

The organization of the Department and the FAA is structured to permit the SST Office to carry out its mission in an efficient and effective manner. Specifically, General Maxwell's SST Office reports directly to the Administrator of the FAA who, in turn, reports to the Secretary of Transportation. This permits top-level administrative attention to the program, its needs and/or problems, and results in a fast-responding command link.

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 the program objectives?

The major problem faced in accomplishing the SST program objectives has been to design a prototype aircraft with sufficient performance to warrant actual construction. The technological problems encountered are not unique to this airplane development and we would expect, through further design effort, the Boeing Co. will correct the deficiencies in the prototype design and enter prototype construction early next year.

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?

No.

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction or by cutting or curtailing certain activities?

The recently announced SST program delay encountered due to continuing the prototype development and design period before entering major hardware construction does reduce our requirement for fiscal year 1969 funding. Considering funds appropriated in previous years, airline risk contributions made during fiscal year 1968, plus the cost sharing of the manufacturers, a substantial fiscal year 1969 budget cut could be absorbed without adversely affecting the program.

19. If additional funds were available, what would you do with the money?

If additional funds were made available to the SST program, it would lessen our requirement for fiscal year 1970 new appropriations but it would not change the pace of the program appreciably through fiscal year 1969.

Activity C (FAA): Bureau of National Capital Airports

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

To plan, construct, and operate federally owned civil airports serving Washington and vicinity.

The authority for the Washington National Airport is contained in the act of June 29, 1940 (54 Stat. 686), as amended. The authority for Dulles International Airport is contained in the act of September 7, 1950 (64 Stat. 770), as amended.

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

Arven H. Saunders, Director, Bureau of National Capital Airports.

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

Total funds available for 1968 by appropriation are as follows:

Appropriation:	Amount (in thousands)
Operation and maintenance, National Capital airports-----	\$8,650
Construction, National Capital airports-----	6,783
Total -----	15,433

A total of \$338,000 is included above for acquisition of capital equipment.

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

Engineering, management, operation and maintenance of Washington National Airport and Dulles International Airport.

5. Can you quantify this output in any way?

Only in terms of ever-increasing kinds of volume of operational activities arising from the continuously upsurging air traffic at Washington National Airport and normal increases in utilization of Dulles International Airport.

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

Construction, operation, and maintenance of the physical facilities provided for users of the airports; contracting and contract supervision with airlines,