

September 24, 2023

President J Biden
The White House
1600 Pennsylvania Ave
Washington DC, 20500

Re: Supplemental Report Comments Regarding: OSC File No DI-22-000519

Dear Mr. President,

On September 18, 2023, the Department of Homeland Security (DHS), Customs and Border Protection (CBP) submitted their answers (actions) to the Office of Special Counsel (OSC) regarding the follow-up questions issued on August 1, 2023.

The response issued by CBP neither answered nor addressed either of the three questions posed by OSC. CBP, in their response to OSC failed to hold AMO accountable for either the obstruction actioned by Executive Director [REDACTED] in a substantially edited mishap safety report to the National Transportation Safety Board (NTSB) or to the American tax payer on a fleet of rotary wing aircraft purchased in violation of AMO's own Operational Requirements Document.

In their failure to provide substantive actions against Executive Director [REDACTED], CBP has allowed the continuance of bad behaviors within AMO leadership. By allowing Executive Director [REDACTED] to simply retire, no lessons of accountability have been promoted to those needing it most, the Senior leadership members of Air and Marine Operations. Their failure to accept the results of a 2-year investigation finding fault with multiple failures of leadership, an underlying lack of integrity, nor any will to take corrective actions proves that a much stronger response was needed by CBP to restore the faith of the AMO workforce.

Concerning the response to the AS350 fleet. It has NEVER been alleged that AMO's fleet of aircraft were not in compliance with the Federal Aviation Administration regulations regarding the installation of fuel systems on rotorcraft designed prior to October 1991. What was alleged and sustained by CBP's own Office of Professional Responsibility (OPR) is that AMO intentionally violated their own operations requirements document in acquiring this fleet of aircraft. This violation was made without the explicit warring of Congress, and the parties who provided the funding of these aircraft. CBP's response either shows a complete lack of understanding of the issues, or a complete lack interest in fact checking AMO's input to them.

Lastly, to the NTSB. AMO violated our memorandum of agreement signed between our two parties. For nearly a decade, this document served us well. AMO's commitment to conducting mishap investigations in accordance with NTSB policies has served both agencies well. It took years shaping this relationship and establishing a deep trust among Federal partners. The

destructive actions taken by Executive Director [REDACTED] to avoid liability by AMO in the aviation mishap of N841BP has destroyed that trust. AMO should lose their NTSB "party status" immediately.

VR/

[REDACTED]