

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C. 20590

STATEMENT OF CHESTER G. BOWERS, DIRECTOR, AIRPORTS SERVICE, FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION, BEFORE THE SUBCOMMITTEE ON EMPLOYEE BENEFITS OF THE HOUSE POST OFFICE AND CIVIL SERVICE COMMITTEE REGARDING THE PAY OF POLICE FORCES AT WASHINGTON NATIONAL AND DULLES INTERNATIONAL AIRPORTS, ON TUESDAY, JUNE 22, 1971

Mr. Chairman and Members of the Committee:

My name is Chester G. Bowers. I am the Director of the Airports Service of the Federal Aviation Administration. With me today is Mr. C. R. Melugin, the Acting Director of the National Capital Airports.

Last week we proudly celebrated the thirtieth birthday of Washington National Airport. The public air transportation service provided by National during the last thirty years, and by Dulles for more than eight years, has been unsurpassed by any other airports in the World. The excellent service provided at the airports is due in large measure to the dedicated employees who have manned the various jobs at these air transportation facilities. Thus, it is most appropriate, and I am pleased to have the opportunity to appear before you today, to discuss the pay of policemen at Washington National and Dulles International Airports.

To understand and appreciate the various duties and responsibilities associated with policework at National and Dulles, it might be helpful to briefly discuss the overall operations of those two airports. Since the opening of Washington National on June 16, 1941, and Dulles International on November 16, 1962, the Federal Aviation Administration and its predecessors have been charged with the responsibility of maintaining these airports and ensuring their safe and efficient operation as public air transportation facilities. The growth rates of National and Dulles, in terms of ever-increasing numbers of passengers, employees of the business enterprises conducted at the airports, and visitors, have naturally expanded the duties and responsibilities of our airport policemen. In 1970 alone, National and Dulles handled over 20 million passengers and visitors, and almost 243 million pounds of cargo in the fiscal year ended in June 1970. It is forecasted that by 1980 the airports will annually handle over 24 million passengers, and over 343 million pounds of cargo. On an average day in 1980 the airports will have over 67,000 passengers pass through their gates. Currently, these airports have an employee population of 14,327 representing a variety of business and commercial enterprises within the airports' boundaries.

While their duties and responsibilities are not directly comparable to those of municipal police, the airport police do have an important role. The threat of hijacking, coupled with the thefts of cargo from airports throughout the country, have emphasized the need for sophisticated

and extensive airport security systems. In this connection, in addition to their more routine police function, our police may be called upon at times to assist FBI agents and sky marshalls in some dangerous confrontations, and be prepared to handle other serious crimes.

The current salary rates for policemen are established in accordance with the provisions of the Classification Act, and in some instances special rates of pay are in effect as authorized by the Civil Service Commission. The majority of our airport police are paid at the GS-5 level, which has a regular salary range of \$6,938 to \$9,017; but this has been adjusted upward for the airport police to a salary range between \$7,862 and \$9,941. Dulles currently has 38 police officers on-board, and Washington National has 45.

Mr. Chairman, since the Civil Service Commission made the upward adjustment of the airport police salary ranges in November 1970, the police turnover rate at the two airports has been very low. During that time period one police officer has left the service of Washington National and two have left the service of Dulles. Moreover, the current use of police overtime at the airports is also low. For fiscal year 1971 it is estimated that Washington National will use 3,544 hours or approximately 1.75 man years of police overtime, as compared with 2,444 hours or slightly in excess of one man-year at Dulles.

The three bills which this Committee is considering today are all designed to revise or adjust the current pay of the police at Washington National and Dulles. In view of an ongoing Civil Service Commission study of the Federal classification system, which is focusing specifically upon the question of an appropriate classification system for protective service positions, the Department of Transportation defers to the Commission on the merits of H.R. 3585, H.R. 4720, and H.R. 7625. We believe that our deferral to the Civil Service Commission is most appropriate because of their broad overview of the entire Federal pay system, particularly under the Job Evaluation Policy Act of 1970 (Public Law 91-216).

Mr. Chairman, that concludes my prepared statement. My associate and I will be pleased to respond to any questions you may have.