



U.S. House of Representatives
Committee on Transportation and Infrastructure

Washington, DC 20515

James L. Oberstar
Chairman

John L. Mica
Ranking Republican Member

June 5, 2008

David Heysmsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

The Honorable Calvin L. Scovel, III
Inspector General
United States Department of Transportation
1200 New Jersey Avenue, S.E.
West Building, W70-300
Washington, DC 20590

Dear Mr. Scovel:

On May 22, 2008, CBS News reported that Airtech International Inc. ("Airtech"), one of the largest suppliers of materials used in the production of composite parts on commercial and military aircraft, committed fraud on "every aircraft manufacturer in the world" between 1997 and 2005. The news report cited a memorandum, drafted after a four-year joint investigation by the Army Criminal Investigation Command (hereinafter "Army") and the Defense Criminal Investigative Service ("DCIS"), which recommended that action be taken against Airtech to protect Department of Defense interests. The Army criminal investigator wrote, "In my career investigating allegations of fraudulent acts against the DOD, seldom have I come across a company with such brazen disregard for the safety of soldiers and civilians as well as for the sanctity of laws, rules and regulations."

Subsequent to the Army's investigation, the Federal Aviation Administration ("FAA") independently embarked upon its own investigation. On October 20, 2006, the FAA sent a letter to Airtech, advising the company of its intent to investigate allegations of Suspected Unapproved Parts. One month later, on November 28, 2006, the FAA concluded that no violations had occurred and advised Airtech to, "consider this matter closed."

I have serious questions as to how two investigations into identical allegations could result in such divergent conclusions. I request that you reassure the Committee that FAA's conclusions are based on the best evidence available and that the traveling public is not being put at risk as a result of the alleged fraud.

The Honorable Calvin L. Scovel, III

June 5, 2008

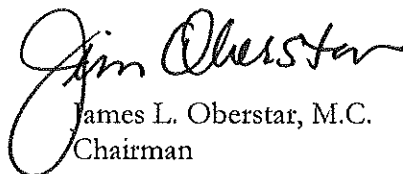
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Please provide a report to the Committee which includes responses to the following questions:

1. What process did the FAA use to coordinate its investigation with the Army and DCIS?
2. Is it common for investigating agencies to separately conduct investigations into the same set of criminal allegations?
3. What, if any, different information or sources did the two investigations access that led to the conflicting conclusions?
4. Were FAA's efforts to investigate the allegations sufficient to verify whether the allegations of Suspected Unapproved Parts were true?
5. Is there any evidence that Airtech's products have been failing at rates that are higher than normal?

If you have any questions regarding this request, you may contact Leila Kahn with the Committee's Oversight and Investigations staff at (202) 226-4697.

Sincerely,


James L. Oberstar, M.C.
Chairman