

II. QUESTIONS ON AGENCY OPERATIONS AT THE PROGRAM LEVEL

A. Awards of Operating Authority

1. What is the nature of and authority for this program?

The Federal Aviation Act of 1958 specifies that air carriers, to engage in air transportation within the United States or to and from the United States, require a certificate of public convenience and necessity, or a permit or an exemption from the Civil Aeronautics Board authorizing such air transportation. Air taxi services are covered by exemptions, and services by foreign air carriers are covered by foreign air carrier permits. Intrastate carriers are not subject to Board authority.

2. Who is the person primarily in charge of this program at the operative level (name and title)?

The officials responsible for the operations of this program:

John H. Crooker, Jr., Chairman.

Charles F. Kiefer, Executive Director.

Alphonse M. Andrews, Director, Bureau of Operating Rights.

3. How much money and capital equipment is available under this program for fiscal 1968?

\$3,734,000 is available under this program, primarily for payment of salaries and expenses. Capital equipment includes the normal office furniture, typewriters, and office machines. This program is served by the Board's centralized, rented ADP equipment.

4. Would you describe the output generated by this program?

The output is in the form of written decisions issued in some instances by the Board and in others by the staff (under authority delegated by the Board). The decisions are responsive to various kinds of applications filed by U.S. domestic and international air carriers, as well as by foreign airlines serving the United States. In general, the actions of the Board and its staff serve to approve or deny requests which, for example, seek new air routes, authority to suspend service, permission to operate as an air freight forwarder, or a license to operate one or more special charter flights.

5. Can you quantify this output in any way?

The licensing program as a whole is comprised of perhaps 60 hearing cases processed annually, plus determinations as to recommended courses of action to follow in many more. In addition, several hundred decisions are reached through informal (nonhearing) means. Extensive use is made of authority delegated to the staff by the Board. The preponderance of all cases acted on involve some degree of business urgency, for example, the opportunity to conduct a charter flight requiring special authority from the Board will be lost unless a decision is reached promptly by the Board. In view of the high volume, the turnover of cases necessarily must be extremely rapid. Specific output are quantified below:

Output	Items completed or processed		
	Actual, 1967	Estimate, 1968	Estimate, 1969
1. Regular route authorizations.....	299	409	510
2. Cargo and charter licensing.....	1,273	1,170	1,197
3. Examiners decisions issued.....	77	78	85
4. Negotiations/consultations.....	15	18	19
5. Informal intergovernment discussions.....	7	7	7

6. Would you describe the principal operations that are involved in producing this output?

The principal operations involved in carrying out this program include:

- (1) The processing of applications for air transportation operating authority or modification of authority either by hearing or nonhearing procedures;
- (2) The conduct of investigations initiated by the Board involving operating authorities;
- (3) International aviation work involving obtaining, granting, or exchanging of operating authority with foreign countries generally through bilateral negotiations and agreements, and the handling of day-to-day operating problems with foreign governments and airline officials;
- (4) The issuance of foreign carrier permits;
- (5) The necessary studies, forecasts, and analyses not related to processing a specific case or application.