

13. To your knowledge, does this program duplicate or parallel work being done by any other agency?

We are not aware of any duplication. Other agencies operate grant-in-aid programs for other purposes, however.

14. Is your organizational structure such that your program is being carried out most efficiently and effectively?

We consider the present organization to be effective and efficient. It provides for and fosters a high degree of service to the public by the field offices. Decision-making authority is centralized at regional or Washington level only to the extent necessary to assure program objectivity, consideration of factors transcending the geographical limits of an area office's jurisdiction, or to provide for program inputs beyond the capabilities of the field office.

The present organizational structure is flexible internally so that improvements in work processes and alterations in program activities can take place without upsetting the basic pattern. Such improvements and changes are taking place as conditions warrant; however, no change in the basic pattern is anticipated.

15. Are there any outstanding GAO reports on this program? If so, what is the status of the GAO recommendations the report contains?

No. Comments have been submitted on all GAO audit reports.

16. What significant problems, if any, are you facing in accomplishing your program objectives?

Four of our most significant problems are as follows:

a. To guide future development of our civil airports, there is need for a long-range-system blueprint which identifies the total development needed at each airport in relationship to its particular role and essentiality to the civil system. Present Federal planning is a limited purpose effort which falls short of that requirement.

b. In an important sense, the Federal-aid airport program is intended to induce development of the ground segment of the civil aviation system at a pace commensurate with the growth of other elements of the system. In recent years, the funds available have been unequal to the task. As the result, the magnitude of unaccomplished airport development is rapidly compounding and acting to severely constrain the balance of the system.

c. There is growing need in our major metropolitan areas for the implementation of a regional system of multiple airports. Such areas are normally composed of a great number of separate political jurisdictions, each possessing the power to deny airport development within its boundaries. Because of the lack of a political body duly empowered to plan and thereafter to implement regional airport systems in the total area's best welfare, critically needed airport development is not occurring in many such areas.

d. Community objection to aircraft noise is jeopardizing the continued existence of several major airports. Noise—or concern about noise—is also adversely affecting local willingness to accept expansion of airport capacities to alleviate congestion or to agree to development of new airports in what are otherwise desirable locations.

17. Do you administer any grants, loans, or other disbursed funds related to this program? If so, is the size of your administrative staff commensurate with the magnitude of the outlays?

The grant-in-aid for airports appropriation is applied in its entirety to a program of grants for airport development. Support for administering the grant program is provided in the operations appropriation, as part of the administration of airports category.

That portion of the administration of airports category which is applied directly to administering grants can only be segregated from total man-years by computation. In actual practice most of the personnel in the airports program contribute day by day and hour by hour to any of several activities within this airports category.

An analysis of the numbers of man-years involved in the administration of the airports program was made in November 1967, at the request of Congressmen Mark Andrews and Tom Kleppe.

It was estimated that 186 man-years were devoted to administering FAAP. This figure included man-years directly applied to FAAP workload, professional and clerical, and a pro rata share of supervisory, planning, and administrative activities in the airports program organization at all levels of the FAA structure.

Considering the scope and urgency of the airport development needs of the Nation (almost \$400 million was requested for eligible development in the re-