

staff, our General Counsel's Office, and Public Information Office. That represents 22 positions and a total yearly cost of \$376,000. Program support and education which is basically the management control and execution of day-to-day operation of the Board, constitutes \$414,000 of cost but only 18 positions.

A great share of that total cost is printing and other services, which make that total \$414,000.

The third area is accident investigation—aviation accident investigation and prevention. The objective of this program is to assure the American traveler the optimum degree of safety and to promote accident prevention. These objectives are accomplished mainly by investigating civil aviation accidents, making public reports concerning such accidents and their causes and by promulgating safety regulations intended to prevent similar occurrences, as well as by conducting special studies and projects which will further make people aware of accident prevention and safety promotion. This activity in 1968 constituted a dollar cost of \$2,954,000 and 187 positions.

The fourth area is our surface accident investigation and prevention work. The objective is to assure the American traveler in all surface modes of transportation the optimum degree of safety possible and vigorously promote accident prevention.

The objectives are to concentrate on review and analysis of significant accidents; that is, those accidents which are technically unusual, and which are investigated by other Government agencies. Once the review and analysis is completed the determination of probable cause and safety recommendations are developed by our Board. In fiscal 1968, \$177,000 and 22 positions were involved. The major workload generated in this program will include the analysis of 15 major surface mode accidents and the preparation and distribution of reports and safety recommendations associated with these accidents. Of major interest to us in this area is the fact that this program produced 31 recommendations in 1967, which in turn we believe will improve the level of surface transportation safety.

A summary of these recommendations is available and I would with your permission offer it for the record.

(The information appears in appendix C.)

Mr. O'CONNELL. The last area which is rather small but important is the certificate and license appeal. The objective of this program is to comply with title VI of the Federal Aviation Act of 1958 in conducting formal hearings in such proceedings as may be required. The great bulk of these proceedings include the hearing of safety enforcement cases involving petitions from applicants denied various types of certificates. The objectives of these programs are accomplished by providing respondents a hearing and running a decision based upon the facts of the case.

In fiscal 1968 this area cost us \$181,000 and there are 10 positions involved. Five are hearing examiners.

Our total budget for fiscal 1968 was \$4,102,000, and total authorized positions of 259. With these resources we have contributed as best we could to transportation safety through the processes described above.

Some recent examples in aviation, marine, and railroad safety in the forms of letters to other agencies I have with me, and with your permission I would like to offer them for the record.