

gations or for which we have delegated the investigation to the Federal Aviation Administration. We would have to conduct fewer safety promotion projects and studies.

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

With additional funds, more personnel could be employed to assist in carrying out duties that become increasingly complex as the technology of aviation changes; more training would be provided to keep personnel abreast of technological developments in the new aircraft; ADP services would be expanded, particularly in the area of analytic engineering studies; additional equipment would be purchased to enhance the Safety Board's capability for performing flight recorder and voice recorder analyses.

Activity 4 (NTSB): Bureau of Surface Transportation Safety

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

The Safety Board is authorized to make recommendations to the Secretary of the Department of Transportation or the various modal administrators of the various agencies of the Department that will tend to prevent surface transportation accidents and increase surface transportation safety; conduct special studies in transportation safety and accident prevention; insure that reports of investigations adequately state the circumstances of the accidents involved where the Safety Board is required to determine probable cause; request from the Secretary or administrators notification of transportation accidents and reports of accidents; make recommendations to the Secretary or administrators concerning rules, regulations, and procedures for the conduct of accident investigation; request the Secretary or administrators to initiate specific accident investigations or conduct further investigations, participate in departmental accident investigations when deemed appropriate; and make public every safety recommendation as well as reports and studies associated with the above activities. The authority for conducting this program is 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)?

Mr. Henry H. Wakeland, Director of Surface Transportation Safety.

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

\$177,000 was made available in fiscal year 1968 for the surface transportation safety functions. There are no major items of capital equipment other than furniture and office machines acquired in prior fiscal years. No new capital equipment is scheduled for procurement in fiscal year 1968.

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

The output of this program is in the form of formal accident reports, recommendations for improving surface transportation safety and special studies and reports on the subject.

5. Can you qualify this output in any way?

The Bureau of Surface Transportation Safety will prepare approximately 15 accident reports and studies in fiscal year 1968.

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

The principal operations involved in the output are the selection of certain meaningful (from a safety standpoint) accidents and conducting a thorough analysis of any previous investigative work if it has been performed, in order to determine probable cause and make specific recommendations which will improve safety. The emphasis here is on selectivity of accidents to be analyzed in order to assure that only those accidents with far-reaching or significant safety ramifications can be examined by our small staff. The thrust is on accident prevention and safety promotion and not accident investigation per se.

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

The fiscal year 1968 appropriation provides for 22 positions. The employment categories include safety investigators, statisticians, systems analysts, one U.S. Coast Guard officer on detail, 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-17 (quota supergrade), one GS-16 (quota supergrade), five GS-15's, two GS-14's, one U.S. Coast Guard commander, four GS-13's, one GS-7, four GS-6's, and three GS-5's.