

of a lot of overtime on the part of controllers. I think for the very reason you mentioned, the critical nature of their work, that it is very important that they have the normal allocated time off duty.

I think were we to get controllers in such quantity as to eliminate the overtime use of present controllers we would be better off.

Mr. DEVINE. Is there a great turnover in air traffic controllers?

Mr. SELTZER. I don't know that I can answer that, Mr. Devine.

Mr. DEVINE. Can you get the information on that?

Mr. SELTZER. I will be glad to.

(Information referred to follows:)

AIR TRANSPORT ASSOCIATION STATEMENT ON TURNOVER OF FAA AIR TRAFFIC CONTROLLERS

According to FAA reports, about 350 journeyman controllers left FAA during 1966. There were about 10,500 controllers so the turnover was about 3%.

Mr. FRIEDEL. Mr. Dingell.

Mr. DINGELL. I have just a couple of questions, Mr. Chairman.

Your comments with regard to the 5-percent tax imposed on airline ticket sales intrigues me. I am wondering what the cost of adequate area traffic control safety would be, gentlemen. Would it be in excess of the \$200 million you projected this figure at on the basis of present earnings?

Mr. TIPTON. The present cost of operating the airways system is in the neighborhood of \$450 million a year.

Mr. DINGELL. This would be approximately half?

Mr. TIPTON. Therefore, the ticket tax yields about half of it. However, it must be recognized that the use of the airways system by the airlines is probably less than one-third with general aviation using a portion of it and the military using a portion of it. So that at the present time the airline contribution is greater than the cost that is assigned to them, or should be assigned to them.

Mr. DINGELL. Assuming that is so, what is the cost, and I want to compare this to the cost of a really adequate program of the kind that you have inserted in your statement—you have made a whole broad series of recommendations for improvement in radar, traffic control improvements, additional controllers, instrument landing system and devices—so that we can compare the one figure against the other, we know what you have coming in within ballpark figures, anyway, but we do not have any idea what the other costs are. Can you give us some ideas on that?

Mr. TIPTON. The only cost study we have made on this relates to our program recommendation for installation of facilities during the fiscal year 1968. That was about \$101 million additional in expense. Since that equipment is written off over 15 years that would be \$15 million increase in annual cost.

General Von Kann estimated that our other recommendations would involve similar expenditures for a period of about 4 years, which would add in total about \$600 million over that period. Our cost figures aren't any good.

Mr. DINGELL. They are about as good as any we have gotten to date.

Mr. TIPTON. We have a problem with it. The FAA has better cost data than we are likely to have. One of the things I would like to have happen would be for the committee to address the same question to