

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

FAA expenditures are expected to increase to meet workload demands commensurate with growth in aviation and air traffic. Workload in centers, towers, and flight service stations is expected to rise by 12 to 15 percent annually over the next 5 years; regulatory workload is projected to increase by an average 7 percent.

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. The program policymaking is in Washington, the doing functions are in the field at the lowest level; that is, the area offices. The area offices coordinate the airports, air traffic, flight standards, and supporting services to accomplish the programs. The regional offices coordinate the area and field activities and the Washington office coordinates the entire FAA program activities. Line managers in Washington and at all field levels constantly review and evaluate their efforts to insure that they are being efficiently carried out in accordance with established policy and procedures set out in FAA directives system.

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. These programs are subject to continuous review by line managers. Periodic independent audits are made by the internal audit staff. Special independent evaluations are made by the appraisal staffs in Washington and in the regions. In addition, there are periodic management reviews of organization structure, work methods, procedures, records, reports, and staffing criteria.

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

No.

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

The internal organizational structure of FAA, as well as its place in the DOT organizational structure, provides for these programs being carried out efficiently and effectively. On balance, our experience as an independent agency and as a component of DOT indicates that our present structure has most advantages in terms of providing the public a well-rounded approach to the Nation's total transportation problem.

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 most significant problem inherent in these programs lies in the pace set by the aircraft industry in its giant strides in technology and in the tremendous growth of air traffic which must be matched by an adequate ground environment of navigation, traffic control, and terminal aids and services. The provision of adequate equipment, procedures, and standards provided through traditional governmental budgetary processes has not matched the dynamism of the aircraft manufacturers and operators and their abilities to more quickly finance efforts toward solving problems of the growing demands of air transportation. It is obvious that governmental aviation activities must be based on adequate research and development and levels of expenditure of dollars and man-hours realistically related to the level of aeronautical activity. (See question 10.)

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?

Appropriation reductions would be absorbed by cutting or curtailing selected activities. Priority consideration would be given to requirements for operation and maintenance of the national airspace system and promotion of aviation safety, including related facilities and equipment and research and development.

19. If additional funds were available, what would you do with the new money? Additional funds would be used to finance staffing increases and other require-