

CERTIFICATE AND LICENSE APPEALS

Question 1. What is the statutory or administrative authority for this program?

Answer 1. The authority for conducting this program emanates from the Federal Aviation Act of 1958 and the Department of Transportation Act of 1966.

Question 2. A brief and concise statement, not in excess of two typewritten pages, of output the Government receives as the result of expenditures in tax funds listed on the fact sheet for that particular program.

Answer 2. The output of the certificate and license appeals activity is in the form of Examiners' initial decisions, orders, and other related legal documents.

The five hearing examiners will have approximately 210 appeals presented for hearing in fiscal year 1968.

Question 3. What is the name and title of the official having direct operative responsibility over the program?

Answer 3. Joseph C. Caldwell, Jr., Chief Hearing Examiner, Office of Hearing Examiners.

Secretary BOYD. Yes, sir; this is Mr. O'Connell, who had a long, distinguished career in the Federal Government, starting with the Treasury Department, becoming Chairman of the Civil Aeronautics Board, and now, after a lapse of a few years, Chairman of the National Transportation Safety Board.

Mr. BROOKS. He is so good they got him back. We are glad to see you.

Your statement will be inserted in the record in full and we would appreciate your highlighting it for the committee.

(The statement follows:)

PREPARED STATEMENT OF JOSEPH J. O'CONNELL, JR., CHAIRMAN, NATIONAL TRANSPORTATION SAFETY BOARD

Mr. Chairman and members of the committee, I am Joseph J. O'Connell, Jr., Chairman of the National Transportation Safety Board.

The National Transportation Safety Board, headed by five members appointed by the President, was created when Congress passed the Transportation Act of 1966, which simultaneously established the Nation's first Department of Transportation.

However, unlike the other functioning segments of the Federal Government that were brought together under the Department of Transportation, the new Safety Board is autonomous. The act states specifically that the Safety Board, in the exercise of its functions, powers, and duties, shall be " * * * independent of the Secretary (of Transportation) and other offices and officers of the Department." Furthermore, the Safety Board is directed to report to the Congress annually on the conduct of its functions under the act and also to make recommendations for legislation as it may deem appropriate.

The new Safety Board is charged with a continuing review of general safety in all modes of U.S. transportation. This includes marine, railroad, highway, and pipeline functions as well as all civil aviation. The overall objective of the Safety Board is to improve the safety of the American traveler.

The Safety Board came into operating existence on April 1, 1967, at which time it took over the entire personnel and procedures of the Bureau of Safety of the Civil Aeronautics Board.

The Board seeks to carry out its mission in five basic program areas. Briefly, these five areas can be summarized as follows:

a. *Policy formulation, decision, legal, and information.*—The objective of this program is to provide for the general formulation of policies and programs on a Safety Board-wide basis. This includes the formulation and development of policy and program objectives by the five-member board, providing legal advice and assistance to all Safety Board components; rendering decisions on matters of business presented to the five-member board and providing information services concerning the Safety Board's activities. In fiscal year 1968 a dollar cost of \$376,000 and 22 positions were authorized for this program.

The major workload generated by this program in fiscal year 1968 will include: the hearing of approximately 120 major end products including accident reports,