

Mr. THOMPSON. And there is cooperation between the Post Office Department and the CAB so as to make possible passenger utilization as well as freight utilization of these aircraft to provide a service to the people of the community?

Mr. CROOKER. Yes. As I pointed out, most of the passenger traffic in this sort of plane is daytime traffic.

Mr. THOMPSON. Mr. Chairman, may I follow up with a question I wanted to ask originally?

I wonder if we could have the Chairman give a very brief review of the judicial functions of the Board now that we have the NTSB, particularly as it has appellate jurisdiction as far as FAA hearings are concerned. Is there any appellate jurisdiction with the Civil Aeronautics Board on airmen certificates now that we have the new organization?

Mr. CROOKER. No; we have no functions to perform in the area of certificates to individuals who are operating aircraft.

Mr. THOMPSON. I am thinking of the violation of your Federal air regulations or airmen's certificates. There is no appellate jurisdiction any longer in the CAB in this area; is that correct?

Mr. CROOKER. In the area to which you refer, there is no jurisdiction in the CAB.

Mr. THOMPSON. Does the CAB have the authority as original jurisdiction to commence any actions other than economic actions as set forth in the 1958 act? Is only economic jurisdiction remaining in the CAB?

Mr. CROOKER. Yes, sir. I guess the thought I am struggling with is, are you trying to imagine a situation where some person holding authority from us would have such a terrible record in employment of personnel that—

Mr. THOMPSON. I am trying to clear up in my own mind as to how the Department of Transportation legislation and the NTSB figure in. Several years ago, of course, the FAA would write an action. They would have a hearing. You could appeal this hearing to the CAB which would in effect be in the form of an appellate jurisdiction in this matter dealing with airmen's certificates and the like. Has this all been transferred completely to the—

Mr. CROOKER. The Department of Transportation.

Mr. THOMPSON. And you are only involved with economic functions?

Mr. CROOKER. Yes, sir.

PART 2—PROGRAM REVIEW

Mr. BROOKS. Thank you, Mr. Chairman.

Would you now call on your various program directors?

A. PROGRAM CATEGORY 1—AWARDS OF OPERATING AUTHORITY

Mr. CROOKER. Mr. Andrews, the Director of the Bureau of Operating Rights.

Mr. BROOKS. You may revise your remarks later if you are a little concerned with the exact wording. I will submit, without objection, exhibit E on awards of operating authority.

(Exhibit E follows:)