

of your personnel into various areas of study, including structures, systems, powerplants, flight recorder, maintenance records, operations, air traffic control, and these human factors.

Now I would like to ask you a similar question to one that was asked earlier this afternoon, and that is, don't you feel that this committee would benefit from testimony from those organizations which you have listed as being invited to participate in the investigation, and perhaps some others, manufacturers, and so forth, relating to structures, systems, and the like, to see if they might have anything to contribute to this question of air traffic safety, or air safety?

Mr. ALLEN. Mr. Brown, I would not be so presumptuous as to predict what benefit might accrue to the committee. I make it a practice to visit safety forums wherever they are conducted, and I have attended them in the past from various organizations and industries.

Mr. BROWN. Well, I would hope that the committee and the FAA would both benefit from this kind of testimony, and as the general has testified, the FAA has the opportunity to hear from these people from time to time.

However, we don't always have that opportunity, so I think that some benefit might accrue to us.

Let me ask you, Mr. Allen, again with reference to the human factors involved here, do you do any psychological evaluation after an accident of the air traffic control personnel, as you do with the pilots involved in an accident?

Mr. ALLEN. I can't recall of an instance where we have conducted psychological tests.

Mr. BROWN. I mean that, when you said that you did an evaluation of psychological factors, I would presume this would include whether or not the pilot had some reason to be less than safe in flying his airplane.

Mr. ALLEN. What I had reference to in that particular instance, Mr. Brown, was the number of accidents in the past; it has come to our attention that the pilot was receiving psychiatric treatment, and we proceeded to that phase of investigation.

Mr. BROWN. My question includes air traffic control personnel and the other personnel involved in this whole fabric of air safety. Do you do any evaluation of the air traffic control personnel, whether the guy was at an all-night party before, or anything of that nature?

Mr. ALLEN. We have not.

Mr. BROWN. And I make no implication, general, because I have great admiration for the air traffic control personnel, too, but they are part of this scheme, and in some instances have greater control over the circumstances than the individual pilots might have.

Mr. ALLEN. I think, sir, that I would respond to that by saying that we go where the investigation leads us. If, during the course of an investigation, we find evidence that this factor might be involved, we would pursue it.

Mr. BROWN. Let me ask you one other question related to a question asked earlier, and that is on the matter of alcohol. In the case of the Hendersonville or Asheville crash, how are you going to find out if alcohol was a factor? Does this—

Mr. ALLEN. Are you relating this to crew members, sir?

Mr. BROWN. I am relating it to anybody who might be involved in the significant safety aspects of this accident.