

concessionaires, and other terminal tenants; operation of police, fire protection, and first aid services; cooperation with city, county, State, and Federal authorities on airport matters.

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 777 permanent full-time positions. Of this number, 763 are for operation and maintenance and 14 are for construction activities.

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

Data for fiscal year 1967 are as follows :

Grade:	Number
Special -----	1
GS-17 -----	¹ 1
GS-16 -----	¹ 1
GS-15 -----	7
GS-14 -----	10
GS-13 -----	20
GS-12 and below -----	² 737
Total -----	777

¹ The supergrade positions are quota.

² Includes 414 wage board employees.

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

The Bureau uses a wide variety of structures, building and grounds maintenance equipment, firefighting equipment, and other specialized service equipments associated with food concession operations, power distribution and maintenance of other municipal-type utility services.

The Bureau's annual purchases of capital equipment have in recent years been in the neighborhood of \$200,000 to \$400,000. We believe this level will be maintained in the near future or until such time as additional mobile lounges are purchased for use at Dulles International Airport.

The equipment that is now being purchased consists principally of general and special purpose vehicles such as police cruisers, tractors, trucks, snowplows, and sweepers, all of which are necessary for the operation of the airports. Some small purchases are made annually for the replacement of typical office equipment such as typewriters and adding machines, but the Bureau expends no funds for ADP equipment. The ADP equipment that is used in the operation of the Bureau's accounting systems is purchased and maintained by the FAA headquarters office. The Bureau utilizes the ADP equipment on a shared basis with other Washington offices and services.

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

Airport benefits as measured in revenues and the number of passengers and aircraft handled will continue to grow appreciably in the future. On a combined basis, revenues will grow from \$10.3 million in fiscal year 1967 to an estimated \$20 million in fiscal year 1974, a 94 percent increase; passengers handled will grow from 9.8 million in fiscal year 1967 to an estimated 20 million in fiscal year 1974, a 104 percent increase; and aircraft operations will grow from 512,000 in fiscal year 1967 to an estimated 677,000 in fiscal year 1974, a 32 percent increase.

Operating and capital expenditures are also expected to grow over the same fiscal year 1967-74 period, because of the rapid increase of air traffic in and out of the Washington area. See also question No. 19.

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?

All levels within the BNCA organization. Airport managers report individually to BNCA Director who reports to the Administrator.

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. Independent audits of BNCA activities are made by the Office of Audit. In addition, the operations of the Bureau are subject to periodic management