

with the present work force, and it would drain off the qualified people from the existing facilities, now working shorthanded.

We think the first order of business, insofar as safety is concerned, is to get the bodies on hand to handle the equipment and the facilities in existence today. Certainly it would be desirable according to ATA's statement that we have more radar, more towers, more ILS, et cetera, but we must have the people to maintain them, so the particular thrust of our testimony is in the personnel field.

We work closely with the FAA on these problems. We have seldom, if ever, sent a recommendation or a communication to the FAA that they have not answered it, however, it has not always answered to our satisfaction.

Many times we quarrel and we quarrel quite strongly and quite bitterly, but at the same time we have confidence in General McKee and Mr. Thomas, and we feel that they can get this job done, that they can get out of this dilemma if they are given some immediate support.

I speak now of the Appropriations Committee as you cannot get things done without money.

So in our statement, Mr. Chairman, we have three areas which we think should be given priority attention: One is the immediate acquisition of 2,000 personnel, and I use a round number of this—

Mr. KUYKENDALL. What page?

Mr. BURTON. That is on page 6.

Major emphasis on the airport construction program because quite obviously if you have no place for the airplane to land, we cannot handle them and the traffic controllers have to chop them off—restrict traffic.

An accelerated implementation program on the national aviation system is now underway by FAA.

Here, again, Mr. Chairman, this cannot be accelerated unless there is money in hand to do it. When you add to that, of course, the recommendations of other associations that have appeared before you on additional radar, additional towers, additional lights and facilities, and so on, again it comes down to a matter of money.

So we are pressing you strongly, Mr. Chairman, to urge the Appropriations Committee to get behind the FAA and give them the money that they need to do the job.

We do have confidence in the administration to get the job done, we expect to quarrel with them in the future as we have in the past, but at the same time we are trying to cooperate with them.

Basically, Mr. Chairman, that is the thrust of our statement.

Mr. FRIEDEL. The three recommendations we have here. What do you estimate the total cost would be?

Mr. BURTON. I have not gone into the matter of cost on these at all, Mr. Chairman, but I would say it is quite astronomical particularly in the airport area and in national aviation system.

I think they have ordered most of the computers, radar, and other electronics that are very, very expensive. Of course, if you take the average salary of a controller and multiply by 2,000, that would give you a pretty good figure, but we have not done so.

We can come up with a rough estimate but we have not attempted to do this. I would say it would be at least \$200 or \$300 million.