

Mr. THOMPSON. Well, let me say this: here again, the point I am making is not necessarily the role of the FAA so far as safety is concerned, but is it necessary? Are all of these employees of the FAA necessary? And, can there be more economy in a particular operation?

Secretary BOYD. Well, let me say this: FAA has had one of the best recognized and most awarded cost-reduction programs in the executive branch of the Federal Government. Now, that doesn't mean that every man in every position today should be doing the job he is doing, or that even there should be that job. I am not about to try to tell you that everything is exactly the way it ought to be. I don't know. I can only tell you that before the Department was established the FAA was making every effort to see to it that it didn't have more jobs than it needed, or more people filling those jobs.

Since the Department has been established, we have pursued that—

Mr. THOMPSON. And I hope you continue to.

General McKEE. I want to make a statement, Mr. Thompson, as Administrator of the FAA. I don't want one man in the FAA who is not urgently required. If I can find one, I want to move that space, not the man, out to the firing line. We are drastically short of people in our air route traffic control centers around the country. I have made the policy decision that any space that we can make available—lacking additional spaces from the Congress—goes to the firing line in air traffic control, systems maintenance, and flight standards. That is our major concern.

Mr. THOMPSON. As long as we can keep you concerned about this and you do act as forcibly as you are acting, I think this is good.

General McKEE. I couldn't feel more strongly about it.

H. GENERAL ACCOUNTING OFFICE REPORTS

Mr. BROOKS. I want to move this on forward now.

Mr. Secretary, we have some questions on General Accounting Office audit reports, but I believe all of them are on the FAA so we will get to them later. I wish you would submit responses to those for the record, if you will.

(The reports appear later in the record.)

Mr. BROOKS. I would say for the record that the purpose of these hearings, this hearing today, all of the hearings that we have held, is partly to establish a base upon which you can evaluate the productivity of Government employees in general—in the Department of Transportation and in every facet of your organization, Mr. Secretary, FAA and all of them. And the same is true of all of our other agencies, with the ultimate purpose of reducing Government expenditures where they are not necessary. I would say with regard to this particular agency, they need more controllers and air traffic control people. While they may have some extra people somewhere—everybody does, I guess—it is a really critical problem.

Mr. THOMPSON. If you will allow me to inject this, I think in the traffic control area, and in particularly your high-density areas, we do need more controllers. These people have an almost impossible task. I have no quarrel with that.

In your Federal Highway Administration you have 5,201 people. How many automobiles are there on the road? They may not require