

He handles the traffic, depending upon what the facilities will take. It is not the man that breaks down, it is the facilities that break down; it is a lack of a runway. It is a lack of an ILS, and the controller is the one that pulls the plug—"It won't take any more." Because the facilities broke down, not the man.

The CHAIRMAN. Mr. Rogers.

Mr. ROGERS. Thank you, Mr. Chairman. Now, Mr. O'Connell, do you have any responsibility at all to see after you have made recommendations and findings of violation of safety that some corrective measure is taken, or does your group make any recommendations at all?

Mr. O'CONNELL. My responsibility is primarily to make recommendations, after the investigations of accidents.

Mr. ROGERS. Do you follow through to see if any action is taken?

General McKEE. He sure does. I have to answer. I write letters every day. It used to be the Chairman of the Civil Aeronautics Board, and now to Mr. O'Connell, describing in detail exactly what action we took on every recommendation they make.

Mr. O'CONNELL. Congressman, I might amplify that by pointing out that under the statute under which we operate, we are required to make public every recommendation which we make to the Administrator or to any other agency in Government with respect to safety. They are expected to respond to report what action, if anything, is taken, that always becomes a matter of public record.

Mr. ROGERS. Suppose the action is not taken that you thought should have been taken?

Mr. O'CONNELL. We have no power to go beyond the recommendation.

Mr. ROGERS. Who would act in that event? For instance, suppose you made recommendations and the FAA told you what they did about it, but there is another plane crash where the same thing happened, where if a change had been made, perhaps—

General McKEE. They get a new Administrator of the FAA. That is the action that is taken on that one.

Mr. ROGERS. Who does that? The Secretary?

General McKEE. The President.

Mr. ROGERS. The President only.

General McKEE. I guess the Secretary of Transportation would request that they get a new Administrator.

Mr. ROGERS. If we could have for the record, then, a list of the recommendations, I would like to see it to give us an example, say, in the last 5 years, and the changes that have been brought about to carry out those recommendations.

I think it would be helpful for the committee to have it.

Mr. O'CONNELL. I would be very happy to submit that for the record.

(Following is a list of contents of aviation safety recommendations, 1963-67, submitted by the National Transportation Safety Board in response to Mr. Rogers' request. The page numbers refer to the file copies of such recommendations, which are in the committee files.)