

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

The Safety Board owns no capital equipment such as automatic data processing equipment. The contracting for ADP services has not been required so far in this program in fiscal year 1968.

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

Yes. Hopefully we will increase the professional staff by 100 percent over the next 3 fiscal years. As the staff increases, it will provide additional resources to devote to improving and increasing accident prevention and safety promotion activities.

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 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, there are periodic reviews of the program.

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

No, it does not duplicate work done by other agencies; however, it does parallel accident investigation activities performed by other Government agencies in that the Safety Board selects specific accidents they have investigated and analyzes them further in order to develop recommendations which will lead to improved safety conditions and enhance safety promotion and accident prevention.

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?

None.

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

Lack of a sufficient number of qualified professional 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 would mean that surface accident investigations and safety promotion and accident prevention studies and projects would have to be curtailed.

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

Acquire additional professional personnel.

Activity 5 (NTSB): Certificate and License Appeals

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

This activity of the Safety Board has the responsibility for complying with title VI of the Federal Aviation Act of 1958, as amended, in conducting formal hearings and such other proceedings as may be required by the National Transportation Safety Board in the exercise of its functions pursuant to the Department of Transportation Act of 1966. These formal proceedings include safety enforcement actions involving petitions for review under section 602 of the Federal Aviation Act of 1958, from applicants denied airman certificates by the Administrator of the Federal Aviation Administration, and appeals under section 609 of the act, from orders of the Administrator of the Federal Aviation Administration, suspending or revoking certificates issued to airmen and air carriers for alleged violations of safety standards or for lack of qualifications to hold such certificates.

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

Mr. Joseph C. Caldwell, Jr., chief hearing examiner, Office of Hearing Examiners.