

Such a view not only contradicts logic but renounces responsibility. There should be no doubt in anyone's mind that airports serving airliners should be equipped with radar and that height-finding equipment to avoid mid-air collisions, which military planes have used since the Korean War, should be placed in all commercial planes. Crashes in the vicinity of airports can be reduced. The tragedy is that not enough attention is being given to the matter.

Mr. FRIEDEL. Our next witness will be Mr. Stanley Lyman, vice president, Federal Aviation Agency Affairs, National Association of Government Employees. Mr. Lyman, if you will introduce your associates, for the record, you may proceed.

FURTHER STATEMENT OF STANLEY LYMAN, VICE PRESIDENT, FEDERAL AVIATION ADMINISTRATION AFFAIRS, NATIONAL ASSOCIATION OF GOVERNMENT EMPLOYEES; ACCOMPANIED BY KENNETH LYONS, PRESIDENT; ALAN J. WHITNEY, EXECUTIVE VICE PRESIDENT; AND HENRY GROTE, PRESIDENT, NEWARK AIRPORT LOCAL

Mr. LYMAN. Good morning, Mr. Chairman.

Mr. FRIEDEL. You have a rather lengthy statement and if you wish to summarize it your whole statement will be included in the record.

Mr. LYMAN. We will summarize the statement, Mr. Chairman. Before I do I would like to introduce the other gentlemen that are here with me this morning.

To my far left is Mr. Kenneth Lyons, president of the National Association of Government Employees.

Next to him and to my immediate left is Mr. Henry Grote, who is the president of our local at Newark Airport and represents the Air Traffic Controllers of Newark Airport.

To my right is Mr. Alan Whitney, the executive vice president of the National Association of Government Employees.

We appreciate the opportunity of appearing before you this morning on behalf of our members in the organization which represents Federal Aviation Agency employees.

In order to be expeditious I will, as you requested, attempt to summarize our official statement that has been submitted to you previously but I would like to take the opportunity to summarize or highlight what we feel is the blood and guts of our entire statement.

(Mr. Lyman's prepared statement follows:)

STATEMENT OF STANLEY LYMAN, VICE PRESIDENT FOR FAA AFFAIRS, NATIONAL ASSOCIATION OF GOVERNMENT EMPLOYEES

Mr. Chairman, members of the subcommittee, the National Association of Government Employees appears before you today as the representative of approximately 8,000 of the Federal Aviation Administration's 14,000 air traffic controllers. Our role is to convey to you their concern for the state of the FAA's air traffic control system and to present certain recommendations designed to arrest the deterioration of flight safety in the country's airways.

Since our initial statement to Congress on this subject on March 22, 1967, a great deal has been said by other organizations and by the agency itself. The general thrust of official FAA pronouncements has been that our charges are exaggerated and unfounded. Significantly, however, we have received many off-the-record expressions of support from individuals in key positions of responsibility within the agency. They tell us that they are unable to publicly express their agreement with our general position but they hope we continue to press