

(C) The conduct of formal (hearing process) investigations of those rates, fares, rules, or related tariff provisions that the Board has found may be unlawful or contrary to the public interest;

(D) Establishment of minimum rates applicable to foreign, overseas, and domestic charter services performed by the civil air carriers for the Military Airlift Command (MAC), on the request of the carriers or the Department of Defense, or the Board's initiative, so as to maintain these services on a sound economic footing;

(E) Review of petitions for the establishment or revision of service mail rates filed by the air carriers or the Post Office Department; and

(F) The necessary studies, forecasts and analyses not related to processing a specific case or application.

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

Man-years totaling 114 are authorized for this program for fiscal year 1968. The general type of employment categories are air transport analysts, industry economists, attorneys, and clerical positions.

8. What is the grade structure and how many supergrades—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?

Output from the Board's centralized, rented ADP equipment and the usual office equipment.

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

It is expected that both expenditures and benefits of the program will grow appreciably as described more fully in question No. 16.

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 Executive Director and Chairman level. 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 more effective and efficient ways to achieve these program objectives?

The Board's review process is an integral part of its management system as presented on the chart and text in exhibit D: Management Information System. The major components, both formal and informal, include the Chairman's staff meetings, the 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?

Problems in accomplishing program objective. The workload in all areas is expected to increase during the next several years reflecting increased use of air transportation and additional complexity of rate problems. Carrier expansion of equipment will require significant expenditures which are expected to bring pressure for fare increases. Continued surveillance will be required to prevent unwarranted increases as well as achieve appropriate adjustments in the fare structure. In this regard, the domestic fare structure study now in process will