

By an overall reduction in the level of effort, which would result in a general slowdown in the processing of applications. Most activities performed under this program are prescribed by law and cannot be suspended.

19. If additional funds were available, what would you do with the new money?

A. Increase the manpower of this program in order to achieve substantial reduction in subsidy, additional funds would be used to accelerate the Board's route improvement activities for subsidized carriers. Twelve additional positions are requested in the Board's budget for fiscal year 1969.

B. Attainment of a current docket in route application matters.

C. Attainment of a current docket in cargo licensing matters.

D. Economic analysis of individual carrier performance to be used in the Board's decisional processes.

E. Economic evaluation of the degree of success by the Board in reaching its objectives in specified areas and markets. This information can be used to help determine future Board decisions.

F. Assessment of the role of supplemental carriers.

G. Economic impact of air taxi operators.

H. Analysis of the distributive characteristics of international air passenger movement involving U.S. carrier participation.

I. Analysis of technical assistance provided by American carriers to foreign carriers, and the record of experience and results.

J. Analysis of aircraft leasing in the international aviation field: nature, developments, trends, and prospects with special reference to U.S. interests.

B. Regulation of Rates and Fares

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

The Board is authorized by the Federal Aviation Act of 1958 to regulate rates, rate structures, and related practices and services of domestic air carriers. This includes the fixing of service mail rates paid by the Post Office Department and rates paid by the Department of Defense for military traffic carried by commercial airlines.

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

John H. Crooker, Jr., Chairman.

Charles F. Kiefer, Executive Director.

Irving Roth, Director, Bureau of Economics.

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

\$1,658,000, primarily for salaries and expenses of the personnel associated with this program. There is no capital equipment except the usual office equipment.

4 and 5. Would you describe the output generated by this program?

Can you quantify this output in any way?

Output	Items completed or processed		
	Actual, 1967	Estimate, 1968	Estimate, 1969
A. Passenger and property rates:			
(1) Review of tariff filings.....	47,616	50,000	52,000
(2) Special tariff permission applications.....	1,599	2,000	2,100
(3) Free transportation tariffs.....	1,635	1,700	1,700
(4) Processing tariff referrals and complaints.....	956	1,000	1,100
(5) Passenger and property rate investigations.....	19	18	25
(6) Passenger and property rate exemptions.....	225	225	250
B. Government rates: Service mail rates.....	10	25	28

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

The principal operations involved in carrying out this program include:

(A) Review of domestic and overseas passenger and cargo rate tariffs to determine those rates and fares that should be permitted to become effective without investigation, those that should be permitted to become effective but at the same time investigated, and those that should be suspended pending investigation;

(B) Review of complaints against air carrier rates filed by competing carriers or by users of those services to determine whether such complaints warrant a formal investigation of the provisions complained of;