

report to a facility to work on radar equipment or whatever piece of electronic"——

Mr. DEVINE. If you have names, dates, times, and places we would like to have them.

Mr. LYMAN. Fine. We will be happy to give that to you, sir.

(For information requested, see p. 301.)

Mr. LYMAN. Also we have instances on record where the flight service station employees—and this would concern, gentlemen, the Aircraft Owners and Pilots Association—have become so understaffed and overworked and that they are not able to adequately give flight briefings, give weather information that would be of vital interest and of vital need to the private aircraft owner, to the corporate aircraft owner who depends on this service.

Mr. FRIEDEL. This is because of the shortage of men or because these men work overtime?

Mr. LYMAN. No; this is because of the shortage of men and that does not exist only in one location, it exists in all locations throughout the country. The fact that one man is being asked to give a pilot briefing, which would be as an aircraft owner or pilot reports to the facility across a desk, he is looking for various pieces of weather information, this individual is attempting to give this man a briefing and at the same time the telephones are ringing and he is expected to answer the telephone, to give additional information through this telephone.

He is being called upon to provide two or three services as one individual where there should be at least two or three people to handle that.

Mr. FRIEDEL. One man where?

Mr. LYMAN. This is in the flight service station, sir.

Mr. FRIEDEL. What about the tower?

Mr. LYMAN. In the tower we have the shortages of people where they are again asked to double up on their positions and we have the same shortages in the air traffic control centers and we have doubling up and sometimes tripling up of positions.

When we talk about control centers and radar environments which was discussed yesterday, the radar handoffs, it is a fact that the aircraft is supposed to be given constant radar coverage and is being handed off from one facility to another which is a separate and distinct function of the air traffic controller.

I would like to read for the record some information that we have that does not appear in our prepared text but which has come to us as we have constantly tried to update our information. This deals with radar and radar coverage and radar handoffs. Again radar handoffs are a mandatory function required by the FAA. It says you will do this as an air traffic controller:

We have operated under a radar concept for almost 1 year. (This is a facility out in Los Angeles now.) During this time both management and employees have struggled to reconcile procedures with reality.

The order from within the agency itself recently established new handoff communication release procedures which presume the existence of requirements for handoffs. This was left to the facilities.

It appears that only good news has been reaching Washington headquarters. The radar concept can be defined simply. In every case a radar handoff must be made before an aircraft enters an adjoining center or an adjacent facilities air space unless prior coordination is perfected.