

Of major interest to us in this area is the fact that this program produced 31 recommendations in 1967 which in turn will improve the level of surface transportation safety. A summary of these recommendations is being provided for the record.

e. *Certificate and license appeals.*—The objective of this program is to comply with title VI of the Federal Aviation Act of 1958, as amended, in conducting formal hearings and such other proceedings as may be required. The great bulk of these proceedings include the hearing of safety enforcement actions involving petitions from applicants denied various types of certificates, by the Administrator of the Federal Aviation Administration. The objectives of this program are accomplished by providing respondents a hearing before a qualified hearing examiner and rendering a decision based on the facts of the case. In fiscal year 1968, a dollar cost of \$181,000 and 10 positions were authorized.

The major workload generated by this program in fiscal year 1968 will include the presentation for hearing and the processing of approximately 210 appeals from FAA certificate actions.

Our total budget for fiscal year 1968 is \$4,102,000 and 259 positions. With these resources we will have contributed to transportation safety through the process described above. Some recent examples of recommendations in the areas of aviation, marine and railroad safety, in the form of letters to other agencies, are available if the committee would like to include them in the record.

Mr. O'CONNELL. Thank you, sir. The Transportation Board, headed by five members appointed by the President, was created by the Transportation Act of 1966. Somewhat unlike the other functional segments of the Federal Government which were brought together under the Transportation Act, the new Safety Board is autonomous. The act specifically requires that the Board in the exercise of its powers, duties, and functions do so independent of the Secretary of Transportation and the other offices and officers of the Department.

I emphasize that because it is in the statute, it does tend to color our relations with the other elements of the Department; not to say they are not completely harmonious, but the statute does require us, because of the nature of our job, to operate one step removed from the modal agencies in particular.

Mr. BROOKS. Do they handle your budget?

Mr. O'CONNELL. No. I might say in that connection, we quickly agreed with the Secretary that the two detailed matters which were rather important to be kept with us in furtherance of that independence was our budget and our hiring of personnel. So our budget is not reviewed in the Department. Our personnel actions are not.

Mr. BROOKS. Does Mr. Dean audit you?

Mr. O'CONNELL. Only to the extent we ask him to.

Mr. BROOKS. Do you ever ask him?

Mr. O'CONNELL. Yes; we are going to use that agency for help. We are using a great deal of the support activities of the Department.

You touched on one of the two specific areas in which both the Department and we have been quite meticulous, and that is budget and personnel. The new Safety Board is charged with a continuing review of general safety of all modes of U.S. transportation. This includes marine, railroad, highway, and pipeline functions as well as civil aviation.

The overall objective of the Safety Board is to improve the safety of the American traveler. The Safety Board came into existence on April 1, 1967, at which time it took over the entire personnel of the Bureau of Safety of the Civil Aeronautics Board.

The Board seeks to carry out its functions in five basic program areas. Briefly, these are as follows: One, policy formulation, decision, and legal information. That includes the Board itself, its immediate