

During 1968 major emphasis will continue to be placed on multilateral agreements constituting concerted action by air carriers and foreign air carriers through their trade associations. Such agreements generally present the more complex and difficult issues. Also, particular attention will be given to other significant agreements involving important antitrust or other public interest considerations. Thus, a careful review will be made of trade association agreements relating to regulation of the activities of travel agents. These agreements are expected to include questions of compensation, bonding, and criteria for the selection and retention of agents. Otherwise, multicarrier agreements, such as the renewal of the seven-carrier mutual aid pact, will require substantial effort.

Additionally, emphasis will be given to a review of the articles of association and bylaws of the various trade associations to determine whether their activities continue to be consistent with the public interest.

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?

By overall reduction in the level of effort which would result in a general slowdown in processing of applications. Most of the work of this program is prescribed by statute.

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

The Board's present funding level is considered sufficient to carry on this program. Only the increased cost of maintaining the present staff level will be required.

F. Regulation of Air Carrier Accounting and Reporting

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

The nature of this program is to provide, in accordance with section 407 of the Federal Aviation Act of 1958, for the collection and maintenance of a body of facts required in the regulatory processes of the Board. This is done through: the design, prescription, and administration of uniform systems of accounts and reports, substantiation of carrier conformance with prescribed accounting and reporting regulations through desk analysis of carrier reports; field audits of carriers' books, records, and reports; and the performance of special financial and accounting factfinding services.

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.

Warner H. Hord, Director, Bureau of Accounts and Statistics.

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

\$1,313,000 primarily for salaries and expenses of the personnel associated with this program. Of this amount, \$162,000 is related to the rental of ADP capital equipment, with the exception of minor supporting EAM equipment which was purchased.

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

The output of this program is varied. For example, with respect to the collection and maintenance of the body of facts required in the regulatory process of the airline industry, this Board receives, examines, and evaluates periodic financial and statistical reports. As a result of field examinations, details validation and verification reports are prepared. These reports often result in substantial revision and modifications of carrier reporting and accounting practices. These reports result from the audit of subsidized, as well as nonsubsidized carriers and special examinations required by the Civil Aeronautics Board. The data processing activities continue to be directed toward increasing the Civil Aeronautics Board's productivity and maximum economies through the maximum extension of data processing techniques, while at the same time collating, and summarizing practically all of the summary traffic and financial publications of the Civil Aeronautics Board.

Also, the Board has continually sought to improve its cost-finding program to meet the boardwide needs for cost analysis and information; develop new and improved systems of expended coverage of statistical information concerning the airline industry; and to implement and monitor origin-destination