

audit the other airlines. And your answer was that you really didn't know the extent of problems. I find that unacceptable. That is, you are a safety professional, committed your whole career to aviation safety, starting even before you came to the FAA in the police department of New York City. That is something you have to have your hands on. That is your responsibility.

Those incidents at the lower level should not have escaped your attention. Let's go back to 1985. In the Miami FSDO, the general counsel issued a ruling on safety to the inspector corps in that FSDO. It didn't get around the rest of the Country. And other FSDOs were doing things, taking actions that were exactly the opposite. The administrator didn't know about it. The head of the Aviation Safety Office didn't know about it.

At the time, there were the nine fiefdoms, as they were roundly called, the nine regional administrators. And they held information, didn't share it with the rest of the FAA. Centralization of FAA resulted in a very significant improvement in safety, because information now was flowing freely, flowing around the agency. And that centered responsibility on the head of the Office of Safety. That was your responsibility to know this stuff. I want you to think about how you are going to do a better job of having hands-on at the operational level within the agency.

Now, Mr. Scovel and Mr. Bloch, well, before I come to that, I asked Mr. Stuckey, Mr. Lambert a question about a directive he received to shred information that he submitted up the chain of command. He was under oath when he answered. Are you aware, were you aware, did you know about the directive to shred records that Mr. Lambert referred to pursuant to my question?

Mr. STUCKEY. No, sir. That is the first I had heard that today.

Mr. OBERSTAR. I want you to think about that.

An ethics question, Mr. Bloch, and—Mr. Sabatini?

Mr. SABATINI. Mr. Chairman, I am sorry to interrupt your chain of thought.

Mr. OBERSTAR. Not at all.

If you have a response—

Mr. SABATINI. Not a response, I need a personal break.

Mr. OBERSTAR. I understand that. You may be excused.

Mr. SABATINI. Thank you.

Mr. OBERSTAR. Yes, please. I admire your holding ability.

[Laughter.]

Mr. OBERSTAR. Mine is not as good.

I have a question. Mr. Petri, do you have something?

Mr. PETRI. Nothing urgent. I was going to ask something if you were going to pause.

Mr. OBERSTAR. I want to pursue this. No, I think I will let you go ahead, because I think Mr. Sabatini needs to be responsive. So please, go ahead.

Mr. PETRI. I just was curious, we didn't get a particular response to this chart question about why Mr. Gawadzinski was either not subpoenaed or given an opportunity to appear. Is there any reason for the record?

Mr. OBERSTAR. The reason he was not called, we considered that. He was under disciplinary order by the FAA, as we understood it at the outset of this hearing. It now appears that he is not under

very sufficient disciplinary order. In fact, he is probably in an operating position that is inappropriate, given what came out at this hearing. And secondly, his actions were the subject of the testimony by the other witnesses. I thought that that would, with those two factors together, that he would not be in a position to respond, since he was under disciplinary action by the FAA.

Mr. PETRI. People are obviously under oath, whether they are sworn or not, and he is a central figure in all of this, not only on the organization chart, but in the concern about the operation of the relationship with Southwest Airlines and that office and how the inspectors were treated and so on. It would probably at some point be worthwhile, if it seems appropriate.

Mr. OBERSTAR. We certainly can revisit the issue of his role and bring him to the Committee.

Mr. PETRI. Very good.

Mr. OBERSTAR. Mr. Scovel, the Southwest region, and Mr. Bloch, of FAA has approved a memorandum of understanding to provide type ratings to FAA inspectors at Southwest Airlines' expense. The policy of the FAA stipulates that such MOUs should be approved only when necessary for the FAA to issue a type rating to air carrier pilots. Since Southwest hires pilots who are already type rated and only such pilots, what is the justification or need for this program at Southwest, that is to have inspectors type rated at Southwest's expense when they are also charged with the inspection and investigation of that carrier?

I have made some inquiries about what that service might cost, and it is in the range of \$20,000 to \$25,000 per type rating. This exchange has somewhat the feel of a way of acquiring influence at the FAA. And I understand that this practice was approved by Mr. Stuckey. What is your reaction? I know you don't have much advance warning of it, but just on the basis of what I have described.

Mr. SCOVEL. I have had very little advance warning, Mr. Chairman. I was informed within the last week of such an arrangement. And I should caveat what I am about to say by indicating that this is a matter that we would like very much to inquire into in the course of our audit and investigative activities surrounding the whole Southwest CMO incident.

It is a troubling process, if only for the perception that Southwest is acquiring influence through FAA. On the face of it, it certainly feeds our conclusion that there is an overly collaborative and close relationship between the Southwest CMO and the carrier. Very troubling. I can't speak for the CMO except simply to speculate, and I know I am on very thin ice here as an IG, and never speculate, you always go with the data.

But I would suspect that the region would attempt to justify it by saying that they gained expertise and insight if their inspectors or their managers are able to know what key figures in the carrier are doing and what they are experiencing and what their particular maintenance concerns might be on a day to day basis, as an operator as opposed to an inspector or from a management level with the carrier.

But I see Mr. Stuckey is back, and I will defer to him.

Mr. OBERSTAR. Mr. Bloch, did you have a comment?