

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 the Chairman, Safety Board, and executive director level.

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, all major Safety Board programs are reviewed periodically.

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?

We feel that it is; however, we will constantly strive to improve the effectiveness of all program areas.

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

No.

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

The lack of needed personnel ceilings and available funding, plus the expected growing pains of a new organization and the selective recruitment of key personnel.

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?

Any reduction in funds would require a curtilment of selected program activities.

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

Increase activities in safety promotion and accident prevention, conduct more special studies, and develop more safety recommendations.

Activity 3 (NTSB): Aviation accident investigation and prevention

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

The Safety Board is required to investigate accidents involving civil aircraft occurring in the United States and its territories, to determine the probable cause of all such aircraft accidents, to make public reports on accidents and their causes, to make safety recommendations intended to prevent similar occurrences, and to ascertain what will tend to reduce or eliminate the possibility of aircraft accidents. The authority for this program is derived from title VII of the Federal Aviation Act of 1958 and the Department of Transportation Act of 1966.

2. Who is the person primarily in charge of this program at the operative level (name and title)?

Bibbie R. Allen, Director, Bureau of Aviation Safety.

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

\$2,954,000. There are no major items of capital equipment other than personal property such as furniture, office machines, some metallurgical analysis equipment, and flight and cockpit voice recorder readout equipment. There was no allocation for this type of equipment in fiscal year 1968.

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

The output of this program is in the form of: (a) accident reports publicly distributed containing the probable cause of the accidents; (b) air safety recommendations for regulatory or other actions regarding safety of flight; (c) safety promotional material publicly distributed; (d) accident statistics; and (e) special safety studies.

5. Can you quantify this output in any way?

The Bureau will investigate approximately 1,000 aircraft accidents in fiscal year 1968. It will analyze and determine the probable cause of approximately 6,000 aircraft accidents (see question 13 below for explanation of quantitative data). It will produce about 6,000 accident reports for public distribution, approximately 35 safety recommendations, and an annual set of statistics.