

about this testimony is the matter of these broad charges without the specifics that we in this committee want and Mr. Dingell said, to be most specific, we are not interested in a meeting where someone is told that because of the shortage of maintenance personnel we must put on priorities.

We want an example of someone that is either reprimanded or told not to do critical maintenance personnel on a piece of equipment at *x* times and *x* place that would endanger human life.

Mr. LYMAN. Again, as Mr. Lyons indicated, we will be happy to give you specific occurrences from the east coast and also the central and also the western regions.

One other view. When we talk about electronic equipment failures, as an individual flying, the thinking of the technician is opposed to the FAA's thinking.

Mr. FRIEDEL. What are you talking about?

Mr. LYMAN. I am talking about electronic equipment failure. We talked about moonlighting and this has been implemented and the agency in turn says their equipment does not fail. We are providing the maintenance to keep our equipment working.

They come up and they say 98 percent of the time equipment is available, there are no failures. They use this figure. However, this again is based on the moonlighting fact. They turn around now and they have an order out which eliminates complete shifts of electronics people on specific days.

In other words, you can be flying—I don't know, Mr. Congressman, if you are a pilot or not—you can be flying a specific day. As you indicated you certainly would hope that somebody was available to monitor the electronics equipment to determine whether it was operating normally, and yet the agency has adopted a policy on specific shifts to eliminate all the people so that the machinery is now operating itself without anybody monitoring the equipment. The man is home, they adopt this on a holiday, they reduce this down. The records show that 98 percent of the time the equipment does not fail but again we will show you where it does fail more than that and that it is not available 98 percent of the time.

Again, if you were flying on a holiday I think you would like to have somebody down there watching your equipment, somebody doing routine maintenance. Yet it says routine maintenance can be deferred on holidays in order to allow employees to pursue their interests.

The equipment is available 98 percent of the time. Therefore failure on a holiday is highly remote. Well, the equipment fails holidays or any other days. Again, this is just one instance of where this whole thing has come down the line.

I know it is difficult for somebody to correlate in their mind the fact that a man is told to not do this, do this, and forget the other. It is difficult but it is not difficult for the controller to be told to provide radar separation, provide the handoff and do a few other functions because there is nobody there, make it work.

These people are making the system work for all practical purposes. The system should have fallen on its face a long time ago. You can only extend productivity, which is a favorite word of the FAA, to a point. You, as a Congressman, can only divert your attention to *x* amount of duties before, after that time, somewhere along the line,