

7. How many employees are involved in the program and in what general type of employment categories do they fall?

There are approximately 257 man-years involved in this program and their employment categories include—accountants, lawyers, hearing examiners, industry economists, air transport analysts, and a proportionate number of clerical support types.

8. What is the grade structure and how many supergrade—quota and non-quota—are involved?

Positions with designated grades including supergrades are assigned to each organizational unit of the Board. The time of employee's filling these positions is charged to the programs on which they work on a man-year basis and an employee's time may be charged to more than one program. Therefore, the grade structure of a program would not be meaningful as the aggregate of positions by grade would exceed the total number of agency positions. An organizational chart showing the number of positions in each organizational component by grade is attached as an exhibit. The Board has no nonquota supergrades.

9. What capital equipment, such as ADP, if any, do you rely upon to fulfill this program?

None—except the usual office equipment and the output from the Board's centralized, rented ADP equipment services this program.

10. Do you expect the expenditures or the benefits of the program to grow appreciably in the future?

The resources of the Board necessary to maintain adequate output and to keep pace with new developments undoubtedly will expand. A growth of 10 percent in the immediate future probably will be required.

There should be significant increased benefits to the traveling and shipping public, measured in such terms as available capacity and added markets enjoying first single-plane service or additional competitive service. Continued reduction in Federal subsidy is a general benefit.

11. At what level are the personnel responsible for the various parts of the program coordinated to determine if the program as a whole is being efficiently carried out?

At the Board, Chairman, and Executive Director levels. Lateral coordination is also carried out at the office and bureau level.

12. Is there a continual program review within the agency, other than the annual budgetary review, to determine if the program as a whole is being efficiently carried out?

The Board's review process is an integral part of its management system as presented on the chart and text in exhibit D. The major components, both formal and informal, include Chairman's staff meeting, monthly management report, monthly financial statements, quarterly reviews, and special studies and reports.

13. To your knowledge, does this program duplicate or parallel work being done by any other agency?

No.

14. Is your organizational structure such that the program is being carried out most efficiently and effectively?

Yes.

15. Are there any outstanding GAO reports on this program? If so, what is the status of the GAO recommendations the report contains?

No.

16. What significant problems, if any, are you facing in accomplishing the program objectives?

In the immediate future, particular attention will be focused on the following:

A. Developing techniques to expedite important route cases so as to shorten the time between initial applications and final decision;

B. Handling of cases so as to alleviate problems at the most congested airports, while encouraging operations at satellite airports and underutilized facilities; and

C. The developing cost squeeze resulting from inflationary pressures affecting the industry generally.

17. Do you administer any grants, loans, or other disbursed funds related to this program? If so, is the size of your administrative staff commensurate with the magnitude of the outlays?

No loans or grants are administered under this program.

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction, or by cutting or curtailing certain activities?