

The Postmaster General, in his letter to us dated April 1, 1966, stated that the Department agreed that it should strengthen its program for replacement and procurement of motor vehicles. He informed us that, after our review, there had been an improvement through the earlier submission of requisitions to the General Services Administration. He stated also that the General Services Administration was devoting considerable effort to expediting contract awards and securing on-time contract performance. He further informed us that the Department would continue studies to reduce the time required to complete delivery of vehicles and that requests for funds would recognize reasonable production lead times.

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POTENTIAL SAVINGS THROUGH IMPROVED UTILIZATION OF SPACE
AVAILABLE ON ADMINISTRATIVE MILITARY AIRCRAFT, DEPARTMENT
OF THE AIR FORCE

The General Accounting Office made a review of the utilization of administrative military aircraft maintained for mission-support service at selected Air Force installations. Specific attention was directed toward ascertaining the extent to which commercial air service was procured for Air Force personnel when seats were available on these military aircraft.

Various Air Force transportation regulations provide that personnel on official duties should travel, to the extent possible, on military aircraft flights being made for mission-support purposes to the desired destinations. Several factors could limit utilization of available space on military flights. The factor over which the Air Force apparently has least control is the option of civilians to refuse military transportation if it is not a condition of their employment. However, civilian employees are encouraged to use military aircraft when space is available, in the interests of economy. During our review we found that transportation procedures followed did not provide sufficient control to attain optimum utilization of available administrative military aircraft. On the basis of our analysis of pertinent records at four installations during portions of fiscal years 1964 and 1965, we believe that substantial savings in expenditures for air travel could have been realized through more stringent control of travel authorizations.

We submitted a draft report on the results of our review at one major installation to the Secretary of Defense on March 26, 1965. In a letter dated January 20, 1966, the Department of the Air Force, commenting for the Secretary of Defense on our draft report, stated that, although it did not necessarily agree with our estimate of costs which might have been avoided, adjustments to the transportation request issuing procedure had been implemented to ensure more effective use of available Government airlift. On July 23, 1965, Headquarters, Department of the Air Force, issued a letter to its major commands, outlining the policies to be observed by all Air Force activities in utilizing passenger space available as a by-product of operation of the command support fleet.