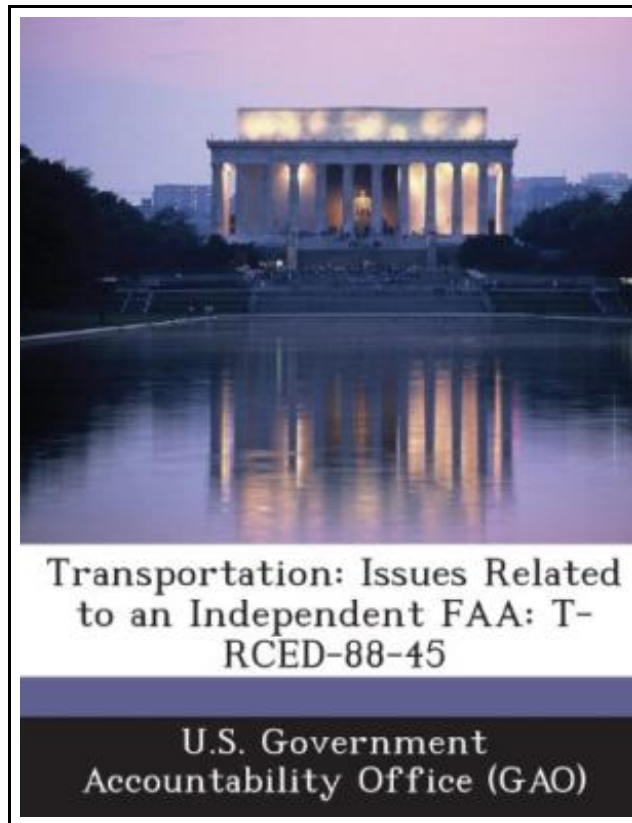


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BiblioGov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 24 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. GAO discussed issues concerning the Federal Aviation Administrations (FAA) effectiveness in ensuring aviation safety in light of recent proposals to make FAA an independent agency. GAO found that: (1) FAA modernization of air traffic control equipment under the National Airspace System (NAS) Plan was one of the largest civilian procurements ever undertaken; (2) NAS costs have risen from the 1981 estimate of 12 billion to an estimated 24 billion by the year 2000; (3) NAS delays have resulted from unrealistic schedules and technology development problems; (4) although FAA must manage over 44, 000 personnel to achieve its mission, its staffing standards are inadequate to address its work-force shortages; (5) FAA dependence on the Office of Personnel Management to conduct prospective employee exams and investigations caused hiring delays; (6) Department of Transportation (DOT) oversight of FAA was instrumental in improving security and inspection programs; and (7) although the Aviation Trust Fund had a projected surplus of about 5 billion, legislation restricted the funds availability to cover work-force salaries and projected needs. GAO believes that Congress may wish to consider: (1) changing the funds tax and fee structure to provide for its use in financing FAA costs while retaining congressional authorization and appropriation oversight; and (2) whether an independent FAA would best serve the long-term interests of transportation policy and aviation. This item ships from La Vergne, TN. Paperback.



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