

at least prevent them from agreeing on the important things on which they do all agree.

Mr. PICKLE. You are the attorney for the PATCO?

Mr. BAILEY. Yes.

Mr. PICKLE. Your job then is to organize the association and solicit members as such? Is that what you are doing? Are you organizing and soliciting?

Mr. BAILEY. The organization is attempting to have as its membership all of the controllers because it feels that the problems are common to all of them and that the prior approaches have been demonstrably unsuccessful.

Mr. primary function is to guide the organization in attempting to obtain its objectives.

Mr. PICKLE. You are saying that the NAGE and the ATCA have been demonstrably effective?

Mr. BAILEY. Yes; and I think the record bears this out.

Mr. PICKLE. I think the answer is you have a strictly professional group.

Mr. BAILEY. Yes.

Mr. FRIEDEL. I want to thank you very much, Mr. Bailey.

We shall hear next from our colleague, the Honorable William Minshall, of Ohio. Please proceed Mr. Minshall.

**STATEMENT OF HON. WILLIAM E. MINSHALL, A REPRESENTATIVE
IN CONGRESS FROM THE STATE OF OHIO**

Mr. MINSHALL. Mr. Chairman, I wish to associate myself with the remarks of the distinguished witnesses who have preceded me to urge strengthening of the safety functions of the Federal Aviation Administration, particularly in the area of air traffic control.

As ranking minority member of the Subcommittee on Department of Transportation Appropriations, I took the House floor last October to urge an increase in air safety funds for the Federal Aviation Administration. I am mindful of the millions of air travelers dependent on the alertness, skill, and physiological and fitness of the air controller who quite literally holds their lives in his hands.

Air traffic growth rates are expected to range between 11.3 percent and 19.7 percent by 1969, according to the Federal Aviation Administration, certainly an indication that comparable increases in skilled personnel are necessary. I concur with the comments of Mr. F. Lee Bailey of the need for a more adequate air traffic control system, and I know that this great subcommittee will continue to give strong emphasis to this facet of the program.

Air traffic activity growth rates are expected to range between 11.3 percent and 19.7 percent in the next year, according to the Federal Aviation Administration. This certainly points to comparable increases in trained personnel and particularly in the area of the air traffic control system.

There is no need to recapitulate the lives which have been lost in air tragedies which might have been saved had proper equipment been available or sufficient air traffic personnel on the job. I hope that this great subcommittee will give its thoughtful attention to the FAA re-