

passenger traffic surveys. The products of these efforts are primarily reports and briefings.

5. Can you quantify the output in any way?

The estimated and actual program outputs are :

Outputs	Items completed or processed		
	Actual, 1967	Estimate, 1968	Estimate, 1969
A. Regulation of carrier accounting and reporting systems.....	867	874	900
B. Policing and conformance of carrier reports.....	2,063	2,297	2,270
C. Accounting and financial analysis.....	143	123	135
D. Field audit of air carriers:			
1. Audit of subsidized carriers.....	12	19	19
2. Audit of nonsubsidized route carriers.....	6	15	19
3. Special examination.....	22	38	45

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

The principal operations involved in carrying out this program include:

- (1) The design, prescription, and administration of uniform systems of accounts and reports;
- (2) Substantiation of carriers conformance with prescribed accounting and reporting regulations through desk analysis of carriers reports;
- (3) Preparing special analyses and evaluations of air carrier financial data;
- (4) Field audit of carrier's books, records, and reports;
- (5) Performance of special financial and accounting factfinding services in the field.

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

Approximately 89 man-years are authorized for this program for fiscal year 1968. The general type employment categories are accountants, auditors, air transport analysts, industry economists, statisticians, professional computer analysts and programmers, and the required clerical support 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?

With the exception of some purchased EAM support equipment, this program relies on the availability of leased ADP equipment to fulfill the needs of not only this program but also the entire Civil Aeronautics Board.

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

It is not anticipated that expenditures will increase significantly in the future. However, by revising, modifying, or changing reporting procedures there is every indication that more detailed and valuable outputs will accrue to the Board in the foreseeable future.

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 level. In addition there is lateral coordination among office and bureau heads.

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 in the chart and text of exhibit D—Management Information System. The major components, both formal and informal, includes the Chairman's staff