

28 November 2022

Statement of Facts

RE: OSC File No. DI-20-000827/Agency Report

As I gathered my thoughts for comments, I was carried back in time to 10/16 2019. This is the date of our National CHEP Inspection Teams, initial submission and concerns were forwarded to AFS 200 regarding Atlas and Polar Airlines. It took over three years for any movement on the information provided. We kept being moved up and down the managerial ladder, due to the fact no one wanted to act. In the spring of 2019, Atlas Airlines had a fatal accident where two crewmembers and one pilot catching a ride home was killed. This accident was tied to the lack of proper training and Crew Resource Management. After providing hours of testimony to the Senate Oversight Committee on Transportation, the DOT Inspector General and the Office of the Special Council, nothing was done to correct any problems, with either Atlas, or Polar Airlines, which were operating as one carrier, without the proper Operations Specifications, which spells out the operating rules for air carriers. Also, during this time, DFW CMO Management moved Inspectors from the Atlas and Polar Certificates due to the fact "they were not being nice to Atlas Airlines". It is obvious FAA Management had more than a cozy relationship with these airlines. Nothing has changed with this management team and no changes have been made at the airlines. When I hear Managers, up to an including the FAA Administrator, say safety first, if you see something, say something, we have your backs, in 20 years at FAA, I'm still waiting to see someone act, instead of talking about.

Regards,

/s/

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