defense Supply Agency will provide supply support for all electronic items for all agencies, and (3) in view of these developments, the Agency does not believe it worthwhile to implement special procedures to make its overstocks available to other civil agencies. In this connection, we have been informed that it will be some time before actual supply support for electronic items is accomplished by the Defense Supply Agency. Accordingly, we are recommending that the Administrator of the Federal Aviation Agency initiate action to have the Agency's overstocks of electron tubes reported to the General Services Administration, thus making them available for use by other civil agencies.

[Index No. 15, B-154282, Mar. 24, 1966]

NEED FOR IMPROVEMENT IN THE MANAGEMENT OF VEHICLE UTILIZATION, BUREAU OF INDIAN AFFAIRS, DEPARTMENT OF INTERIOR

Our examinations into vehicle utilization at seven locations under the jurisdiction of the Muskogee and Anadarko, Oklahoma, Area Offices indicated that 17, or 30 percent, of the 57 vehicles included in our review were excess to Bureau needs and that the need for an additional 7 vehicles was questionable. We found that assigning vehicles for the exclusive use of certain individuals and organizational units, instead of using pool operations whenever practicable, was the principal reason for the relatively large number of excess vehicles. Our examinations at locations in the Muskogee and Anadarko Areas also disclosed that vehicle operators' records were not being adequately maintained and that, therefore, responsible area office officials did not have the information necessary for the effective management of the vehicles.

Our analyses of motor vehicle usage reports at the Central Office indicated the possibility that a substantial number of Bureau-owned vehicles were not being adequately utilized at locations that were not included in our detailed field examinations. For example, these reports show that more than half of the passenger vehicles and light trucks in the Bureau's fleet during all of fiscal year 1963 were utilized