

the program and also do surveillance inspections to ensure Southwest Airlines is following their procedures.

His response to that was: I have other inspectors for that.

I do have an e-mail from him, stating that my area of inspection is Dulles. Well, that is the only place that Southwest Airlines flies.

Mr. COSTELLO. I thank you, and I thank you, Mr. Chairman.

Mr. OBERSTAR. A further way of answering your question is to say very simply that a letter of investigation has consequences that can result in fines. A letter of concern does not.

Mr. BOUTRIS. Yes, correct. Yes, sir, that is correct, but the letter of concern is nowhere identifying our guidance.

Mr. OBERSTAR. That is right. That is correct.

The Committee will stand in recess, pending the votes on the House floor, and we will resume 20 minutes after the last vote. The panel, since they are under oath, will be sequestered by the Committee staff.

[Recess.]

Mr. OBERSTAR. The Committee will resume its sitting.

At the time that we broke for the votes, Mr. Costello had concluded his questioning, and now we turn to Mr. Hayes of North Carolina, a pilot, a diligent Member of this Committee.

Mr. HAYES. Thank you, Mr. Chairman.

This is a very important hearing. I think we have established several things. That is serious mistakes in oversight have occurred on the part of the FAA and on the part of Southwest Airlines, and I am confident that we will move aggressively on the part of everyone involved to correct the situations that have been pointed out in great detail.

As others have said, thank you for the testimony from our first panel.

I would like to pick up, if I may, on a question that Mr. Costello asked. I think it is very appropriate to make sure that we understand and have the right answer. His question, if I remember correctly, was: Do you think the problem that we have uncovered and discussed today is system-wide or restricted to the area that you all have been covering?

There was yes and one acknowledgment, but I would like to ask the panel that across the board. Mr. Boutris, would you?

Mr. BOUTRIS. That was in regard to if this problem exists in other CMOs and other FAA offices here?

Mr. HAYES. Correct. That is basically the question.

Mr. BOUTRIS. Basically, the only thing I can say is what I responded earlier, that the ATOS program can be manipulated and the person that looks at the dashboard.

Mr. HAYES. Just a yes or no.

Mr. BOUTRIS. No.

Mr. HAYES. Mr. Peters? Okay, no.

Mr. PETERS. I think potentially it could, however.

Mr. HAYES. Well, obviously, it could, but do you think this is a system-wide problem of this extent?

Mr. PETERS. Maybe not to this extent.

Mr. HAYES. Okay. And, Mr. Mills, you shook your head a minute ago as it is not a system-wide.

Does anybody disagree? Let's not belabor it.