

The business of the controller will get tougher as will the business of the pilot, but it is no longer possible just to recruit anybody who may come in off the street, and the present demand for qualifications I consider to be very low according to information promulgated by the FAA.

These people are not going to be able to do the job when the present front line controllers are gone unless someone comes in to replace them; the business of air traffic control could very well wind up and very quickly wind up in a very nasty mess.

I thank you very much.

Mr. FRIEDEL. I want to thank you, Mr. Bailey, and I wish to assure you and everyone here that the chairman of the full committee and the chairman of this subcommittee are very much aware of the matters that you mentioned and we are very much interested in the safety of aviation for the benefit of all.

We know there are areas where we need more controllers and we need more radar facilities. There is a need for a collision-avoidance system.

All of these are being worked on right now and I think the controllers are dedicated men, doing a good job, and I think in the appropriations bill we passed last year we provided for more controllers than we had the year before and we hope to have more.

Mr. STAGGERS. I have no questions. I would like to thank you for your very clear presentation of a problem which we all recognize is going to have to be worked on and I think you have done a real fine job in presenting it.

Mr. BAILEY. May I leave for the committee our letter to General McKee which is a formal presentation to the Agency of what this organization is (See p. 351.)

I must emphasize that this is just about as far from a union effort as you can get and nothing in the letter promotes the organization.

Since we expect to appear again and again before the Agency, not as a union looking for its own advancement but just speaking for controllers generally, whether they do or do not belong, because they simply have the problems—we simply want the aims of the organization on record in case other suggested aims are brought forward.

Mr. DEVINE. I have no questions, Mr. Chairman, but I want to say that we do not want this subcommittee used for any organizational purposes.

Mr. BAILEY. Absolutely not. I hope my remarks are pertinent to every controller in the United States whether he belongs to any organization or otherwise.

Mr. KUYKENDALL. Your reputation as an attorney if not as an aviation expert has preceded you here, Mr. Bailey.

How large a radarscope would it take to put altitudes on in O'Hare or the New York area?

Mr. BAILEY. The ones I have seen operating at Atlanta in the alphanumeric system I should say are 24 inches in diameter.

Mr. KUYKENDALL. You are not implying they would be large enough for a highly congested area?

Mr. BAILEY. I don't think the question of the size of the scope is necessarily determinative because the areas are broken up into many areas and one scope covers a small area and they overlap.