

procedural documents, rules, certificate appeals, etc., by our five-member Safety Board. In addition, they will make numerous speeches, participate in Safety Board hearings, and conduct a broad range of duties. The Office of General Counsel will prepare and execute approximately 47 opinions and orders, review approximately 14 accident reports and will prepare approximately 225 associated major legal type documents. The Office of Public Affairs will write and release approximately 100 major speeches, press releases, and other related documents. Of major interest to us in this area is the fact that the five board members participate fully in the development, review and approval of the wide variety of policy and program decisions emanating from the Safety Board, thus assuring a coordinated approach with regard to the development of our policies and programs.

b. *Program execution and support.*—The objective of this program is to provide the resources necessary for the overall management control, execution, and day-to-day operation of Safety Board-wide management programs. This centralized management direction results in a consolidation of critical administrative and management functions in one program, thus reducing redundancy and eliminating waste. In fiscal year 1968 a dollar cost of \$414,000 and 18 positions were authorized for this program.

The major workload generated by this program in fiscal year 1968 will include: Preparation by the budget officer of a wide range of material associated with the budget process; preparation by the personnel manager of all documents, reports, letters and paperwork actions associated with the Safety Board's personnel program; a wide range of documents, reports, directives, etc., associated with the management direction of the Safety Board. In addition, approximately 5,000 accident files are processed, approximately 10,000 accident inquiries are answered, approximately 200,000 pieces of mail are processed, and approximately 90,000 copies of various Safety Board publications and documents will be printed and distributed.

Of major interest to us in this area is the fact that the small administrative staff assigned to this program have the opportunity to fully coordinate and integrate the major management and administrative functions of the Safety Board into a unified management program under strong central direction.

c. *Aviation accident investigation and prevention.*—The objectives of this program is to assure the American traveler the optimum degree of safety possible in aircraft usage and to vigorously promote accident prevention and safety promotion activities. These objectives are accomplished by investigating civil aircraft accidents, making public reports concerning said accidents and their causes, by promulgating safety recommendations intended to prevent similar occurrences, and by conducting special studies and projects which will further an awareness in accident prevention and safety promotion. In fiscal year 1968 a dollar cost of \$2,954,000 and 187 positions were authorized.

The major workload generated by this program in fiscal year 1968 will include the investigation of approximately 1,000 aircraft accidents, the analysis and determination of probable causes of approximately 6,000 aircraft accidents, the production of approximately 6,000 accident reports for public distribution, approximately 35 safety recommendations, and numerous statistical compilations and special studies.

Of major interest to us in this area is the fact that this program produced 35 specific recommendations in 1967 which in turn will improve the level of aircraft safety for the American flying public. A summary list of these recommendations is provided for the record.

d. *Surface accident investigation and prevention.*—The objective of this program is to assure the American traveler in all surface modes of transportation the optimum degree of safety possible and to vigorously promote accident prevention and safety promotion. The objectives are accomplished by concentrating on the review and analysis of selective and significant accidents; that is, those accidents which are technically unusual or catastrophic in nature, and which are investigated by other Government agencies. Once the review and analysis are completed, determination of probable cause and safety recommendations are developed. In fiscal year 1968, a dollar cost of \$177,000 and 22 positions were authorized.

The major workload generated by this program in fiscal year 1968 will include the analysis of approximately 15 major surface mode accidents, and the preparation and distribution of reports and safety recommendations associated with these accidents.