

of this came out when changes in flight training procedures were effected, by the prompt cooperation of the air carriers, the airline pilots, and the FAA as a direct result of the earlier hearings held by this committee. As we proceed, I would like all of the responsible parties to consider furthering their efforts to attain a higher degree of safety through cooperative efforts rather than through any single-minded approach to the problem.

The organizations which will appear as we carry these proceedings forward should cover the entire spectrum of aviation interests in safety. I would hope and expect that individuals who have similar interests would communicate their interests through responsible representative organizations. I will have to guard against undue repetition in order to complete the record in a reasonable time period.

Our first witness this morning will be Mr. Charles Ruby, president, Air Line Pilots Association.

Mr. Ruby, I see that you have a lengthy statement and some charts. If you wish, you may summarize it, and your full statement will be included in the record.

STATEMENTS OF CHARLES RUBY, PRESIDENT, AIR LINE PILOTS ASSOCIATION; TED LINNERT, DIRECTOR, ENGINEERING AND SAFETY DEPARTMENT; AND IRIS PETERSON, VICE PRESIDENT, STEWARD AND STEWARDESS DIVISION

Mr. RUBY. Thank you, Mr. Chairman and committee members. Mr. FRIEDEL. Will you introduce those with you at the witness table?

Mr. RUBY. Yes. On my left is Ted Linnert, director of ALPA Engineering and Safety Department, and on my right is Miss Iris Peterson of the Air Line Pilots Association, Steward and Stewardess Division and also region 1 vice president.

Also we have a sizable contingent of working pilots present in the room. If anyone has any questions that he would like to ask of those who are flying these airplanes today, I think we have a complete cross section, those of us who are staff: Mr. Linnert and Miss Peterson, and myself and a group of working pilots. Miss Peterson is a working stewardess.

I also would like to apologize for not having delivered this material some 3 or 4 days in advance. Unfortunately, with the short notice we only completed the printing on Saturday.

On the front page there are eight items listed. Rather than read this entire report, which is some 14 pages, I will attempt to highlight what amounts to an index of the eight items, and then we will be glad to answer any questions that we are capable of answering, if anyone has such questions.

I would also like to further state that the Air Line Pilots Association has no quarrel with any other segment of the industry. We do, from time to time, have differing viewpoints on how we get an accomplishment on a particular subject.

A pressing problem that faces us today is the airport, and we have had the problem developing for many years. The question now arises, How can we finance the construction or the modification of both new and present airports? The best estimate from people who are knowl-