

PROGRAM CATEGORY 2.—FEDERAL AVIATION ADMINISTRATION

(Note: These questions are answered separately for each of the following program areas:

- A. Grants-in-aid for airports,
- B. Civil supersonic transport development,
- C. Bureau of National Capital Airports,
- D. Aviation war risk insurance, and
- E. Operations, facilities and equipment, and research and development.)

Activity A: Grants-in-Aid for Airports

1. What is the nature of and authority for this program?

The Federal Airport Act of 1946, as amended, provides for the grant of funds to sponsors for airports development to encourage, in conformity with the national airport plan, the establishment of a nationwide system of public airports adequate to meet present and future needs of civil aeronautics.

2. Who is the person primarily in charge of this program at the operative level?

George S. Moore, Associate Administrator for Operations.

3. How much money and capital equipment is available under this program for fiscal 1968?

Funds available for fiscal year 1968 total \$140,784,000. No funds are included for acquisition of capital equipment. Approximately \$88.8 million was available for programing in fiscal year 1968. The balance was already committed to projects.

4. Would you describe the output generated by this program?

Grant agreements whereby the Federal Government pays a specified percentage of allowable airport development project costs. Sponsors bear the remaining costs.

5. Can you quantify this output in any way?

Yes, in terms of numbers of grant agreements made and projects completed.

6. Would you describe the principal operations that are involved in producing this output?

Determine sponsor and project eligibility; advise and assist sponsors in development of plans, specifications, and priorities; effect grant payments and monitor sponsor's activity to require contractor compliance with specifications.

7. How many employees are involved in the program and in what general type of employment categories do they fall?

None. Personnel who administer this program are paid from the operations appropriation and are reported under the operations program heading.

8. What is the grade structure and how many supergrades—quota and non-quota—are involved?

None.

9. What capital equipment, such as ADP, if any, do you rely upon to fulfill this program?

ADP equipment is used to produce airport facility and program management data.

10. Do you expect expenditures or the benefits of the program to grow appreciably in the future?

The current authorization for the grants-in-aid for airports program expires as of fiscal year 1970. The National Airport Plan for 1968 prescribes a total requirement at over \$2 billion for airport facilities for the fiscal year period 1969-73. To meet this need, there is now under consideration a long-range plan for expansion and improvement of the Nation's airport system.

11. At what level are the personnel responsible for the various parts of the program coordinated to determine if the program as a whole is being efficiently carried out?

At all levels of the organization from Washington headquarters to the regional offices to the area offices.

12. Is there a continual program review within the agency, other than the annual budgetary review, to determine more effective and efficient ways to achieve these program objectives?

Yes. FAAP projects are audited by Office of Audit. Evaluation programs are administered by Airports Service in Washington and by regional directors in the field. In addition, operations of the program are subject to review in internal management audits and appraisals and, as needed, detailed reviews of organization, functions, work methods, procedures, records, reports and staffing criteria.