

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

The principal operations involved are: (a) the findings of facts, conditions, and circumstances of the accident through investigation; (b) the analysis of facts to determine probable cause; (c) the preparation of accident reports for public distribution; (d) the extraction and compilation of statistical data regarding the accident; (e) the development of air safety recommendations for remedial or preventive action to avoid accidents, and special safety studies.

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

The fiscal year 1968 personnel ceiling is 187 employees. Employment categories include air safety investigators, engineers, metallurgists, technical specialists, administrators, and clerical personnel.

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

The grade structure includes one GS-18 (quota supergrade), one GS-17 (nonquota supergrade), four GS-16's (including one nonquota), 15 GS-15's, 24 GS-14's, 55 GS-13's, 15 GS-12's, 19 GS-11's, two GS-9's, one GS-8, five GS-7's, 19 GS-6's, 13 GS-5's, 12 GS-4's, and one GS-2.

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

The Safety Board owns no capital equipment in the form of machines such as automatic data processing equipment, but does contract outside the Board approximately 700 hours of ADP time per year to produce selected aircraft accident data.

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

At the current program level of operations, expenditures are not expected to grow appreciably. It is anticipated that the benefits derived from the program will increase greatly due to increased emphasis on accident prevention and safety promotion activities. The increase in benefits derived from this reemphasis will be achieved primarily by the reorganization and redirection of existing resources.

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 bureau director level, with further review at the 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; the program is reviewed continuously, at every echelon of supervision.

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

There is no duplicate work performed. The Federal Aviation Administration does investigate certain types of aircraft accidents, but under a delegation from the Safety Board.

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

Yes.

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?

Lack of manpower and nonpersonnel funds to expand ADP applications, to increase training of personnel, to expand flight/voice recorder readout capabilities, and the metallurgical analysis service resulting in the inability to conduct more extensive accident prevention, safety promotion, and special studies.

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 would mean we would be able to conduct aviation accident investigations with less intensity. We would have to stretch out the time required to find probable cause on those aviation accidents for which we conduct investi-