

not sure that the increase in personnel just for that purpose is warranted, but we will have to give you—it would help. I don't know whether it is 2,000 or not, but it would be in that order, I would think.

Mr. BLANTON. Of course, the thing over in North Carolina this past week not being under radar surveillance would not make any difference, if you had 20 people standing there.

Mr. THOMAS. No, sir.

Mr. BLANTON. But it is my opinion that the majority of them do occur under radar surveillance, because they are in congested areas, which are under radar surveillance. And I cannot see why that an extra man for this specific job, a monitor screen of his own, to look for these things, project them, and warn of the possibilities, as I understand it, you have no such men as this, other than the ones that are actually in direct control of the traffic at the present time. Is that right?

Mr. THOMAS. That is correct.

Mr. BLANTON. Well, I would like to propose this as being investigated, as a possibility for some safety as far as collision is concerned, and I realize that as you said before, that the collisions are a minor part of our accidents. I mean, as far as numbers and dollars and cents and so forth.

Who gets the reports whenever you make a report on these critical near-misses?

Mr. THOMAS. The report, if it is given by radio, is given to the controller. He gives it to our flight standards people, if it is an air carrier, the nearest air carrier, and then it is immediately forwarded into our office here in Washington. We have on duty 24 hours a day communication duty officers who take all irregularity reports, and the investigation starts usually with someone meeting the reporting pilot at the point where he taxis into wherever his point of destination is, to get the freshest information we can.

If we are successful in detecting or the other airplane reports, sometimes both report—rarely, but this sometimes happens—then we will meet the other plane and get the information. I think there may be a little bit of misunderstanding about the radar surveillance. It may occur in areas where we have radar, but they may be outside the radar coverage.

Mr. BLANTON. I will address my last question to your report of your investigation, not the reporting of the near miss.

Mr. THOMAS. Oh, our report.

Mr. BLANTON. And you give out excellent reports on crashes, and so forth. I read them myself, but I never see any reports on investigation on a near miss. Now, who gets these reports? Are these just kept for your records, or do you give the report to the pilot reporting them, or the airline, or the carrier, or whoever is involved?

Mr. THOMAS. We will let whoever is involved know, and then we keep them for our own information, and then—we do not publish them, no, as a matter of a published document on them. The information is available.

Mr. BLANTON. I raised this question before, about whenever a pilot goes into a congested area, about equipment requirement and pilot requirement. Has there been any study made about congested areas, as to what General McKee said this morning that a bunch of people