

Mr. SMITH. Thank you, sir. I assure you I am interested in safety because I fly.

Mr. FRIEDEL. Mr. Devine.

Mr. DEVINE. I appreciate Mr. Smith's position. I look forward to reading his formal statement he will submit here. I am sure it will contain some interesting information.

As the chairman has suggested here we had hearings immediately following the North Carolina crash. Some of us insisted that further hearings be held in order that the position of general aviation be brought out in public hearings. Of course there are facts on both sides. We want to hear all of them and to weigh them.

Mr. SMITH. I might say my statement is not that any one of us should try to solve this unilaterally. I think the way the whole problem must be solved is by a formation of a group like the radio technical commission for aeronautics (RTCA) whereby Government, industry, including the carriers in general aviation, people who are knowledgeable about the problems, will get together and thresh them out themselves and made recommendations. I think this is what is going to have to be done.

I think the arbitrary differentiation between carriers and general aviation has been distorted. Although there are times that I digress with ATA, I respect them. I know what they are in business for and that is to make a profit. I favor that. We do work together and we do have mutual respect, but I have a low flash point.

Mr. FRIEDEL. Mr. Pickle, do you have any questions?

Mr. PICKLE. No, Mr. Chairman.

Mr. FRIEDEL. Thank you very much.

Mr. SMITH. Thank you, sir.

Mr. FRIEDEL. Now we have Mr. Stanley Lyman, vice president for Federal Aviation Agency Affairs, National Association of Government Employees.

If you want to submit your statement for the record we will be glad to have it. The whole statement will be included. If there are any questions we will direct them to you and you may answer the questions and they will be placed in the record.

STATEMENT OF STANLEY LYMAN, VICE PRESIDENT, FEDERAL AVIATION ADMINISTRATION AFFAIRS, NATIONAL ASSOCIATION OF GOVERNMENT EMPLOYEES

Mr. LYMAN. Mr. Chairman, I appreciate that suggestion. I recognize that time is indeed running short.

We too, this organization that I represent, and the members as part of our organization, are concerned with air safety.

With your indulgence, I feel because we represent the heart of the air traffic control system, the guts, so to speak, the air traffic controller, the technician, and various other employees of the FAA, I would appreciate the opportunity of exploring some of the information we have.

If you decide or choose to adjourn we certainly have no objection to returning tomorrow morning and giving you this information because we feel that the information we have is vital.

Mr. FRIEDEL. We have a list of witnesses for tomorrow. We do not intend to have any afternoon session tomorrow. I am afraid that we won't be able to get to it. The committee will read every word of your