

Flight Service Stations. This must be a first step, however; just one part of an integrated program to modernize the entire system.

2. The enactment of legislation authorizing a 20% increase in the electronic and technician field as it relates to Airway Facility Branch activities.

3. An immediate cessation of the arbitrary "phase out" of vital electronic equipment at Air Traffic Control Stations.

4. Enactment of legislation implementing an "ad hoc" standing committee comprised of active journeymen Air Traffic Control specialists who will be assigned a continuing role of submitting recommendations concerning air traffic control procedures to Congress yearly.

5. A Congressional requirement that all air traffic electronic computers, control systems, and their allied equipment will be inspected and maintained on a continual "preventative maintenance system rather than the present system which requires equipment failure prior to maintenance being performed.

6. Additional funds for the updating and purchase of modern Radar and Electronic equipment for all types of Air Traffic Control.

Thank you for your kind attention, Mr. Chairman and members of the Committee.

Mr. LYMAN. 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 our case because they recognize that, in the final analysis, sweeping measures are needed to meet the safety crisis which confronts us.

Our central conclusion, for reasons we shall explore in more detail shortly, is that the air traffic control system possesses neither the manpower nor the equipment to exercise "total control" and further, that the situation is seriously aggravated by mismanagement at the agency's highest level.

Mr. DEVINE. Mr. Chairman, I think you suggested to Mr. Lyman that he might summarize this and he is reading it in detail. I read this whole statement last night; I don't know whether you had an opportunity to read it or not.

Mr. FRIEDEL. No; I will read it. I hope that you will keep on safety.

Mr. LYMAN. Again, I will. I don't intend to read through the whole statement, I was just trying to bring us to a point where I could divert from our prepared text and then go from that point.

As I say, one of the immediate steps we feel needed to improve safety is the review of information that we have had made available which is the fact that we have mismanagement within the agency, mismanagement at the highest level, and that we feel the first and immediate step is the replacement of the managerial people within this agency to correct the serious deterioration which has come about in the Federal Aviation Agency. We feel the only way this can be