

provide a basis for structure improvements. Implementation of structural improvements will constitute a significant workload during the future period.

Air cargo is growing rapidly in volume, but continues marginal economically. Domestic cargo tariffs, complaints, and informal proceedings are expected to increase in this area.

Mail rate activity is expected to grow in volume and complexity. The Post Office Department is considering basic changes in the mail distribution which will require revision of currently effective service mail rates. This Department is now expanding the use of air taxi operators for the carriage of mail, necessitating numerous service rates for these operators.

The Department of Defense now requires an annual full scale review of the minimum charter and other rates applicable to civil air carrier service for the military establishment. To meet the Department's requirements such proceeding must be telescoped into a few months' time and must be supported by an effective audit program.

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?

There are no grants or loans 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?

By overall reduction in the level of effort. The Board has very little discretion as to processing the work of this program. Most of the work must be processed within statutory deadlines. The quality of the work would be affected.

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

A. Increase the manpower of this program progressively in future years to process the growing volume of work in the two main categories of work—Government rates and passenger fares and property rates. Five additional positions are requested for this work in the Board's fiscal year 1969 budget.

B. Study international fare and rate structures in order to provide a better basis for the Board's decisional process and provide increased service to the public.

C. Study the effect of promotional fares on the movement of traffic, carrier revenues, and on the public and government as consumers. This information will be used in the Board's decisional process and provide better service to the public.

C. Enforcement of Applicable Laws and Regulations

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

The Board's enforcement program seeks to obtain compliance with the economic provisions of the Federal Aviation Act and with all of the regulations, orders, certificates, permits, exemptions, and other requirements issued thereunder; preventing improper claims for subsidy and unfair, deceptive, and restrictive competition and practices; protecting the public from unjust discrimination and mistreatment by air carriers and their agents; and improving the quality and dependability of air transportation service, thereby promoting the sound growth and development of air transportation.

Within the Board's jurisdiction and purview are included 48 certificated air carriers, 131 foreign air carriers, 13 supplemental air carriers, 145 authorized domestic and international air freight forwarders, almost 3,000 air taxi operators who are subject to some degree of economic regulation, a number of intrastate and commercial operators who become involved in interstate or foreign common carriage, and thousands of travel agents who are subject to the act.

2. Who is the person primarily in charge of this program at the operative level?

John H. Crooker, Jr., Chairman.

Charles F. Kiefer, Executive Director.

Robert Burstein, Director, Bureau of Enforcement.

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

\$490,000 primarily for salaries and expenses of the personnel associated with this program. There is no capital equipment except the usual office equipment. Outputs are being developed for this program on the Board's centralized, rented ADP equipment.

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

The output generated by the enforcement program includes reprimand letters, civil penalties and Board proceedings which may result in cease-and-desist orders or suspension or revocation of authority. In addition, there is a large amount of correspondence with complainants and carriers in connection with consumer complaints.