

counts of vacant seats in the dining facilities were not made. Consequently, we believe that further savings may be attainable.

Therefore we are recommending that the Commissioner of Indian Affairs reevaluate seating capacity needs at school dining facilities before giving his approval for the revised construction standards.

As part of our continuing review of Bureau activities, we plan to make an examination of the actions taken by the Bureau at an appropriate time.

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#### OPPORTUNITIES FOR SAVINGS THROUGH GREATER USE OF AVAILABLE MILITARY AIRCRAFT PARTS, FEDERAL AVIATION AGENCY

On the basis of our reviews at two Air Force installations, it appears that substantial savings can be achieved through the greater use of military aircraft parts. During fiscal year 1964, the Agency's purchases of aircraft parts from commercial sources amounted to about \$2.2 million. Our review disclosed that the majority of the types of items purchased from commercial sources were carried in the Air Force supply system and that a number of these types of items were in long supply in the Air Force system.

The purchases were made from commercial sources when military parts were available because of the Federal Aviation Agency's policy of emphasizing that approved commercial sources be the first source of supply for aircraft parts needed for the Agency's aircraft fleet. However, many of the parts in the Air Force system were acquired from the same commercial sources as those used by the Agency.

Subsequent to our review, the Federal Aviation Agency began participating on a test basis in the Department of Defense Interservice Supply Support Program. Under this program, the military services report stocks in long supply to the Defense Logistics Service Center of the Defense Supply Agency where the information is consolidated and furnished to participants in the program in accordance with requirements reported by the participants. Full participation in this program should provide the Agency with current information as to the availability of military parts. However, on the basis of our review, we concluded that it was unlikely that maximum use of such parts would be achieved by the Agency unless its policy was changed to emphasize that military stocks be considered as the first source of supply.

In his letter to us dated July 30, 1965, the Administrator of the Federal Aviation Agency informed us that the Federal Aviation Agency was participating in the Department of Defense interservice supply program and was using assets of that Department when available to satisfy the Agency's operating requirements. He stated that a previous General Accounting Office report had prompted the Agency to reexamine its policy regarding the use of military aircraft parts. The Administrator agreed that the Agency's policy in effect at the time of our review did limit the use of military parts and that the Agency should use the Department of Defense supply system as the prime source of supply for aircraft parts whenever possible.

In this regard, he stated that an Agency directive issued in February 1965 authorized the use of military aircraft parts on certified