

you are going to derogate something in your decisionmaking. These people—that controller, the flight service station individual, the electronics individual—are responsible for immediate decisionmaking.

The electronics man and flight service conceivably has a little more time to correct an error but the controller who is separating aircraft and being forced to spread himself so thin that decisionmaking is affecting his responsibility for your safety and my safety and anybody else that is flying is affected.

If they are not providing the service, than we have the information that this maintenance is not being provided and affects your safety.

Mr. FRIEDEL. Mr. Lyman, is that your statement? Is that your case?

Mr. LYMAN. This, basically, is the case. As you asked we have the recommendations. Again, we feel, as you indicated, we need an immediate increase in personnel, we need an immediate increase in equipment. There is not backup system of radar equipment available to these people, so when we talk equipment we are talking an addition of a amount of additional radarscopes to provide a backup system capability for these people.

Mr. FRIEDEL. Now furnish the specifics that we requested.

Mr. DINGELL. Mr. Chairman.

Mr. FRIEDEL. Mr. Dingell.

Mr. DINGELL. You are alluding, I assume, to the series of circumstances referred to in the statement of the eyewitness beginning at the bottom of page 2 and going down to about the middle of page 3, wherein the witness has cited the inadequacy of electronics technicians, and of the FAA maintenance procedures; that controllers through the auspices of the National Association of Government Employees have found that the Agency is forcing them to rely on outdated and temperamental equipment; that the FAA is arbitrarily phasing out vital electronic equipment at air traffic control stations and in many areas purchasing factory seconds to replace tubes in radar and related electronic equipment; and the high number of unreported incidents where aircraft passage show a distance less than FAA safety limits. I believe you are asking for specifics on those items?

Mr. FRIEDEL. Yes.

Mr. DINGELL. Very well. I hope it will be received for the record.

Mr. FRIEDEL. Thank you very much.

Mr. LYMAN. Thank you, Mr. Chairman.

(The information requested follows:)

STATEMENT OF THE NATIONAL ASSOCIATION OF GOVERNMENT EMPLOYEES ON FAA  
ELECTRONICS EQUIPMENT MAINTENANCE POLICY

(The following information is submitted, as requested, for inclusion in the record of hearings conducted by the Subcommittee on Transportation and Aeronautics of the House Interstate and Foreign Commerce Committee relative to aviation safety.)

In our prepared statement, we described a situation, brought to our attention by maintenance personnel of the Federal Aviation Administration, in which a critical lack of trained personnel is forcing facilities to forego needed preventative maintenance on electronic equipment. Subcommittee members requested more detailed information on this matter.

As a case in point, we submit the following report from maintenance employees of the FAA's Buffalo, N.Y., facility.

Employees cited directives issued in 1964 which, they state, are being carried out to this day, indicating that the problem has been with us for some time.