

Formulate SST design objectives; select sources and contract for the development and testing of components; evaluate test results; provide technical information to industry; coordinate data with Department of Defense (DOD) and National Aeronautics and Space Administration (NASA); and monitor progress.

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

The program for fiscal year 1968 includes 127 permanent positions. In addition, the program provides for two man-years of intermittent employment.

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

Data for fiscal year 1968 is as follows:

Grade :	Number
Special -----	2
Scientific -----	1
GS-18 -----	¹ 2
GS-17 -----	¹ 4
GS-16 -----	¹ 7
GS-15 -----	41
GS-14 -----	20
GS-13 -----	13
GS-12 and below -----	37
Total -----	127

¹ The 13 supergrade positions are all nonquota.

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

The Government contracts with both Boeing and GE require the manufacturers to provide all facilities necessary for the performance of their efforts, except for those which may be furnished by the Government from existing sources. The Boeing Co. utilizes virtually all commercial facilities. Less than 1 percent of the facilities to be used by Boeing are Government owned.

A large amount of the existing facilities at the GE plant are Government owned. Therefore, in the case of GE, approximately 60 percent of the facilities used are commercial with the remaining 40 percent furnished by the Government.

Agreements on the use of these Government facilities pertain only to the prototype development contract. New agreements will be negotiated if the manufacturers propose to use Government facilities for the SST production program.

In addition, Government capital equipment owned by the Air Force and NASA; that is the NASA Langley and Ames Research Center wind tunnels and computers, are relied upon to assist both the Government and the manufacturers.

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

With the advent of the actual construction of prototypes in the next fiscal year, expenditures will increase and, in turn, the direct and indirect employment resulting from this increased activity will be realized. This is, of course, a short-term benefit. In the long term, once production commences and the airplanes begin to roll off the production line, many thousands of additional jobs and the favorable balance of trade through sales to foreign airlines will result. These long-term benefits will be the direct result of a successful Government-supported prototype program.

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?

Washington headquarters.

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—by Office of Audit and by internal evaluation efforts.

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

No. However, FAA works jointly with DOD and NASA to derive benefits of their experience in the field of supersonic flight and, in turn, to furnish useful data developed by FAA.

14. Is your organization structured such that the program is being carried out most efficiently and effectively?