

ing of local service carriers because, frankly, many times they do not have the ability, but particularly with some of the large carriers—and I know with the pilot and some of the management personnel—they feel as though they have a very definite stake in safety and they are doing everything they can to make their airlines safe because they have a monetary reason for wanting it safe and also, of course, they have a reason of wanting to keep the passengers flying in the aircraft as safe as possible and their own employees. So they are all concerned about safety.

But, the point that I question is whether or not the size of the FAA, the physical size, needs to be as large as it is, and are there people who are simply trying to make work?

We have to somewhere cut down the cost of this Government. We have two people in the FAA for every one aircraft in the air at any time, any one time, and most of those in the air are not being controlled by the FAA. If it is necessary, it is necessary, but I think it is certainly something that could be reviewed.

Secretary BOYD. I think your statistic, though, is completely irrelevant, Mr. Thompson. The fact that you have two people on the ground for one airplane in the air just doesn't have anything to do with the functioning of the Federal Aviation Administration. You cannot make that sort of relationship stand up.

Now, some of the people you saw in the Atlanta Regional Office don't have anything to do with flying airplanes.

Mr. THOMPSON. This is true.

Secretary BOYD. They are concerned about airport development.

Mr. THOMPSON. And sometimes they don't have anything to do.

Secretary BOYD. Well, I would hope that you wouldn't make a judgment based on a superficial walk-through of any building.

Mr. THOMPSON. Mr. Secretary, I believe you understand my concern and I think you are just as concerned about safety as I am but at the same time I feel we should always be concerned as to whether our bureaucracy is getting too large.

Secretary BOYD. Surely, but you have got to measure it against something and I would urge you not to measure it against the number of airplanes that are in the air at any one time.

Now, in terms of turning safety over to a major airline, because it is a major airline and because you and I know that the president of the airline is interested in safety, and all the others—this puts the airline immediately in the position of being the judge, jury, and prosecutor when it gets into an argument with the pilots over what is safe.

Each airline has its own operating procedures which are based on FAA regulations. Where would the pilots be if they felt very keenly that some portion of the operation was not safe and ought to be changed if the airlines said, "FAA has delegated this to us. You boys go peddle your papers."

The first thing you know you have a strike on your hands and instead of having somebody trying to figure out what is the safety of the thing, the decision is going to be based on who has got the most economic power, not on what is the safest part of the operation. I think it would be a hideous operation.