

My name is Clifford P. Burton, and I hold the position of executive director of the Air Traffic Control Association.

On my right is Mr. James Hill, general counsel of the association.

At this point I would like to mention that Mr. Hill is a former Deputy General Counsel of the Federal Aviation Agency and I formerly held the position of Deputy Director of the Air Traffic Service and in that capacity I have some working knowledge of the problems that the agency goes through in trying to get budgetary approval of its request for personnel and equipment.

In my statement I mention 5,000 of the 12,000 aircraft traffic controllers. We do not include in that 12,000 figure flight service station personnel but of our 5,000 members we can authenticate this by records which are kept through the computer at the Service Bureau Corp. and we can make our roster available to the committee to prove the actual number of members we have in our association, and how many we represent.

We do not maintain that we represent the other 7,000 of the 12,000 controllers or whatever exact number it is.

We are an independent, nonprofit professional organization dedicated to the advancement of science of air traffic control.

Our statement, Mr. Chairman, does not deal specifically with equipment. We have read the testimony of the previous witnesses, ATA, the AOPA, and others, and we believe all the goodies in the world are included in those statements as to equipment.

Our particular thrust deals with the recognized shortage in personnel, the rapid growth of traffic, and what must be done to correct this situation.

Our statement quotes in full an editorial in our journal of January of this year, where we really pointed up this problem. We did not wait until an accident occurred to point it out.

We also recognize that during the past 4 or 5 years the economy pressures that have been on the agency, and that many people in that agency recognized this problem, yet there was not too much they could really do about it.

Our concern now is over the fact that in the last 4 or 5 years the traffic has increased rapidly, it has been handled by increased productivity on the part of the controllers to almost the breaking point.

We recognize the shortage in nearly every facility in the country. The difficulty now arises with the fact that the pipeline is empty. There are no new bodies coming into the system in time.

It will take at least 18 months, 15 to 18 months to train a body in a low activity facility, 3 to 5 years in a busy one.

So the pipeline needs to be filled up.

At the present time, as I found in my tour through the Western States and through the central part of the country, there are a few new bodies coming into the system but not in any great numbers, and they are largely composed of retired commanders, colonels, and sergeants. We think there should be an all-out effort at the present time to recruit new and qualified personnel.

We specifically recommend immediate acquisition of around 2,000 for training purposes. We also recognize that while it would be desirable to rapidly expand in the electronics field and commission new radars, new facilities throughout the country, that this cannot be done