

Mr. LYMAN. That is right; first, time in flight service stations and then in 1958 I transferred into air traffic control center operations, and was with the center from 1958 until the time of my separation.

Mr. DEVINE. Where?

Mr. LYMAN. In Boston.

Mr. DEVINE. Boston?

Mr. LYMAN. Yes.

Mr. DEVINE. The man immediately to your left?

Mr. LYMAN. Mr. Grote remains as an active air traffic controller at the Newark tower.

Mr. DEVINE. At the Newark tower?

Mr. LYMAN. Yes, sir.

Mr. DEVINE. Anybody here from the Washington tower?

Mr. LYMAN. No. We have nobody here today from the Washington tower, although, again, the information that Mr. Grote has—and we hope to have time to give you—also would be representative of the Washington tower and any other tower around the country for the same conditions exist not only at Newark but around the country.

As I said this is an agency directive to stop the recruitment, stop procuring material, defer maintenance projects and so forth. Then we come to another—

Mr. FRIEDEL. Mr. Lyman, I thought we had an understanding and I want to be very fair with you.

You said you would summarize your statement and you are going far afield with other things. I did not know that you were going to take this time. We will never get to another witness this morning.

I just would like to be as courteous as I can, let you get all the information in the record. The only thing I ask you to do is to be specific rather general. If you are going to read all these letters, if you want it in the record, I will put it in the record for you, but just try to get down where you are claiming there is not enough personnel and try to keep to that and make recommendations where you feel that this would help safety.

Mr. LYMAN. Well, we do in our prepared text, as you know, at the end of our statement, have our recommendations that we feel will bring about immediate corrections and it does talk about immediate increase of personnel, 20-percent increase, across-the-board, tower, center, flight service center, and electronics people.

We also feel that a standing committee should be formulated by the Congress to be made up of active air traffic controllers to work in conjunction with the managerial people of the FAA, so that the views and information that are of interest to the controller will be heard by management within the FAA and will be presented to them by people that have a firsthand knowledge and not rather rely on information to be fed into management of the FAA by other management officials who only want to pass the good word along as it has been their practice in the past, but rather pass the good and the bad along to the higher managerial people within the Federal Aviation Administration.

Mr. FRIEDEL. Have you submitted these recommendations to the FAA, Mr. Lyman?

Mr. LYMAN. We have submitted these on numerous occasions, Mr. Lyons and I both.

Mr. FRIEDEL. In writing?