

DEPM's review for 20 days. This again is contrary to ATOS data quality guidelines and the required disciplinary action on the DEPM was not taken.

At this point, I was fed up with the office environment and how I was being unfairly treated by management and certain inspectors. I requested to be transferred to another office in the local area. I was finally told by the manager, Mr. Hedlund, that I received a transfer to the DFW FSDO. This meeting took place in my cubicle. During the conversation, my supervisor walked up, walked by and made some comments, then flipped me off with both fingers from both his hands, in front of the manager.

I sent a grievance to the region and I requested immediate removal from the office. The SAI letter addressing the findings during the SAI 1.3.6 still had not left the office. I do not know what the final letter looked like, since I was no longer employed in the office. I also cannot take ownership of the final SAI, since I believe the data has been manipulated since my departure.

I made every attempt to complete this assignment in the most professional manner humanly possible. I followed national policies and guidance through the entire process. I pride myself as a public servant to make every attempt to make the safest transportation system in the world. I swore an oath to do just that.

Mr. OBERSTAR. Thank you, Mr. Bassler.

Mr. Collamore, do you have a separate statement?

Mr. COLLAMORE. No, sir, I don't.

Mr. OBERSTAR. Okay, thank you. Thank you very much for your testimony. I appreciate your candor and your forthrightness.

Mr. Kelleher and Mr. Kelly, Southwest Airlines is not on trial here. I want you to understand that. Your customer satisfaction rating is not on trial or in question. What is at stake in this hearing is the role of the FAA and the compliance with the Airworthiness Directives.

At the very outset of all this disclosure, there was a statement, initial public statement from Southwest Airlines, implying that it had received concurrence from Boeing that it was acceptable to continue flying the aircraft. Those were statements from Southwest reported in the news media, copies of which we have received. Is it Boeing's responsibility to give approval on Airworthiness Directive matters, or is that the FAA's responsibility?

Mr. KELLEHER. Mr. Chairman, I think there has been a mistake there with respect to what you read. We never asked the Boeing Company to deal with the subject of regulatory compliance. We simply asked the Boeing Company whether or not there were any safety of flight issues involved in flying those airplanes for the eight days that it took to re-inspect them. The Boeing statement itself specifically says, we are not addressing the issue of regulatory compliance.

Mr. OBERSTAR. Did they put that in writing to Southwest?

Mr. KELLEHER. I believe it is.

Mr. OBERSTAR. Would you submit that for the record, so we can have the record correct on that matter?

Mr. KELLEHER. Yes, sir, absolutely.

Mr. OBERSTAR. It certainly gave a very inappropriate impression to my investigative mind and my experience.