

Secretary IMIRIE. Well, we are in the business, for example, with Halaby over at FAA—Mr. Halaby—of turning over to air traffic control such elements as the military still control, which is heavy overseas, and one of our concerns, of course, is that in replacing military personnel with FAA civilians, do we get control and responsiveness in wartime? To this very point—and we both, Halaby and the Air Force, are fishing for the construction of some legislation to submit to the Congress which will allow us to call up these people, or have military control of them in the event of hostilities. This is a problem that we recognize, particularly overseas.

Mr. HARDY. Well, just one other sort of a related item in this line of thinking. To get back to the kind of services that you contract for: Do you, for instance, contract for the overhaul of aircraft engines?

Secretary IMIRIE. Yes, sir.

Mr. HARDY. You do a lot of that, don't you?

Secretary IMIRIE. Yes, sir.

Mr. HARDY. Now in some areas you perform at least some of that work with military personnel, don't you? You have to for combat readiness.

Secretary IMIRIE. Yes, at base level.

Mr. HARDY. That is right.

Secretary IMIRIE. That is right.

Mr. HARDY. And don't you also perform some of that with civil service employees?

Secretary IMIRIE. Civil service at depot level.

Mr. HARDY. So you perform that same function with all three categories?

Secretary IMIRIE. Correct.

Mr. HARDY. Now, that is a pretty important function, too, in case of a combat requirement, and if your engine overhaul program fell down you would be in awful bad shape.

Secretary IMIRIE. That is absolutely right.

We try to keep a level of depot competence, and also where we have the money to do so, we try to keep a civilian industry competence. But the J-47 engine which we have just phased down: We kept our depot level competence, and reduced the contracting competence.

So in this case we kept it in-house. We kept in-house competence as opposed to contracting competence.

Mr. HARDY. The thing that prompted this little exploration—you said you were considering the possibility of asking for legislation to provide for military control over civilians in the event of emergency. If you do that, you probably are going to have to extend it to all these other fields too.

The only difference is you might have a degree of dependence, but that is all.

Secretary IMIRIE. That is all, a degree of dependence; you are correct, sir.

Mr. HÉBERT. Mr. Norblad?

Mr. NORBLAD. I am just curious about this enlistment rate of 17 percent on A.C. & W. Is that basically because the work to be performed is in a remote location, like in upper Canada, Alaska and so on?

Mr. MORRILL. Yes, essentially. In the A.C. & W. field, with these radar people, they are faced with one remote hilltop after another.