

AVIATION SAFETY

WEDNESDAY, MARCH 27, 1968

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON TRANSPORTATION AND AERONAUTICS,
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
Washington, D.C.

The subcommittee met at 10 a.m., pursuant to notice, in room 2123, Rayburn House Office Building, Hon. Samuel N. Friedel (chairman of the subcommittee) presiding.

Mr. FRIEDEL. The subcommittee will please be in order.

Today the Subcommittee on Transportation and Aeronautics will continue public hearings on aviation safety.

I believe that we have only three or four witnesses scheduled and I expect that we can conclude this series of hearings today.

Our first witness this morning is Mr. F. Lee Bailey, acting executive director, Professional Air Traffic Controllers Organization.

Mr. Bailey, you may proceed.

STATEMENT OF F. LEE BAILEY, ACTING EXECUTIVE DIRECTOR, PROFESSIONAL AIR TRAFFIC CONTROLLERS ORGANIZATION

Mr. BAILEY. Good morning, sir.

The Professional Air Traffic Controllers Organization, on which I should like to give a brief background because it is a new organization, was formed as a result of the feeling of certain controllers in the New York area which has unique problems because of its operation of three major airports within a very small area; that a new organization was needed because the system of air traffic control at least from the controllers view was rapidly falling behind the demand placed upon it and approaching a critical condition.

They requested that I act as general counsel in forming an organization, not just in that area but across the Nation, and to promote their aims.

Since January when the organization held its first meeting in New York, we have visited about 12 of the major facilities across the country.

The membership is now at 4,000 and is growing very rapidly.

The controllers have pretty well reduced their major problems to a state where we can describe them with some degree of accuracy.

The basic problem and I know this has been said in other ways but I think strictly from a controller's point of view is that the job of the air traffic controller has shifted much more rapidly than he has been able to keep pace with that shift.