

AVIATION SAFETY

MONDAY, AUGUST 28, 1967

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The subcommittee met at 10 a.m., pursuant to notice, in room 2123, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FRIEDEL. The subcommittee will be in order. Today the Subcommittee on Transportation and Aeronautics of the Committee on Interstate and Foreign Commerce resumes hearings on aviation safety. These hearings commenced earlier in the session by Chairman Staggers, before the full committee.

From the list of organizations and persons who have indicated their interest in these hearings, it is apparent that there is a great deal of concern and effort in the pursuit of maximum aviation safety. The unachievable goal is a 100-percent assurance of safety in flight. The closest realization of that goal is the desire of each one of us who has an interest and responsibility in aviation.

We have earlier heard from the Administrator of the Federal Aviation Administration, Gen. William F. McKee; his deputy; and other experts in the FAA. We have also received testimony from Chairman Joseph J. O'Connell, Jr., of the National Transportation Safety Board and the Director of the Board's Bureau of Aviation Safety.

The National Transportation Safety Board and the Federal Aviation Administration are the two Federal agencies primarily responsible for aviation safety. Safety is their duty every day. It is the function of the Committee on Interstate and Foreign Commerce, and this subcommittee, to consider proposed legislation in the field of aviation safety. It is also our function to make certain that the Federal Aviation Administration and the National Transportation Safety Board are carrying out their present legislative duties in complete accordance with their mandate under the Federal Aviation Act and the regulations issued pursuant to that act.

It is apparent that the numerous organizations with interests in aviation safety can lead to some duplication and controversy. Just from the witness list that we have for Monday and Tuesday of this week, it is obvious that there are many separate interests in aviation which have given rise to associations and organizations to foster sometimes conflicting programs. But, I believe that all of these and the numerous other ones would do well to coordinate their safety efforts.

An increased communication between industry and private organizations and the Federal agencies should be encouraged. An example