meetings, the management report, monthly financial reports, 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?

There are no operational problems or other significant problems which impede the accomplishment of the program objectives.

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?

Considering the tasks that must be performed by the Bureau of Accounts and Statistics, this year and within the next 2 years, a reduction in appropriations would have to be absorbed by curtailing activities across the board.

The acceleration of changes in the airline industry (mergers, changeover to larger subsonic aircraft, the imminence of supersonic aircraft and the increased activity and concern over accounting principles and financial reporting) all result in a requirement to operate even more efficiently now and in the future. This Board has every intention of meeting these increased requirements with minimum staff. For the above reasons, therefore, a reduction in appropriations would have to be translated into a curtailment of activity.

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

Additional funds are needed to give more adequate audit coverage to the non-subsidized carriers and to extend accounting and reporting regulations to air freight forwarder carriers and to a lesser extent to air taxi operators. Neither of these groups of carriers is presently subject to accounting and reporting regulations and review. The field audit staff is too small to cover the entire industry effectively although improved techniques have been developed for maximizing the efficiency of the audit staff. The data processing workload is growing at a pace which will essentially require further expansion of staff. This activity tends to improve productivity on a boardwide basis.

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