

Vincent M. Sugent
7768 Pleasant Lane
Ypsilanti, MI 48197
February 4, 2010

Karen Gorman
U.S. Office of Special Counsel
1730 M Street, N.W., Suite 300
Washington, D. C. 20036-4505

Dear Karen,

I once again appreciate you time, effort and stamina with these issues. I will be brief so as to keep the process moving forward.

The Agency states that they re-examined the circumstances surrounding the information and timeliness of the information conveyed to Senator Carl Levin. The Agency determined that the original counseling was appropriate and no further disciplinary action was necessary.

It has been stated that the Director of Operations for Central Service Area, Nancy Kort, counseled the Mr. Figliuolo and closer supervision was provided by monthly reports through November 2008, followed by quarterly reports to Ms. Kort. This is important because in July 2008 three B747's were departed off of runway 22 left with no regard to the runway 27 left arrivals and were initially classified as operational errors. This date falls within the March 2008 Southwest Flow discontinuation date and the monthly reports through November 2008 provided to Ms. Kort. This calls into serious question what sort of counseling and closer supervision was provided to Mr. Figliuolo by Ms. Kort and if counseling was the appropriate disciplinary action.

Figliuolo and Boliard deliberately and intentionally mislead Senator Levin and did not send a correcting letter back to the Senator for almost seven months so they could continue to conduct the Southwest Flow. Management's actions and their actions alone created the unnecessarily unsafe conditions to the flying public.

AOV is Air Traffic Safety Oversight Division, so what did management think when the Air Traffic Safety Oversight Division meant when they said non-compliant. If they did not understand ATO-Safety or AOV briefings, if they were confused, then why did they not ask for clarification instead of continually conducting insufficient briefings? How can a FAA Facility/Hub Manager at any airport, especially an OEP airport, claim they do not know that noncompliance of the 7110.65 would not compromise safety? The 7110.65 governs the safe operation of air traffic.

The punishment for these acts by management should not consist of just counseling and direction. Fraud, intentionally misleading a Senator, endangering the flying public and

dereliction of duty should carry greater punishment. Instead of removal, demotions and separation, Boliard is made manager of another facility, Grammes was laterally transferred to the TRACON and Figliuolo was given a 120 day detail in Washington, D.C. and allowed to return to the facility as the air traffic and Michigan HUB manager. This is a travesty. Controllers deserve better leadership and the flying public deserves job performance and competency of management officials.

Thank you very much for your time and the opportunity comment on the latest information. If you any questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "V. M. Sugent". The signature is fluid and cursive, with the first letter of each name being capitalized and prominent.

Vincent M. Sugent