

We are concerned with this problem as you are. We sat and listened to the last words of the pilot on the tape in the New Orleans crash. It creates concern in anybody. We have done that here and in Oklahoma City and elsewhere; so please give us "hows" and not so many "shoulds."

Mr. BAILEY. I would be pleased to give you a few "hows." First of all—

Mr. KUYKENDALL. I have been called downstairs to another committee. In the "hows" I am talking about specific proposals.

Mr. BAILEY. You would like me to submit it in writing?

Mr. KUYKENDALL. Yes.

Mr. BAILEY. I would be happy to do so.

Mr. KUYKENDALL. They are the types of things we expect to use and I know you are a brilliant attorney and have great retention but I suspect you would like to study your proposals before you put them in writing.

Mr. BAILEY. I am prepared to give them right now, but I will be pleased to submit them in writing.

Mr. KUYKENDALL. I don't retain as well as you do, and I would like to have them in writing.

Mr. FRIEDEL. Your letter to General McKee will be included in the record.

(Letter referred to follows:)

PROFESSIONAL AIR TRAFFIC CONTROLLERS ORGANIZATION,
Boston, Mass., March 25, 1968.

Gen. WILLIAM F. MCKEE,
*Administrator, Department of Transportation, Federal Aviation Administration,
Washington, D.C.*

DEAR GENERAL MCKEE: This letter results from a conversation held between Mr. D. D. Thomas of your office and myself some weeks ago, wherein he requested that a letter of description and a charter be furnished as soon as possible in order that the Agency might have some concrete evidence of the structure and objectives of this organization. I am in the process of drafting a temporary charter (since a detailed constitution and by-laws must await our first convention in July, 1968), and will forward a copy to you as soon as it is complete. Meanwhile, I ask that you accord us your recognition as an organization based upon the representations set forth herein.

PATCO was formed in January, 1968, at a meeting in New York of controllers in that area. Because of the critical traffic problems in that area, the New York Controllers felt that major steps would have to be taken in the immediate future if air safety was to be maintained in the face of steadily increasing loads. They explained to me that because of conditions that now exist they were operating inferior equipment for excessive periods of time, and that because of the low pay and lack of realistic retirement periods, many of those now being recruited to become controllers were incompetent to discharge the heavy responsibilities involved. As in any other line of work, where the working conditions are unattractive to the caliber of man needed, that caliber does not apply.

I was asked to assist in the formation of this organization, and to act as its general counsel once it had been placed on its feet. It was decided that the tenor of the group would be professional, in every sense of the word, as distinguished from a unionistic approach, and that only active controllers current and proficient in the actual control of aircraft would be eligible for membership.

Since the original meeting in New York, we have visited a dozen major facilities across the country. According to our present figures, between 85 percent and 90 percent at each visited facility have joined. We will shortly publish our first Journal, partly to explain to all interested parties what PATCO is and where it intends to go, and partly to communicate with those controllers whom we are unable to reach by direct meeting.