

Mr. MONAGAN. He may not have been, but whoever his writer is was stiff.

Colonel DAVID. Our relations with GSA are absolutely flawless as far as I am concerned. We get along very well.

Mr. MONAGAN. That is soft music for them down there.

Colonel DAVID. We have no bones to pick with them. We do have problems of interpretation, and as Mr. Romney just entered into the record the military departments' interpretation of the exemption of these classes 15 and 16, you will find that each one of the military departments unanimously interpreted the exemptions the same. Now we have, I understand, a change in the interpretation. We will make changes as GSA feels appropriate.

Mr. MONAGAN. Well, on this pleasant note, we will permit you to take your leave.

Colonel DAVID. Thank you, sir.

Mr. MONAGAN. Thank you very much.

STATEMENT OF ROBERT T. GRIFFIN, ASSISTANT ADMINISTRATOR, GENERAL SERVICES ADMINISTRATION; ACCOMPANIED BY LEWIS C. TUTTLE, ACTING ASSISTANT COMMISSIONER, PERSONAL PROPERTY DISPOSAL; AND BYRON HARDING, ASSOCIATE GENERAL COUNSEL

Mr. MONAGAN. Mr. Griffin, is Mr. Tuttle going to—

Mr. GRIFFIN. No, I will be able to proceed. Mr. Tuttle is with me.

Mr. MONAGAN. Fine. Glad to have you.

Mr. GRIFFIN. Glad to be here, Mr. Chairman.

I have with me, Mr. Chairman, Mr. Lewis Tuttle, the Acting Assistant Commissioner of Personal Property Disposal, and Mr. Byron Harding, our Associate General Counsel.

I do not have a prepared statement in accordance with our agreement with Mr. Romney.

I would like to begin by reading for the record part of a letter we wrote to the Department of Defense on July 3, which is 1 day after Mr. Romney's visit:

Specifically, an exception was granted with respect to those items in Federal Supply Classification Group 16, Aircraft Components and Accessories and the Airframe Structural Components of FSC Group 15, the exception to be applicable in those cases where the military departments rely on a contract with a manufacturer for full spare parts support for commercial-type aircraft.

As you know, the exception stemmed from an earlier request from the Naval Air Systems Command. The Navy had just procured several commercial type Gulfstream aircraft and was about to contract with the manufacturer to require it to provide full spare parts support. The contract would mean that Navy would not procure and bring into Navy supply systems an inventory of spare parts, as is usually done when aircraft are procured by the military services. After reviewing the proposal, GSA determined that this approach offered a potential for substantial economies; and it agreed to provide the interim exception the Navy would need to accomplish its plan.

In recognition that the other military departments might also be operating or planning to operate commercial type aircraft with reliance on full spare parts support by a manufacturer, in lieu of carrying a Government-owned inventory, the General Services Administration letter of April 8, 1968, granted the limited exception to the Department of Defense as referenced above.

We have recently reviewed directives issued by the Army, Navy, and Air Force, implementing a recent DOD policy statement on exchange/sale property (Office of Assistant Secretary of Defense (Installations and Logistics) mem-