

Mr. Brooks. About 5 years ago, before you were involved with FAA, we had a pretty thorough investigation of safety in airlines and it seemed evident that the airlines themselves were not at that time overly diligent in their safety practices and we showed them the pictures to prove it. They had turned those pictures down; they had denied any of these allegations. They had to eat every one of them when I showed them pictures, with the altitudes, the times, the flight numbers, witnesses, and the people who took the pictures. The pictures showed just what kind of safety precautions the airlines, on their own, were maintaining with their pilots. They have made some changes since then. I would say that the airlines still have a long way to go in improving their execution of safety.

I would not yet want to turn this over to the airlines. Many of them are good; some better than others. Many of them have money invested, but some are not too well established and would not have the inhouse safety background even of major airlines and so I don't think there is much likelihood—until we change the law—and I am not going to be for changing it—that we remove this responsibility for safety from the FAA. I think they have done a good job in it and I think it is still their responsibility. They don't do it as well as they would like or as we would like, but I think they still have the responsibility and are doing their best to execute it. So I would say, until we change the law they are still going to have that responsibility.

Secretary Boyd. Mr. Chairman, may I make two points here: First and foremost, without regard to the interest that the aviation managers have in safety, there is a major public interest in safety of the airlines and certainly none of us who have been associated with aviation is going to say that any of the men in aviation are consciously letting down on safety anywhere. Obviously they do have a very major interest in safety but so does the public of the United States—both those who fly in the airplanes and those who may get hit when the planes come down other than at an airport.

The second thing is that I don't think there is any question but that the managers of the automobile manufacturing companies are interested in safety, and yet the Congress of the United States said the Federal Government ought to regulate the safety of the motor vehicles. The same thing is true with railroads. The Coast Guard has, for longer than any of us have lived, had a major safety responsibility for the merchant marine in this country. This doesn't mean that the captain of the ship is not interested in safety or that the owner of the ship isn't interested.

The same thing is evident where Congress is about to enact legislation on natural gas pipeline safety. It has already done so on oil pipelines. There are tremendous safety regulations based on an act of Congress in connection with the development and operation of atomic energy.

Now, I can't imagine that anybody in the field of developing atomic energy is not interested in safety. In fact, their whole careers are related to it—their lives, in fact.

Mr. Thompson. Mr. Secretary, if I may inject this thought at this particular moment, the point I was attempting to make is simply this: that, particularly with some of your large carriers—I am not speak-