

versed their trend on budget personnel reduction and are seeking 700 new traffic controller jobs for the present fiscal year.

Has anything developed on that?

Mr. LYMAN. To our knowledge, we recognize there has been some recruiting and hiring within the agency but again, the information that is coming to us from the various facilities which recruit is that it is not proceeding in the manner in which the agency indicated a full scale recruiting but just on a scattered piecemeal attempted recruiting to patch up one loophole here and let the other two or three go.

Mr. DEVINE. I would like to reiterate what our chairman, Mr. Friedel, said here that we will not be used as a forum for any dispute between you and the Air Traffic Control Association, which apparently is a competing union.

I notice on the first page of your statement here you say you represent 8,000 out of 14,000 air traffic controllers. In their prepared statement that will be given next, they say they represent 5,000 out of 12,000. So I see a dispute here right now.

We do not want to be used to get in any inter-union dispute, that is not our function. We are interested in air safety and air safety alone.

Mr. LYMAN. First, sir, we are not here to dispute or argue with any other group. The ATCA is not a union; we are a union. The membership again matters not. I will not use this as a platform to argue membership. Why they wish to pick up numbers, we have no idea. And we are not interested in talking numbers. Right now we are talking air safety.

Mr. DEVINE. You make the point there is an insufficient number of air traffic controllers and electronic technicians. I don't believe you should belabor that any further.

Mr. LYMAN. You have some information that says the agency is attempting to make some corrected changes, and I would like to, in turn, read to you an agency document which is a sendoff in the Miami area and other centers around the county. This is off an agency teletype, by the way. It starts off:

Due to the shortage of funds, the following actions will be implemented immediately: Stop all recruitment immediately, defer commitments to the extent possible.

This is the Miami area.

Then it goes on and it says, "Defer all procurement except essential items."

We wonder what are the essential items they refer to.

Mr. DEVINE. You are formerly an FAA personnel—

Mr. LYMAN. Yes.

Mr. DEVINE. When did you leave?

Mr. LYMAN. I officially left on medical separation 60, 65 days ago, but up until that time I was an active air traffic controller.

Mr. DEVINE. Did you leave under any circumstances other than medical?

Mr. LYMAN. No; strictly medical reasons because of high blood pressure and nerves and I was taking medication that would affect judgment in the case of a radar environment.

Mr. DEVINE. How long were you there?

Mr. LYMAN. I started with the Federal Aviation Agency in 1955.

Mr. DEVINE. And you were there for 12 years?