

DCA22LA126

AIR TRAFFIC CONTROL

Group Chair's Factual Report - Attachment 6

Interview Transcripts

November 1, 2022

1 UNITED STATES OF AMERICA

2
3 NATIONAL TRANSPORTATION SAFETY BOARD

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6 Investigation of: *

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8 BOEING 757 LANDED ON WRONG RUNWAY *

9 AT TULSA INTERNATIONAL AIRPORT * Accident No.: DCA22LA126

10 ON JUNE 8, 2022 IN TULSA, OKLAHOMA *

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14 Interview of: KRISTI HOPSON, Local Controller

15 Tulsa Airport Traffic Control Tower

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24 Thursday,
25 June 23, 2022
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1 APPEARANCES:

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3 BRIAN SOPER, Lead Air Traffic Control Investigator
4 Group Chair
5 National Transportation Safety Board
6

7 BRANDON JOHNSON, NATCA Air Safety Investigator
8 Group Member
9 Salt Lake Center
10 National Air Traffic Controllers Association
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12 JAMES SUDDUTH, ATC Subject Matter Expert
13 Air Traffic Group Member
14 Alliance Tower, Texas
15 Federal Aviation Administration
16

17 SABRINA WOODS, Human Performance Investigator
18 Specialist
19 National Transportation Safety Board
20

21 BERKLEY ATKINS, Air Traffic Control
22 Federal Aviation Administration
23 (On behalf of Kristi Hopson)
24
25

I N T E R V I E W

(9:50 a.m. CDT)

MR. SOPER: Test one, two. Okay. Again, my name is Brian Soper, I'm an Air Traffic Investigator with the NTSB. We are an independent federal agency charged with investigating civil aviation accidents and incidents of a serious nature.

We are non-regulatory. We're not affiliated with the DOT or the FAA in any way; we're separate and independent for a functional purpose. We have no regulatory or enforcement powers, so we don't make rules and we don't enforce rules as we discussed earlier.

Today we have here with us from our, from our headquarters as well at NTSB our, I'm sorry, our Human Performance Investigator, Sabrina Woods, and from the -- representing the FAA as a group member on the group we have James Sudduth out of Alliance Tower and we have from NATCA representing for a group member there Air Safety Investigator, Brandon Johnson, out of Salt Lake City Tower.

And then you have your representative that you chose with you which is Berkley Atkins. Can you give me your -- spelling of your first name, Berkley, is it B-E-R-K-L-E-Y?

MR. ATKINS: Yes.

MR. SOPER: All right, awesome. So and Atkins was A-T-K-I-N-S, right?

MR. ATKINS: Yes, sir.

MR. SOPER: Okay, awesome. This, as I mentioned earlier,

1 this recording will be made into a transcript, which the
2 transcript is what would become part of the permanent record. We
3 will forward you a copy of that transcript when it comes in for
4 accuracy check so you can go through it and make sure it's
5 accurate and what you recall before we finalize that, and that's
6 what will become part of the record, and the recording gets
7 destroyed, okay.

8 We cannot offer any guarantee of confidentiality or immunity
9 and what I mean by that is in military investigations if you've
10 ever had any military background or understand any of those, they
11 offer what's called privilege, which is essentially allowing it to
12 be anonymous.

13 The NTSB is a very transparent agency, so everything captured
14 is transparent with us, so that's to include the pilots, the crew,
15 maintenance people if they were, if they were included, any of
16 that stuff. So, your name will be attached to the report in some
17 way at the end.

18 Each group member here will have an opportunity to ask
19 questions and as I mentioned earlier we'll go kind of around the
20 room in a round robin fashion and you're welcome to ask questions
21 at any time of us as well.

22 If there's anything you don't understand when we ask it, feel
23 free to have us explain it better. Sometimes we, we don't
24 formulate the question as good as we should as we're going through
25 stuff but don't -- please don't fill in the blanks of what you

1 think we want to hear because that doesn't help us either.

2 So if you don't recall it, it's better to say you don't
3 recall or you don't know something if you don't know it. But
4 please do your very best to try to recall and to the very best of
5 your knowledge.

6 And so when we ask questions that may be -- you know, like if
7 we ask a question about something procedural and you're thinking,
8 okay, I know what the 7110 says but I know what we do here. I
9 probably shouldn't give them the answer.

10 You need to give us the answer of what happens here because
11 that's what's going to enable us to fit those pieces of that
12 puzzle together, right. So and sometimes the way you're doing it
13 is a better thing and maybe a new change needs to be made or
14 something needs to be implemented to initiate that change. So
15 it's very important for you to bring those things up and the -- so
16 just answer forthright to the best of your ability.

17 You're entitled to one representative, which you chose and
18 Berkley is here with you today and we already discussed we just
19 don't want him to answer questions for you but you're welcome to
20 confer with him at any time on some things. Do you have any
21 questions for us?

22 MS. HOPSON: No.

23 MR. SOPER: Okay. If you would could you give me your first
24 and last name for the record, please?

25 MS. HOPSON: Kristi Hopson.

1 MR. SOPER: And then how do you spell your first name?

2 MS. HOPSON: K-R-I-S-T-I.

3 MR. SOPER: And your last name is H-O-P-S-O-N?

4 MS. HOPSON: Correct.

5 MR. SOPER: Awesome, okay. We'll go ahead and start the
6 interview now.

7 INTERVIEW OF KRISTI HOPSON

8 BY MR. SOPER:

9 Q. And what was your age on the day of the incident?

10 A. 34.

11 Q. And your operating initials here?

12 A. NY, November Yankee.

13 Q. Is it because you're from New York or is there another
14 reason?

15 A. Yes.

16 Q. Yeah.

17 A. I'm from New York, yeah.

18 Q. I know New Yorkers can't let go, got to have it. And you're
19 a Certified Professional Controller here, right?

20 A. Yes.

21 Q. You're a CPC. And do you have any prior FAA Air Traffic
22 Controller experience, like military, DOD, dispatch, contract
23 tower --

24 A. No, I worked at another tower before I was here but --

25 Q. But FAA?

1 A. Yes.

2 Q. Okay, no worries. And do you hold any collateral duties here
3 at this facility or have you been on any recent details that have
4 taken you outside the facility and affected your currency or
5 proficiency --

6 A. No.

7 Q. -- where you've had to re-cert? Okay, If you would, try to
8 give us this kind of a 10,000 foot bio, right, which is just your,
9 your aviation background like, you know, I was always interested
10 in aviation, I graduated high school, I decided to go to college
11 for, you know, whatever, or I got my private pilot's license,
12 whatever it is for you that led you to where you are today being a
13 CPC here, just kind of that, that overall bio of your aviation
14 background.

15 A. I knew I wanted to be a controller when I was 12 because my
16 older brother was a controller, so I was kind of following in his
17 footsteps because he went into the Marines for it and then was in
18 the FAA, so I kind of always knew that that's what I was going to
19 do.

20 So, I did early application for Beaver college which is an
21 air traffic control college.

22 Q. Okay.

23 A. And attended there when I was 19, got my CTO there, took a
24 private pilot's course there. I didn't get my license because I
25 didn't want to be in the airplane alone, just wasn't something I

1 was interested in.

2 Q. I get it.

3 A. Graduated; got hired by the FAA in 2009 and my first
4 assignment was Greer Tower and TRACON, GSP in South Carolina. I
5 was there for six years and then I started here in October of
6 2015.

7 Q. Okay. And so when were you in Greer, what year to year?

8 A. 2009 to 2015.

9 Q. Wow, let's see, I came to do an investigation at Greer when
10 you guys had an MVA event out there coming from Asheville or --

11 A. That doesn't surprise me.

12 Q. Yeah.

13 A. There's a lot of MVAs out there so that was --

14 Q. I remember it; you guys were going through getting new radar.
15 Like you guys weren't on STARS yet or something, you were one of
16 the last facilities.

17 A. When I left we were not on STARS.

18 Q. Yeah.

19 A. Yeah.

20 Q. You were, you were one of the last facilities and I know they
21 were -- that was one of the problems was that your video mapping
22 was bad.

23 A. It was, yeah.

24 Q. It was just --

25 UNIDENTIFIED SPEAKER: Was it GMV?

1 MS. HOPSON: GSP.

2 BY MR. SOPER:

3 Q. GSP?

4 A. Uh-huh.

5 Q. So have you ever been fired, terminated, suspended or asked
6 to resign from any job since you've been in the FAA?

7 A. No.

8 Q. Okay. And how would you describe your overall health in the
9 terms of excellent, good, fair, poor?

10 A. Excellent.

11 Q. Okay. And did you have a second class medical clearance on
12 the day of the event?

13 A. Yes.

14 Q. And do you have any restrictions or waivers to your medical
15 clearance?

16 A. I wear contacts if that counts as a restriction.

17 Q. Are you required to wear corrective lenses or have corrective
18 lenses on your person when you control?

19 A. Corrective lenses or my glasses.

20 Q. Okay. On your person or wearing?

21 A. Yes.

22 Q. Wearing?

23 A. Oh, yeah, I wear my contacts or my glasses, yeah.

24 Q. Okay. You were wearing them on that day?

25 A. I was wearing glasses.

1 Q. You were wearing glasses on that day, okay, awesome. Do you
2 take any -- were you taking on the day of the event any, any
3 prescription or non-prescription medication, over-the-counter
4 stuff on the day of the event?

5 A. No.

6 Q. Okay. Do you take any regular maintenance medications of any
7 kind?

8 A. Sometimes a multi-vitamin but not every day.

9 Q. And was a drug or alcohol screening performed following this
10 event?

11 A. No.

12 Q. Okay. And has there been any major changes in your health
13 over the last year and these are big things like big ticket stuff
14 like, you know, yeah, I had a surgery, I had, you know, a pin put
15 in my arm or I had, you know, I was majorly sick for a long period
16 of time, anything like that?

17 A. I had a surgery last October.

18 Q. A surgery. And everything was good?

19 A. Yes.

20 Q. I mean, everything worked out fine? How long did it take you
21 out of the work environment?

22 A. About two weeks.

23 Q. Two weeks, okay. So you didn't even fall out of proficiency
24 or currency probably?

25 A. No.

1 Q. Okay. Good. And how about major changes in your personal
2 life over the last year, major things like I got married or I got
3 divorced or I adopted a child or anything like that?

4 A. No.

5 Q. Okay. And last but a similar question, major changes in your
6 financial situation? We're looking at big things, you know, like
7 I won the lotto or file bankruptcy, big stuff that impacted your
8 life?

9 A. No.

10 Q. Okay. This one's going to be very basic and I know that our
11 human performance folks will have some more in-depth questions for
12 you but in a, in a basic sense, and I know it's a little bit
13 difficult because we're now beyond the incident timeframe quite a
14 while.

15 But if you can recollect, the 72 hours leading up to the time
16 of the event, so I think this event happened at like four-ish in
17 the morning, right, on a Tuesday or something like that or
18 Wednesday, I don't remember, but those three days leading up to
19 that, do you recall anything during those three days that occurred
20 in your life that was a wrench in the spokes of life, so to speak?

21 And what I mean by that is, you know, yeah, I wasn't getting
22 good sleep because I had a child that was up all night or I was,
23 you know, a family member was sick and I was on the phone with
24 them or I had to go, you know, bail a friend out of jail, you
25 know, whatever.

1 Something that disrupted your regular sleep cycle or maybe
2 your eating, you know, like you normally do, or were things pretty
3 much a normal daily routine like you would any other week, you
4 know?

5 A. Normal daily routine like any other week. I had a shift that
6 was a little bit different. On my third day I had a night shift
7 instead of a day shift but that's not extremely uncommon.

8 Q. Okay.

9 A. That would be the only thing different that week.

10 Q. Okay. What caused that change in shift, was that a personal,
11 like a request of somebody or you got called in --

12 A. Staffing.

13 Q. -- you got assigned, to change that shift?

14 A. I was assigned it, yeah.

15 Q. Okay. And did you -- you didn't have any overtime for that
16 week, correct?

17 A. No.

18 Q. Okay. All right. And did you file an ATSAP as a result of
19 this event?

20 A. Yes.

21 Q. Did you receive a confirmation back from them that they
22 received it?

23 A. Yes.

24 Q. Great. Do you remember when you, when you actually filed
25 your ATSAP, was it same day, was it a couple hours after --

- 1 A. Same day.
- 2 Q. -- or almost immediately or roughly?
- 3 A. It was after I woke up after my mid-shift.
- 4 Q. Okay, all right, so that's the same day. And have you been
- 5 interviewed about this event prior to now, not counting the pre-
- 6 brief you had?
- 7 A. No.
- 8 Q. Okay. And have you had an opportunity to observe replays of
- 9 this event?
- 10 A. Yes.
- 11 Q. And when was that?
- 12 A. I did yesterday and today.
- 13 Q. Oh, okay, you did today as well. And that was like a Falcon
- 14 replay --
- 15 A. Yes.
- 16 Q. -- so you were able to get audio and video?
- 17 A. (No audible response.)
- 18 Q. Good. Do you recall on the day of the event was a relief
- 19 briefing conducted when you took the watch up there when you
- 20 converted to the --
- 21 A. Yes.
- 22 Q. And was that a recorded briefing?
- 23 A. Yes.
- 24 Q. And do you guys utilize a checklist here?
- 25 A. Yes.

1 Q. Is it -- where is your checklist, is it IDS or is it a paper
2 thing or on the bull-nose?

3 A. It's on IDS and we also have a paper thing that's taped up.

4 Q. All right. Do you recall which one you used that day?

5 A. The paper one.

6 Q. The paper one, okay. And on a scale of one to five, five
7 being the most complex, how would you rate the traffic complex --
8 or, I'm sorry, being the highest volume, how would you rate the
9 traffic volume on the day of the incident at the time of the
10 event, the incident happened?

11 A. At the time?

12 Q. Yeah.

13 A. What being the low, was it one or is it --

14 Q. One to five, one being the lowest, five being the highest.

15 A. One.

16 Q. One. Was that normal for that time of day and that type of
17 thing --

18 A. Yes.

19 Q. -- that was pretty normal? And similar question, on a scale
20 of one to five, five being the most complex, how would you rate
21 the traffic complexity at the time of the event?

22 A. One.

23 Q. Okay. And that was also normal for that time --

24 A. Yes.

25 Q. -- of day like that? Were there any distractions that you

1 can recall of leading up to the time of the event? When I ask you
2 this question I want you to think about it a little bit, meaning
3 distractions can be anything, like, yeah, I was trying to get
4 logged onto CEDAR because we were -- I was trying to close out or
5 I was -- we were having equipment problems on the other side of
6 the thing or we were having a lighting problem or somebody had
7 just called me.

8 The other controller had called me to go through whatever,
9 anything that may have been a distraction during that time that
10 could have taken attention away from the operation or anything at
11 any time.

12 So the environment in the tower, was it cold, was it -- you
13 know, was it hot, was it anything that could have been a
14 distraction?

15 A. We had a computer shutdown that night.

16 Q. Okay.

17 A. I think it was around three a.m. or so. They just reset all
18 the computers so we were logged out of the main computer that's up
19 there.

20 Q. Okay.

21 A. We couldn't get logged back in. I have been personally
22 logged out for maybe a week and a half or two weeks that I have an
23 open ticket on because they did a name change, I think, so they're
24 still working on that, so I was locked out. I (indiscernible)
25 everybody was locked out that evening.

1 Q. Okay.

2 A. And then if windows count as equipment, the windows were
3 condensated which is not abnormal for a mid-shift.

4 Q. Yeah.

5 A. It does happen.

6 Q. Okay. We're going to talk about that a little bit more later
7 for sure.

8 A. Okay.

9 Q. Do you recall the general weather conditions around the time
10 of the event, I'm not looking for if you remember the METAR or
11 anything, I just -- was it generally VFR?

12 A. VFR.

13 Q. Was there any precip, did you have --

14 A. Not that I recall.

15 Q. Did you have -- no low ceilings or anything, it was VFR with
16 no precip? Was it windy, was it --

17 A. Not that I recall.

18 Q. I mean nothing that was significant?

19 A. Nothing that stands out to me, no.

20 Q. Okay. And did you receive the pre-duty weather briefing on
21 that shift when you had come in?

22 A. Yes.

23 Q. And this is kind of an opinionated question but I'd like to,
24 I'd like to know your feelings, what is the value of the pre-duty
25 weather briefing in its current state to you guys here, is it, is

1 it highly valuable, somewhat valuable, not really valuable, not
2 valuable at all?

3 A. I'd say it's somewhat valuable because the weather is rapidly
4 changing here in Oklahoma.

5 Q. Okay.

6 A. So we do have equipment and stuff in the TRACON end of the
7 tower that is more immediately up-to-date that we rely on.

8 Q. Correct.

9 A. But I'd say it is valuable for the starting shift just to
10 have an idea but our weather changes pretty rapidly here.

11 Q. Okay. And I noticed you guys have a weather contract here so
12 you guys are not a LAWRS facility so they, they augment your ASOS,
13 correct?

14 A. Yes.

15 Q. Do you guys have a good relationship with them, is it, is it
16 a good relationship where you guys work together pretty good like
17 --

18 A. Yeah.

19 Q. -- if you called them with tower visibility or things like
20 that, they're pretty responsive --

21 A. Yes.

22 Q. -- to getting new observation if you need one or if you're
23 calling for one or something like that?

24 A. Yes.

25 Q. Okay, great. And do you recall did you have your cellular

1 phone or a PED on you at the time of the event?

2 A. No.

3 Q. Okay. And had you requested -- so I know you guys were in
4 the mid watch rotation and I know you guys kind of go back and
5 forth probably. Well, actually just tell me, how do you guys do
6 it, when you came in for the mid watch do you guys make an
7 agreement between the two of you that are going to be there like
8 I'll take the first two hours or three hours or whatever it is?

9 How do you guys do it, how did you do it that night?

10 A. Typically me and one other guy work the majority of the mids
11 in our crew because our third person doesn't prefer that.

12 Q. Okay.

13 A. So typically I will take the first break and he'll take the
14 second break just because we both have that preference.

15 Q. Okay.

16 A. So I start at 10:30 --

17 Q. Yeah.

18 A. -- and I typically start in the TRACON and he'll start
19 upstairs and I'll start my recuperative break at midnight and I
20 came back that evening at 2:40; but typically it would be 3:00.

21 Q. Okay. So 2:40 is when you got back up to the cab?

22 A. 2:45 because the elevator broke and I had to walk the stairs
23 but that was fine too.

24 Q. Oh, man, we were thinking about that elevator, I'm glad it
25 didn't break when we were all stuffed in it yesterday. I was

1 thinking, oh, they said this is not a great elevator. That would
2 be a bummer. Okay. So at 2:45 you got back up there and were you
3 scheduled to be on watch then through the relief time at that
4 point?

5 A. Yes.

6 Q. Okay. And what is the relief time up there then?

7 A. The morning shift starts at 5:45 but we do have a flex time.

8 Q. Okay.

9 A. So depending on elevator being out, how long it takes them
10 with the flex. The shift starts at 5:45 but it could be anywhere
11 from then until six a.m.

12 Q. Okay. And do you recall on that day about what time you were
13 relieved? I mean, we've got the logs; it's not a big deal.

14 A. Yeah.

15 Q. I just didn't know if you remembered.

16 A. It would have been prior to six a.m. because we have to have
17 two positions open by six a.m. and I didn't have to do anything in
18 particular.

19 Q. Okay.

20 A. So it would have been between 5:45 and six a.m.

21 Q. Okay. And who is generally responsible for -- do you guys
22 have a responsibility to closeout stuff every night when you're on
23 mid, like is there traffic accounts that need to be done, do you
24 closeout and start the new log? Does that happen during the mid-
25 watch?

1 A. Yes, we do the log. That evening we couldn't do it because
2 the computer had been shut down.

3 Q. Gotcha.

4 A. And I had been locked out so I haven't been able to do it.

5 Q. Okay.

6 A. So we weren't able to do it that evening.

7 Q. All right, okay. All right. Are you the one that notified
8 the supervisor about this event? Did you do notification or did
9 somebody else or --

10 A. I called once I woke up. I notified the --

11 Q. Okay.

12 A. It sounded to me that they'd already known.

13 Q. Okay. And that was the ATM that you had called or --

14 A. I called the supervisor.

15 Q. Supervisor, okay.

16 A. And the ATM was in the room.

17 Q. Oh, and that's a good question. I actually have that that
18 was something they didn't provide me earlier. You're, who is your
19 supervisor of record?

20 A. Blake Wood.

21 Q. How long's he been your sup probably roughly, like one year
22 or two years, more than five --

23 A. January of this year.

24 Q. Okay. And do you have any history of operational incidents
25 or events here in the last year; have you had any other deals over

1 the last year that you can think of?

2 A. I've had one but I couldn't tell you the exact date of it. I
3 feel like it was more than a year ago but I can't say that with
4 certainty.

5 Q. What was that, what was it about?

6 A. In the, in the TRACON I had.

7 Q. It was in TRACON?

8 A. Yeah, it was just a separation --

9 Q. Okay, all right. And, okay. All right. That covers all the
10 background questions so we got all of that out of the way. What
11 I'd like you to do now is to the best of your recollection I'd
12 like you to tell us the story as you recall it unfolding.

13 So I know it was the mid-watch and where you can pick up this
14 essentially when just before FedEx checks in with you for the
15 first time, you know, checking in inbound to the field and just
16 kind of walk us through how you recollect everything happening.

17 And when you do tell us the story, try to include anything
18 you remember about details, like when you, when you're trying to
19 like -- I remember because I looked up at this and seen this on
20 the radar or I noticed over here, or anything that just, you know,
21 as you tell the story just be good and detailed as you can.

22 Don't make stuff up obviously and just kind of tell us the
23 story and you can stop at the point that you -- you know, the
24 aircraft had landed and went to the ramp parked, then that's it.
25 Just kind of tell us that; walk us through that.

1 Q. Okay. FedEx had come in from the south, he had checked on --
2 he had the ATIS. Assigned, I assigned him the runway same as
3 always. I had the -- I had one other aircraft southbound; I can't
4 recall the exact call sign at the time. And I gave him, you want
5 those details, like I gave him his heading, that kind of stuff or
6 --

7 Q. Yeah, yeah, if you remember it, absolutely, you know. Just
8 tell us that story, kind of walk us right through.

9 A. Okay. And I assigned him a northbound heading and 6,000 and
10 somewhere in that time the overflight aircraft had asked to amend
11 their altitude so I amended their altitude, changed it in the
12 machine.

13 Q. Okay.

14 A. Didn't have anything in between there. FedEx, I had pointed
15 the field out to him probably 10 miles south, I think I said 2:00
16 nine miles. He hadn't had it yet, I descended him again to 3,500.
17 I switched my other aircraft.

18 He then called the field in sight. I cleared him for -- in
19 one transmission I cleared him for the visual approach 18 left,
20 Runway 18 left, cleared to land, and then I assigned him the wind
21 he read it back correctly.

22 I looked out the window when he started to turn a base; I
23 noticed then that the windows were getting decently condensated at
24 the time. During that time I had an American maintenance
25 aircraft, I can't remember the call sign, that wanted to move from

1 the maintenance hangar to the terminal and I was taxiing him and
2 FedEx landed on 18 right and then called me and said, tower.

3 I acknowledged him and he said we landed on 18 right we need
4 taxi instructions and then give taxi instructions to the FedEx
5 ramp from 18 right. That was --

6 Q. Okay. I want you to stay right in that train of thought
7 right now; I have a couple questions about his inbound. When you
8 -- when he first checked in with you, back when you said he
9 checked in and again his initial descent, he checked in with the
10 ATIS or whatever, do you recall did you observe where he was at on
11 radar or anything like that?

12 A. Yes.

13 Q. (indiscernible)

14 A. Yes.

15 Q. Okay. And when you cleared him did you know where he was at
16 at the time you gave him the clearance and everything?

17 A. Yes.

18 Q. Okay. And when was the last time you recall observing where
19 the aircraft was at, either visually or on radar?

20 A. When he was turning on base.

21 Q. When he was on base?

22 A. Yeah.

23 Q. And were you, were you looking, were you able to see out the
24 window at that time or were you looking at the radar at that time?

25 A. When I noticed the windows were getting foggy I was looking

1 out the window and I noticed that it was obstructed some and I
2 looked at the radar and he was turning the base.

3 Q. Okay. Could you see lights out there --

4 A. Yes.

5 Q. -- at that point, you could see where he was turning?

6 A. Yes.

7 Q. Okay. Where were you at in the tower exactly, precisely at
8 the time that you were -- that you cleared him for landing, when
9 you say you looked at things, what position was that?

10 A. Clearance delivery position.

11 Q. Okay. So that was over as you walk up to the tower, the one
12 right over there to the right, or just as you come up, right?

13 A. Just in front of you, yeah.

14 Q. Okay. So were you sitting or standing that day?

15 A. Both.

16 Q. Both. Do you remember at the time of the clearance whether
17 you were sitting or standing?

18 A. When I cleared him I was standing.

19 Q. Sure, okay. And the condensation on the windows, was it --
20 when you say it starts there, did your windows, did they start to
21 condense just from the center like wholly or do they start low and
22 go up or --

23 A. They start low and go up.

24 Q. They start low and go up, okay. How high do you think it was
25 up at the time when you noticed it was starting had it reached a

1 level mid pane or do you know above that or it was starting to --

2 A. I'm decently short so, I mean, for me --

3 Q. Yeah.

4 A. -- it was --

5 Q. It was at least at your eye level?

6 A. Yes.

7 Q. Okay, okay, very good. So you had looked at him last when he
8 was turning base. Was his announcement the first time you had
9 realized he had landed on the right then?

10 A. Yes.

11 Q. Okay. And were you surprised?

12 A. Yes.

13 MR. SOPER: Okay, all right, very good. I'm going to go
14 ahead and pass it along for now. I definitely will probably have
15 some more questions for you but I don't want to monopolize any
16 more time here yet, so I'm going to pass it along to Brandon.

17 MR. JOHNSON: Okay.

18 BY MR. JOHNSON:

19 Q. So when you come up and you're getting ready for mid-shift
20 how do you set everything, run me through how you set the tower
21 cab up to your preferences?

22 A. So I come up at 3:00 usually but that night it was about 2:45
23 I came up and everything is typically set the way that I would
24 work it anyways. A minor detail, I switched one of the chairs out
25 because I have a preference of one of the chairs over the other

1 one.

2 But as far as the frequencies they're already pulled up, I
3 just give them a double check. The radar display is already
4 pulled up the way that I like it. Everything is typically already
5 set the way that I do want - the chair switch out, that's the only
6 thing I can change from the person working before me until me.

7 Q. Say that the tower was in complete disarray; run me through
8 how you would set up the tower cab. Like if you were the first
9 person in the tower cab, how would you set it up, where do you put
10 your maps, preferences, how do you --

11 A. We have two different -- I would do two different keyboards
12 because they're attached to the different radar and I set both the
13 radar displays up the same way, just to be able to see full air
14 space and I would just use the pref sets to have those set up,
15 double check make sure the lights are separated as I want them.
16 By lights I mean like the tower cab lights.

17 Q. Yeah.

18 A. Too light, too dark. Move the chairs if they're in my way,
19 that would be about it though.

20 Q. Do you use a headset or phone or --

21 A. On mid-shift I use a handset.

22 Q. The handset, yeah.

23 A. Uh-huh.

24 Q. And you said you had both screens zoomed out?

25 A. Yes.

1 Q. Now what kind of maps do you have up there, do you have the
2 full TRACON map up there or --

3 A. Yes.

4 Q. Okay. Let's see. And you said you normally sit at
5 clearance, right, is that pretty standard?

6 A. Yes.

7 Q. Is that pretty standard around the entire - that par for the
8 course?

9 A. For me and the people I work around it is. I can't say if
10 the other controllers sit somewhere else.

11 Q. Understood, yeah. And when you started to know -- notice the
12 fog on the windows, what do you do to fix that to work around it,
13 what do you do? What's your normal process for foggy windows or -
14 -

15 A. Honestly nothing because we have reported them a lot before
16 and it's kind of something we have just been working with. If
17 there's a squeegee available I wouldn't be able to reach it
18 anyways.

19 And I had called the morning before to report it, so I was in
20 charge the morning before and reported it then. That would have
21 been Monday morning. But we can't really change the temperature
22 so there's not really much we can do as far as the condensated
23 windows.

24 Q. When you say you reported it, who did you report it to?

25 A. The morning before I reported it to after hour building

1 maintenance.

2 Q. Okay.

3 A. Airport building maintenance.

4 Q. And then -- so you guys get a lot of weather here, right, I'm
5 assuming so, do you get a lot of fog here as well, low visibility?

6 A. I don't know if there's a lot. We get it though, yeah.

7 Q. You get it there. So it's pretty -- it's not uncomfortable
8 at work in normal weather conditions?

9 A. Yeah.

10 Q. Okay. Is OT normal around here?

11 A. Yes.

12 Q. Is there a lot of OT?

13 A. Yes.

14 Q. Are you on the no list?

15 A. Yes.

16 Q. Okay. How much OT would you say generally goes around like
17 for most controllers?

18 A. I mean, we have our controllers that will take it so they're
19 going to have way higher than I would. I will try to get out of
20 it usually because I have children at home. I don't know how much
21 people usually take. For me it's not a lot, no.

22 Q. Is it on the schedule pretty commonly?

23 A. It's scheduled commonly, yeah.

24 Q. Yeah. With your weather briefing, do you know where is it --
25 how is it given to you, is it paper, video?

1 A. It's when we first walk in on our sign in desk at the
2 computer right there.

3 Q. Okay. But how is it delivered to you, is it --

4 A. Audio.

5 Q. Audio, okay. And do you know who produces it?

6 A. I don't know.

7 Q. Okay. And how broad is it, like what does it cover?

8 A. It covers the general weather for that day for that shift
9 that you'll be working.

10 Q. Does it cover just Tulsa or does it cover the surrounding
11 area as well, is it pretty broad?

12 A. It's decently broad, yeah.

13 MR. JOHNSON: That's all I've got for now.

14 MR. SOPER: Great. Thanks, Brandon. And do you need a warm
15 up yet?

16 MS. HOPSON: No, I'm good.

17 MR. SOPER: Are you still good?

18 MS. HOPSON: Yeah.

19 MR. SOPER: Okay. Just thought I'd check with you. I know
20 it's painful. Go ahead, James.

21 MR. SUDDUTH: I might need a warm up.

22 BY MS. SUDDUTH:

23 Q. A little bit about the equipment that you have upstairs. So
24 upstairs you use CEDAR to make your Dash 4 entries?

25 A. Yes.

1 Q. Does that -- do you have to log into CEDAR in order to make
2 Dash 4 entries or can you just pull up a Dash 4 log and make it?

3 A. You have to log in.

4 Q. You have to log in?

5 A. Yes.

6 Q. Is that an OPS proxy computer or do you log into that
7 computer to put entries in? Like is it -- do you have to put your
8 credentials in for it to come up and you can use it or is it just
9 always --

10 A. No, the computer's always running.

11 Q. It's always running.

12 A. Well, there's a log, like there's a tower log in that has to
13 be logged in.

14 Q. Right.

15 A. And there's a password right there but I don't have to put my
16 personal card in to start the computer. Can I -- sorry.

17 MR. ATKINS: Can I back up that answer a little bit?

18 MR. SOPER: Yeah, sure.

19 MR. ATKINS: There's a password system so to actually activate
20 the CEDAR and then you don't have to have your -- you don't have
21 to have a keycard

22 MS. HOPSON: For CEDAR you do, the computer itself you don't.

23 MR. ATKINS: Correct -- it just turns on.

24 MR. SOPER: Oh, the computer like if you just turn it on it
25 will come up and then there'll be a desktop and then you can click

1 on the internet and open it up?

2 MS. HOPSON: You have to log in with like a tower log in
3 that's listed right there to get the computer to start but you
4 don't have to put your card in to get it to start.

5 MR. JOHNSON: Okay. A universal log in basically?

6 MS. HOPSON: Yes.

7 MR. JOHNSON: Okay.

8 BY MR. SUDDUTH:

9 Q. Okay. You mentioned that when FedEx was landing you were at
10 the clearance delivery position and you were standing, do you
11 remember what direction you were facing? Like were you, were you
12 facing out towards clearance delivery or out towards the back of
13 the tower?

14 A. The last time I observed him I was standing, I had then sat
15 down.

16 Q. Okay. But what, but what -- like what direction were you
17 facing, do you remember?

18 A. During what exact time, sorry?

19 Q. I guess around the time -- like you last observed FedEx and
20 then you're facing the --

21 A. When I observed him I was looking out the window so I would
22 have been facing towards the north.

23 Q. Been facing towards him, then I guess you turned back around,
24 because you mentioned you were taxiing an American maintenance
25 flight which would have been the opposite side of the tower?

1 A. Yes.

2 Q. Okay. How did you become -- I assume you became aware of
3 FedEx when they landed on the wrong runway and let you know that?

4 A. Yes.

5 Q. And then you said you ATSAP'd it after you woke up from the
6 mid?

7 A. Correct.

8 Q. Was there something that made you think you needed to do the
9 ATSAP at that point as opposed to doing it like right after the
10 FedEx landed or how did you choose when, when you did that report
11 and called it in?

12 A. The computer service was down and I was locked out, had been
13 locked out anyway so I couldn't have gotten into that computer.
14 But my ATSAP reporting requirement was within 24 hours so I just
15 knew that I was going to get it done.

16 Q. Okay. And then on the window condensation was it on all the
17 windows, just certain windows?

18 A. That evening it was on certain windows more than others which
19 is pretty common. Some are fogged up high, some are lower and I
20 don't know why that happens, I don't know why -- what it is about
21 particular windows.

22 Q. Okay. Which windows were the worst, do you remember?

23 A. I don't recall which ones were the -- I couldn't say with
24 certainty which one was the worst.

25 MR. SUDDUTH: Okay. That's all I have, nothing else.

1 MR. SOPER: Okay. Thanks, James. Sabrina?

2 MS. WOODS: How are you doing so far?

3 MS. HOPSON: Okay.

4 MS. WOODS: Good.

5 BY MS. WOODS:

6 Q. So going back to the ATSAP, have you ever had to file one
7 before?

8 A. Yes.

9 Q. And how did you find that process went, did you, did you get
10 any feedback on it, did you feel like it went through the proper
11 channels the way it was supposed to?

12 A. Yeah, for me it went easy, yeah.

13 Q. Okay. I just want to make sure that that process is working.
14 And then did you happen to issue a Brasher to the crew?

15 A. I did not.

16 Q. Okay. Did it ever occur to you to do so or --

17 A. It didn't, not at the moment.

18 Q. Okay. Have you ever experienced a wrong surface landing
19 event before?

20 A. No.

21 Q. Okay. Have you ever prevented, like saw it was about to
22 happen and prevented?

23 A. Yes.

24 Q. How often does that happen here?

25 A. I don't know how to answer that question. I'm sorry; I don't

1 know with like certainty how often it happens. It does happen.

2 Q. Yeah, just ballpark. Okay. But you've, you've heard of it
3 happening --

4 A. Yes.

5 Q. -- here at Tulsa before?

6 A. Yes.

7 Q. And does it typically tend to be air carrier or Part 91, do
8 you happen to know?

9 A. I would say from my personal experience it's typically your
10 smaller airplanes.

11 Q. And is it runway to runway wrong surface or taxi?

12 A. Both.

13 Q. Okay, so both (indiscernible)?

14 A. Uh-huh.

15 MS. WOODS: Okay. I have a batch of questions that kind of
16 all go together.

17 MR. SOPER: Yeah, yeah.

18 MS. WOODS: So I think I'm going to go on and wait and let it
19 go around again.

20 MR. SOPER: Okay. Thanks Sabrina.

21 MS. WOODS: Uh-huh.

22 BY MR. SOPER:

23 Q. And so did you recall this airplane by chance, is this, is
24 this a normally scheduled one, is it you expect to hear FedEx
25 coming in around that time of day?

1 A. Yes.

2 Q. Are they, are they coming from the same place all the time --

3 A. Yes.

4 Q. -- do you know? Okay. So that's a normal kind of a
5 scheduled flight --

6 A. Yes.

7 Q. -- you're expecting, okay? And do you recall when the last
8 arrival was prior to that; had you had any arrival in the near
9 term?

10 A. I did not have an arrival beforehand on my -- on that one
11 that I recall.

12 Q. Oh, okay, so you had come on at 2:45 --

13 A. Uh-huh.

14 Q. -- but you hadn't one during that time? Okay. And do you
15 recall if you were -- were you doing -- were you occupied doing
16 anything else at the time that FedEx was on their approach,
17 meaning were you involved with trying to -- I understand the
18 computer was down so probably not logged stuff, but were you doing
19 anything else?

20 Was there anything else you were prepping for the new day or
21 closing out that day or dealing with it would have been doing
22 something separate or were you just on the operation at that
23 point?

24 A. I was just on the operation at that time.

25 Q. Okay. And how often would you say or how -- not how often --

1 maybe -- yeah, how often. How often do you experience the tower
2 condensation issue for you, is it -- to kind of give you a better
3 window to go by, do you experience that pretty much every set
4 during a certain season or, you know, at some point in there, or
5 were you experiencing it a lot on the mids, sometimes in the
6 morning or something?

7 Is there something, was there some relative trending there
8 that you identify with?

9 A. Typically during the mid -- when I have an issue, it's mid
10 and early morning shifts for me that I notice it.

11 Q. Okay.

12 A. And I'll even say typically it's not -- when I get up there
13 around 2:45 or 3:00 it's not bad yet. It's like it starts in that
14 later morning time --

15 Q. Gotcha.

16 A. -- and then seems to get worse and will typically clear up
17 when the sun starts to come out.

18 Q. Okay. And I know you had mentioned earlier that you had
19 called maintenance on the morning before about that same issue,
20 correct?

21 A. Yes.

22 Q. Did they respond, did they come out? They never made it out
23 at least not while you were there?

24 A. (No audible response.)

25 Q. How often do you make that call?

1 A. Depends on if I'm in charge on that morning, if I'm CIC and
2 the tower reports it to me I will make the call.

3 Q. Okay.

4 A. If I'm in the tower in the morning I'll call down to the CIC
5 and sup --

6 Q. Okay.

7 A. -- and then that will be on them to make that call.

8 Q. So the CIC will make the notification?

9 A. Yeah.

10 Q. Okay, good. And do you guys log that anywhere else meaning
11 if you're going to make that call or the CIC's going to make that
12 call, do you put that in the log, do you put it in -- do you have
13 a separate log somewhere that you guys are tracking, hey, we had
14 to call, you know, building maintenance or whoever they were
15 called? What did you say you called them again?

16 A. It was after the --

17 Q. After hours?

18 A. -- after hours building maintenance --

19 Q. Okay.

20 A. -- is the phone number I called the morning before.

21 Q. And so do you guys log that anywhere that you called them and
22 made notification?

23 A. I didn't when I did that morning.

24 Q. Okay.

25 A. But we do log about the windows.

1 Q. And how -- do you say you have to do that relatively often?

2 A. I would say it's often, yes.

3 Q. Okay. And how often have they responded for with resolution

4 of some sort to either -- I understand they come out and what

5 squeegee the windows or something maybe or whatever?

6 A. Yeah. They'll come out.

7 Q. How often do they actually come?

8 A. I don't know how often they show up because sometimes it will

9 be when I'm coming off shift or I'm not --

10 Q. Yeah.

11 A. -- always in the tower.

12 Q. Okay.

13 A. But when I have seen them come out though they will have the

14 squeegee.

15 Q. Okay, all right. And shifting modes just a little bit here,

16 do you, you control the lights from the tower, correct?

17 A. Yes.

18 Q. The field lighting?

19 A. Yes.

20 Q. With the field lighting on that night, do you -- is the

21 policy here that while we're in operation all airport lights are

22 on, meaning all the runway lights are on or the runway use lights

23 are on?

24 A. Runway lights.

25 Q. So if we're on 18 the 18s are on?

1 A. That's how I set them, yes.

2 Q. Okay. Do you ever turn one off and not the other if they're
3 not closed? I mean, do you actually -- both are illuminated for
4 the entire time of operation?

5 A. If both the runways are open and I'm on the south operation I
6 would have both the 18s up, yeah.

7 Q. Okay. And that is to include the approach lighting then for
8 the 18 left?

9 A. Yes.

10 Q. Okay. And on that night do you recall any problem with the
11 lighting?

12 A. Not that I recall.

13 Q. Okay. And shifting just a little bit again, lighting within
14 the cab, did you, did you have the lights on in the cab, were they
15 dim, were they off, were they --

16 A. Dim.

17 Q. -- were they on dim? Okay. Is that normal for you?

18 A. Yes.

19 Q. You normally operate the lights at that time. And did you
20 recall anything odd? Did anything strike you as odd during that
21 morning with FedEx's approach or their, or their communications
22 with you at any time?

23 A. No.

24 Q. Everything was standard --

25 A. Yes.

1 Q. -- just like you'd expect any other time? And I know I'm
2 kind of a little bouncing around here in different areas, but I'm
3 trying to capture some questions that need asked. Do you recall
4 the last time you received training or if you received training,
5 or if you even recall receiving training on wrong surface
6 operations here?

7 A. I have received training.

8 Q. Okay.

9 A. I couldn't recall a date.

10 Q. Okay. All right, very well. What kind of a training was it
11 probably, do you remember was it like an in-person, was it face-
12 to-face or was it a briefing item that you would have to do on
13 your own or, you know?

14 A. I don't recall.

15 MR. SOPER: You don't, okay, no worries. And, all right, I'm
16 going to go ahead and pass it along again and I probably will
17 still have a few more but we'll try and make this as painless as
18 possible. Brandon?

19 MR. JOHNSON: Thanks.

20 BY MR. JOHNSON:

21 Q. Run me through your normal standard, like when you're
22 clearing somebody to take off or to land, run me through your
23 normal how you go about that?

24 A. When I clear someone for takeoff I, you know, 18 left cleared
25 for takeoff and I scan the runway typically as I'm saying it.

1 And the same for a clear to land, runway 18 left clear to land and
2 as I'm speaking is typically when I just do them simultaneously.

3 Q. Okay. Do you scan anything else in the inside tower cab,
4 radar screens, anything like that?

5 A. Yes.

6 Q. Okay. Have you had any formal training on improving your
7 scanning techniques, what you should be doing?

8 A. In training. Not that I recall. Formal training on scanning
9 techniques, I mean --

10 Q. Process information, anything like that?

11 A. Not that I recall, I'm sorry.

12 Q. Now when you said you logged the windows, where do you log it
13 at, is that at Dash 4?

14 A. I did not log them that day.

15 Q. Yeah, of course, generally speaking, yeah.

16 A. Typically they'd be logged in Dash 4.

17 Q. Dash 4, okay. How do you keep yourself awake at night, what
18 do you, what do you do to make yourself stay alert during the mid-
19 shift?

20 A. Sometimes I'll walk around. I don't have like a particular
21 thing that I do.

22 Q. Do you bring magazines or books up, sunflower seeds?

23 A. Not typically no. No, I always have my water and a cup of
24 coffee.

25 MR. JOHNSON: That's all I've got.

1 MR. SOPER: Okay. Thanks, James?

2 MR. SUDDUTH: Okay. I've only got a few questions.

3 BY MR. SUDDUTH:

4 Q. Still okay. Do you need to warm up yet?

5 A. No, but can I take a quick bathroom break again, I'm sorry.

6 Q. Absolutely, yeah.

7 MR. SOPER: We're going to go ahead, I'm going to go ahead
8 and pause the recording momentarily. It's 10:25 local.

9 (Off the record at 10:25 a.m.)

10 (On the record at 10:30 a.m.)

11 MR. SOPER: All right. Actually the time is 11:30 and we're
12 back all together in the same room, still chilled but somewhat
13 warmer.

14 MS. HOPSON: It's 10:30, we're on Central Time, you're on
15 Eastern.

16 MR. SOPER: Oh, 10:30. I'm a whole, whole hour off because
17 I'm looking at my computer and not, not the real time. Sorry
18 about that. All right. Okay. And where were we at when we took
19 the break, was I talking or was one of you talking to you and I
20 think it was --

21 MR. SUDDUTH: Yeah, I think, I was, I was about to ask.

22 MR. SOPER: Okay. Go ahead, James, you can pick back up.

23 MR. SUDDUTH: I have more, more window stuff.

24 BY MR. SUDDUTH:

25 Q. You mentioned you reported the window being fogged up to the

1 building maintenance folks or the after-hours folks and sometimes
2 you put it on the log. Do you also make sure that somebody from
3 management gets informed or and is there anybody else that -- from
4 the facility that would be told so that they can track how often
5 this happens?

6 A. I wouldn't typically unless they were in charge and they were
7 on the desk, I would tell them.

8 Q. Okay.

9 A. But, no, not typically.

10 MR. SUDDUTH: Okay, that's, that's the only question I had.

11 MR. SOPER: Okay, thanks. Sabrina?

12 BY MS. WOODS:

13 Q. Okay. I'm going to go into kind of a set of questions mostly
14 dealing with human performance. So what I do in this is that I
15 try to determine how the interface between like the man, meaning
16 humans, gender neutral, and then the environment, and the
17 environment also includes like the organization, the policies that
18 are in place.

19 So that's kind of the path that I'm going to go down. So one
20 of the things that I'd like to talk about is how problems are
21 addressed. So we've beaten the condensation thing to death.
22 There will be more questions, I'm sure.

23 But I want to know about other suggestions. If there are
24 other issues that arise in the facility, how -- what is that
25 process, how do you get that addressed? Like if you see something

1 that's wrong, you would like to get fixed, how would you go about
2 getting that fixed?

3 A. Like equipment, piece of equipment or --

4 Q. Anything, a piece of equipment, the fact that there, you
5 know, could be something done better in the breakroom, any sort of
6 bad thing?

7 A. I would report it to my NATCA rep --

8 Q. Okay.

9 A. -- and/or my manager.

10 Q. Okay. And do you feel that when you were to report something
11 is that well received or are you just blown off or --

12 A. No, it's well received.

13 Q. Okay. And have you seen -- have you ever had a chance to do
14 that in the past?

15 A. Yes, I can probably think of a specific instance if you just
16 give me a moment.

17 Q. Sure.

18 A. I mean, not just me personally but, you know, our elevator
19 does break decently often and our manager and our union does a
20 good job of keeping us up-to-date and kind of, I don't want to say
21 pressing the airport but, you know, letting them know that we need
22 these things fixed for our operation.

23 If we have chairs in the breakroom that are kind of
24 deteriorating or not working, those get replaced when we ask.

25 Q. Okay. What about just general feedback, I mean, if you have

1 feedback about how the facility is running, who would you give
2 that information to?

3 A. How the facility is running, like the operation?

4 Q. Uh-huh. Like, hey, we're seeing a lot more of issues with
5 this, with a particular operator or anything like that?

6 A. I'd go to my supervisor if I'm in a working position and I'm
7 noticing something is happening, more often my supervisor.

8 Q. And, again, you feel comfortable doing that?

9 A. Yes, yeah.

10 Q. Okay. How would you describe the overall safety culture in
11 this facility?

12 A. Good.

13 Q. How so? Describe a little bit more.

14 A. I think we have good communicate -- like do you -- sorry, can
15 you explain a little bit more, more of what you mean when you say
16 safety culture?

17 Q. Yeah, just what you see if you interact, things like, for
18 instance, if you bring up a suggestion, do you find that as
19 receptive and that somebody acts on it, even maybe if they can't
20 do anything about it right away, do you at least know that you've
21 been listened to?

22 If there is an issue or like you feel that you need
23 additional training on something, do you have in that mechanism to
24 ask for that?

25 A. Yes.

1 Q. Those kind of safety cultures.

2 A. Yeah. You know, if we have an issue or something people are
3 concerned about we have a local safety council that's active here.
4 I actually happen to be a part of it and we do a lot of good work
5 on that.

6 We have a staff office we can ask questions to and they're
7 good at clarifying for us if we have a question about some
8 procedure or something like that.

9 Q. Okay. So shifting just slightly, it's a part of safety
10 culture but a little bit different. Describe the overall
11 environment of the facility, like do people get along, is it a
12 general happy tower, is it a good place to be, are you energized
13 to come to work?

14 A. Yes. I would say compared to other facilities I've had some
15 interactions with, we are well above and beyond, our culture is I
16 call a lot of coworkers my friends before I'd call them my co-
17 workers if that's what you mean?

18 Q. Uh-huh.

19 A. It's a good environment. People are happy in general to come
20 to work, people get along. People gather outside the facilities,
21 people know each other's families and, yeah.

22 Q. Okay. So let's say if there should be a conflict that arises
23 between people, how is that handled?

24 A. We utilize professional standards here. I'm actually the
25 professional standards rep so I get to have a part in a lot of

1 that stuff if there's a culture -- if there's an issue with that.
2 And then the majority of the time if somebody has an issue or if I
3 have an issue I feel comfortable with everybody here that I could
4 just go say, hey, you know, I feel that there may be an issue
5 between us, let's talk about.

6 And I think -- I can't speak for other people but I think
7 that's generally the culture here is we don't have an issue
8 talking to each other, we communicate.

9 Q. Okay. So let's say, I know that life in a tower, you know,
10 it has peaks and valleys, it will get really extreme for a while
11 and then it will calm down. Have you ever been in that experience
12 where it's really extreme, there's a lot going on, maybe some
13 weather came in and disrupted the whole traffic flow, have you
14 been in that situation before?

15 A. Yes, yeah, we have weather come in. We have taxiway closure,
16 yes. A couple days ago we had some taxiway closures, just changes
17 the way we do things. And we got some military that comes in and
18 does approaches here so that gets pretty typically busy when we
19 have that.

20 Q. So you personally, I'm going to ask a two part question, you
21 personally and then everybody else that you work with, do you feel
22 that you have a good grasp with when you are at your maximum task
23 saturation?

24 Like do you have -- do you feel, you know, like at that point
25 where you're there, you're starting to lose the flick and you need

1 backup?

2 A. Yes, I know when I'm getting busy and I feel that, yes.

3 Q. Okay. So what do you do in that situation?

4 A. I'd ask for help if I needed it.

5 Q. And how is that process like, describe it to me?

6 A. Like if I'm working radar and I'm starting to feel like it's
7 getting busy, typically we'll split a position and the majority of
8 the time it's already done before I even have to ask it. We do a
9 good job of monitoring tower or traffic that's coming in.

10 So typically, it's split before I even need to ask for it but
11 if I'm starting to feel overwhelmed I would just ask the CIC or
12 supervisor for coordination help or if I needed someone to answer
13 a phone, I could always say, can you answer that line and they
14 always will.

15 Q. Okay. And so that is generally well received?

16 A. Yes.

17 Q. And you don't get flack for like not sucking it up or --

18 A. No, no, no, no, never.

19 Q. Have you ever noticed or do you think you have the ability to
20 notice if that's going on with one of your coworkers?

21 A. Yes.

22 Q. Okay. That's good. So talked about suggestions of reporting
23 safety concerns, I recognize and you also recognize that some of
24 these things might be outside of your control, but are there any
25 lingering safety concerns in the facility that you feel are not

1 being addressed at all, like it's kind of that, that thing that
2 just -- the elephant in the room that nobody really talks about
3 but you know that it is a continuous issue within the facility?

4 A. I'd say there are continuous issues but not that we're not
5 reporting. The elevator is a continuous issue, the windows is a
6 continuous issue, the temperature.

7 Q. Okay.

8 A. So, we as traffic I feel we are reporting.

9 Q. You're doing what you can?

10 A. I feel as though we are, yes.

11 Q. Okay. So outside of the task saturation, have you ever felt
12 super fatigued on a shift just like, I didn't get a lot of sleep
13 last night. I know Brian briefly touched on like, you know, maybe
14 a child's sick or something else is going on and you're just not
15 all there, have you ever run across that situation?

16 A. Have I in the past?

17 Q. Uh-huh.

18 A. Yes.

19 Q. And what do you do about that?

20 A. Just try to stay more mindful and try to keep myself as aware
21 as possible or I could ask to be removed from a position that was
22 going to be very busy. Hey, you know, west looks like it's going
23 to be really busy, is it okay if we switch and I work satellite
24 instead, and that would be well received.

25 Q. Okay.

1 A. And if it was just to the point where I just am -- shouldn't
2 be here, I would just call -- I would have not even -- I would
3 have just called in sick to begin with.

4 Q. Okay. Do you enjoy working the mid-shift?

5 A. I enjoy it in the way that it helps my personal schedule
6 better and I have no issue working the mid-shift.

7 Q. Okay.

8 A. I don't know if enjoy is the right word but it doesn't bother
9 me.

10 Q. I understand. That probably wasn't the best way to ask the
11 question. I get asked that a lot about this kind of job, like do
12 you enjoy it? I'm like, yeah.

13 A. It doesn't bother me one way or the other.

14 Q. Maybe not the word I would use. Understood. Okay. And then
15 when it comes to the leadership in the facility, because you're on
16 mid-shift and you've experienced that quite often, do you feel
17 that you get the same amount of attention as maybe like the day
18 shift does in addressing your needs, in somebody coming in and
19 just checking in, seeing how you're doing, that sort of thing?

20 A. Like someone coming into the building on the mid or --

21 Q. Yes or even just checking in with you when you're not
22 physically there because you've already gone home from a shift?

23 A. We don't typically have like a supervisor on the mid-shift or
24 a manager there on the mid-shift but if I had to get ahold of them
25 I could call.

1 Q. Okay.

2 MR. ATKINS: Can I ask a question about clarifying that?

3 MS. WOODS: Uh-huh.

4 MR. ATKINS: Are you asking are we being reached out to maybe
5 after the fact, after the shift is over on weekends, things like
6 that, is that what you're asking?

7 MS. WOODS: Things like but then also just -- you know,
8 sometimes in some organizations you have a mid-shift and they're
9 kind of lost forgotten children, everybody forgets they exist
10 because the things that go on didn't happen during the day.

11 All the excitement things happen during the day so sometimes
12 a lot of focus gets put on those day high energy times and we
13 forget that there are other people that are working just as hard
14 out of sight. I just want to make sure that even though you might
15 be out of sight that you don't feel you're out of mind?

16 MS. HOPSON: No, because I only work the mid-shift once a
17 week.

18 MS. WOODS: Okay.

19 MS. HOPSON: So it's -- and on that shift it is --

20 MS. WOODS: Yeah.

21 MS. HOPSON: -- typically slower and there is less going on
22 but if I needed help I don't feel as though I wouldn't be able to
23 get it.

24 MS. WOODS: That's what, that's what I'm looking for, okay.

25 All right. That's good for me for now. Thanks, Brian.

1 MR. SOPER: Okay, thanks.

2 BY MR. SOPER:

3 Q. So I have a couple quick questions in the same mindset. On
4 the -- during your break times on the mid do you -- are you ever
5 utilizing them for recuperative breaks where you actually sleep or
6 nap or get, get some shut eye during that break?

7 A. Yeah, I will rest on a recuperative break.

8 Q. Do you remember on the day of the incident did you, did you
9 sleep during your, during your break period or did you -- were you
10 doing other things that day?

11 A. I was resting.

12 Q. You were resting?

13 A. Yeah.

14 Q. Okay. And do you feel overall, big picture, do you feel it's
15 difficult to maintain that high level of vigilance during the mid-
16 watch configuration or do you feel like you have a good mix right
17 now and you're able to maintain vigilance pretty easily?

18 A. I feel like I'm able to maintain vigilance.

19 Q. How do you generally do that, like what's your -- everybody
20 has their own things that they do to keep themselves like in the
21 game, right, you know, and not drifting off. What do you --
22 what's your personal choice, you know, how you kind of just
23 maintain your vigilance and make sure that you're --

24 A. When I'm on a mid or --

25 Q. Yeah, yeah, when you're doing the mid and you're up there,

1 what's your, what's your general, you know, kind of means of
2 making sure that you don't drift off or, you know, that type of
3 thing?

4 A. I do the same thing I would do during the day, there's just
5 nobody else up there to talk to so --

6 Q. Yeah. That's kind of what I'm getting at, you know, you kind
7 of don't have somebody to chat with or you -- you know, and you
8 don't have a phone so you're -- you know, like what do you do,
9 right, you're just looking out dark windows and --

10 A. Yeah.

11 Q. -- what do you do to occupy that space, just kind of --

12 A. I'll get up and walk around.

13 Q. Yeah.

14 A. I'll organize some of the stuff because sometimes it's --

15 Q. There you go now.

16 A. Put some stuff away, move some chairs around, things like
17 that but I don't have like a set --

18 Q. Okay.

19 A. -- thing that I -- you know, an activity or something that I
20 do on every mid or anything like that.

21 Q. Okay. Do you remember did you receive a PROC as a result of
22 this event; did you get a PROC for it at all?

23 A. No, but I worked one day and then was on leave for the
24 following week so --

25 Q. Okay.

1 A. -- just that the office probably hasn't seen me.

2 Q. Okay. And had you considered writing an MOR on this event,
3 was that -- did that thought ever come to your mind or was there a
4 reason that you did not specifically, like you did think of it and
5 said, no, I don't have to, or what was the --

6 A. I didn't think to fill out an MOR. I thought to fill out an
7 ATSAP.

8 Q. Okay, all right. And did you -- on the evening of that event
9 or the morning, I'm sorry, that morning after it occurred did you,
10 did you tell the other controller that was on about what happened?

11 A. No.

12 Q. Oh, you didn't, okay. And so I think -- I've got one more
13 question here. Have you ever conducted a fam flight out of here
14 with anybody, with FedEx or UPS or American, anybody that operates
15 out of here?

16 A. Not, when I worked in Greenville I had done a fam flight here
17 and then back --

18 Q. Okay.

19 A. -- but I was not an employee here at the time.

20 Q. Okay, all right. Do you guys, do you know if in your
21 facility here -- you can answer this too, Berkley, this is just a
22 general question, do you guys take advantage of fam flights here
23 at all even in the local area, you know, like right here to, to --
24 is there any part of your training orientation that you encourage
25 new controllers or whatever to get fam time?

1 MR. ATKINS: It is encouraged obviously with COVID that shut
2 everything down for quite some time.

3 MR. SOPER: Sure.

4 MR. ATKINS: But we've implemented flying with police
5 helicopters, that's been something that people have been going to.

6 MR. SOPER: Okay.

7 MR. ATKINS: That's kind of -- I would say it's more
8 extracurricular outside of the facility --

9 MR. SOPER: Sure.

10 MR. ATKINS: -- but getting kind of to see that helicopter.

11 MR. SOPER: Still good.

12 MR. ATKINS: Fam flights, to my knowledge, just started back
13 up for our ability and we do have quite a few newer controllers
14 here that are -- I'm sure want to take advantage of --

15 MR. SOPER: Okay.

16 MR. ATKINS: -- but it's not something that is pushed
17 extensively.

18 MR. SOPER: Okay. Good deal. And that's all I've got for
19 right now. I am going to have a couple wrap-up questions before
20 we get done but I'll go ahead and pass it along to Brandon.

21 MR. JOHNSON: Time for me to beat a dead horse again.

22 BY MR. JOHNSON:

23 Q. For the log entries for the windows, do those belong to go on
24 an E entry on the equipment entry or how do you put those in?

25 A. I would do it with (indiscernible).

1 Q. Okay. And do you have any specific guidance, is there any --
2 is there facility guidance out there when and how to put these in?

3 A. Not that I'm aware of.

4 Q. Okay. How do you personally prep for the mid, what's your
5 daily routine, get off work at, I'm assuming, 2 p.m. or whatever?

6 A. Yeah, I get off at 1:45, I go home. I have two small
7 children at home. My husband gets off at 3:00 typically on the
8 day that I have the mid, so I wait for him to get home. Once he
9 gets home I'll take a nap, usually around 4:00.

10 Q. Okay.

11 A. I'll nap for -- I can't say a specific time. I'll nap for a
12 while.

13 Q. Okay.

14 A. And then when I wake up I'll get dinner prepared. Do bedtime
15 routine and everything for my children. Get ready and then come
16 to the mid.

17 Q. What time is your kids' bedtime?

18 A. Eight.

19 Q. Eight-ish.

20 A. But that doesn't mean they go to sleep at eight.

21 Q. Yeah. Anybody that has kids knows that, yeah.

22 A. I start at eight.

23 Q. Yeah. You aim for eight.

24 A. Yeah.

25 MR. JOHNSON: Yeah. That's all I've got.

1 MR. SOPER: Okay, great. James?

2 BY MR. SUDDUTH:

3 Q. How's the temperature in the tower cab on mids, like this?

4 A. Yes. It depends on the day and what they have it set on but
5 it could be cold, yeah.

6 Q. Okay.

7 A. For me I'm typically cold but I'm typically cold.

8 Q. Does it feel to you like as the mid goes on that it's colder?

9 A. Yes.

10 Q. What's the coldest time of the mid, is there one that you can
11 think of?

12 A. I can't say a specific time but, I mean, I typically get up
13 there at 3:00 and it gets cold right in the dead of the morning,
14 you know.

15 Q. Sure --

16 A. Right around that.

17 Q. -- Right around 4 a.m. or something like that?

18 A. Yeah.

19 Q. It's cold as it's going to get. Do you ever bring any
20 blankets or anything like that to keep warm?

21 A. Yeah.

22 Q. Are there any heaters available up there that you can turn on
23 to try and fight that?

24 A. There's, sorry, there's two space heaters but I tried to turn
25 one on two nights ago and it just blows cold air.

1 Q. Okay. Shifting gears a little bit, do you remember how much
2 sleep you got before the mid with the FedEx event?

3 A. I couldn't tell you an exact number but I don't recall it
4 being any different than any other mid.

5 MR. SUDDUTH: Okay. That's all I've got.

6 MR. SOPER: Okay. Sabrina?

7 BY MS. WOODS:

8 Q. Okay. I'm going to ask a whammy question. I know you've had
9 time to think about this; obviously it's been sometime since the
10 event happened. Just in your thought, in your processing, that's
11 what we do, it's how we develop, what do you think happened? Like
12 give me Kristi's take on what happened there.

13 A. What happened from my -- for me, you mean, or --

14 Q. From your point of view, starting with when FedEx first
15 checked on.

16 A. When he first checked on, typical transmission as normal,
17 made sure have ATIS, decide the runway. I mean, I didn't look out
18 the window when I should have. I looked to verify that he was
19 turning base, everything looked normal to me as it typically does,
20 and I looked away and I didn't look back, and I didn't check my
21 radar display and I should have.

22 Q. Was there an assumption there that they were headed for the
23 right place?

24 A. Yes.

25 Q. Because they normally head for the right place, right?

1 A. There was some expectation bias on my part, yeah.

2 Q. And we talked about previous wrong surface landing events
3 here. Let's say, turned to final and then about approaching the
4 dogleg way and you had noticed, what, what action would you have
5 taken at that point to correct FedEx's flight then?

6 A. FedEx 1170 it appears you're lined up for Runway 18 right and
7 I just would assigned, you know, whatever heading I would have
8 wanted at the time, fly runway heading maintain 3,000 or vector
9 him back around.

10 Had I had time, like you're saying he was on like a base at
11 that point or do you mean --

12 Q. At that point. For my next question --

13 A. Okay.

14 Q. -- you're anticipating would be, okay, now he's -- you know,
15 he's heading for the numbers, so to speak. So the first one is
16 you've got time, what would you do?

17 A. If I had time I would have corrected it.

18 Q. Okay.

19 A. Appears you're lined up for Runway 18 right, then vector back
20 around for 18 left or if he had time to just correct to 18 left.

21 Q. So let's say he's in the "critical phase of flight" now what
22 do you do?

23 A. Go around. If we're at -- like over the numbers you talking
24 about -- go around.

25 MS. WOODS: Okay. That's it for me.

1 MR. SOPER: Okay.

2 BY MR. SOPER:

3 Q. And kind of along that same thought process, so hindsight's
4 always 20/20, just like our job is easier to come in and look at
5 an event from outside in, right, we weren't here working and it's
6 easy to pick apart things or find things that we're like, oh, this
7 could have been done differently, this could have been done
8 differently. It's always very easy.

9 And as you've done that, has there been anything that you've
10 changed about the way you do business, although I understand
11 you've been out for a little bit, right?

12 A. Yeah.

13 Q. So you really haven't been back to work fully?

14 A. I've been back a full week now.

15 Q. Oh, you've been back a full week now?

16 A. Yeah.

17 Q. I mean, have you changed anything in your, in your kind of --
18 whether it's in your scan or in your process or something that you
19 remind yourself of since that event has occurred? Is there
20 anything that you would -- that you feel you're going to do
21 differently?

22 I mean, you've probably only had one mid, if you even had one
23 mid yet so --

24 A. Yeah, I had a mid.

25 Q. Whatever, you know. But do you feel like there's something

1 that you're changing or going to change or think that would be
2 valuable to change as you move forward to kind of keep that from
3 happening, just to you, I mean?

4 A. Yeah. For me personally, just for me, obviously --

5 Q. Yeah.

6 A. -- reminding myself the things that I'm supposed to be doing,
7 making sure I'm constantly looking around. Making sure I'm using
8 all the tools, my windows, my radar display, and not drifting or
9 not having expectation bias, not just thinking.

10 Okay, because it's a professional pilot, you know. Yeah,
11 just -- it's a reminder for me, for myself, to make sure that I'm
12 doing my best.

13 Q. Okay.

14 A. Yeah.

15 Q. So when, when this guy came in and you, you did observe him
16 turning base and I'm just trying to make sure I piece all this
17 together in my head so I can accurately, you know, kind of
18 reconstruct. You're sitting at the position at CD and you've got
19 your radar display.

20 So, your radar display placement, are they generally where
21 they are now unlike which is the TDW was kind of center-mast right
22 here between the runways and then over here was the other one that
23 sits over by local?

24 A. Yes.

25 Q. And then you have a slave over here that's slaved off of that

1 radar, right?

2 A. Yes.

3 Q. Okay. Do you ever -- first of all, do you ever, do you ever
4 put separate on those displays, do you ever one that's zoomed in
5 closer for the runways and one that's more out because you're
6 working approach, you're working the TRACON primarily --

7 A. If I'm --

8 Q. -- or do you keep them both on approach?

9 A. -- if I'm busier I'll zoom in on one to make sure I'm -- like
10 if we're doing instrument approaches --

11 Q. Yeah.

12 A. -- and I want to make sure I'm vectoring precisely I'll zoom
13 in just for the moment to make sure that my turns are accurate.

14 Q. Okay. Okay.

15 A. But just for every operation and things being normal I
16 typically keep them zoomed out unless I'm looking for something
17 particular I'll zoom in.

18 Q. Okay. So on this time you seen him turning base, that was
19 the last time you recall actually looking at him or towards him --

20 A. Yes.

21 Q. -- either visually or on radar? Do you recall what you were
22 doing then at that point that you were just waiting for him to
23 arrive?

24 A. I was just waiting for him to arrive. I looked out, he
25 appeared that he was turning base to me. I sat back down and I

1 didn't look again.

2 MR. SOPER: Okay, all right. Okay. I do not have anything
3 else. Brandon?

4 BY MR. JOHNSON:

5 Q. The radar screens, they're on stringers, right, I was up
6 there and they were on stringers (indiscernible)?

7 A. Yes.

8 Q. Do you have any problems positioning them where you want them
9 to; is there any mobility access (indiscernible)?

10 A. No, I usually move them lower than most people because I'm
11 shorter but --

12 Q. But you have no problem --

13 A. No.

14 Q. -- putting them where you want them?

15 A. Un-uh.

16 MR. JOHNSON: That's all I've got.

17 BY MR. SOPER:

18 Q. And actually along that, I don't remember looking, are yours
19 on a track where you can move them around in an arc on that tower
20 or are they just --

21 A. They're done like an arm.

22 Q. -- are they just, are they just the ability to move them like
23 --

24 MR. ATKINS: Can I --

25 MR. SOPER: Yeah, absolutely, Berkley.

1 MR. ATKINS: They're static, they're static in the wall and
2 then they're on the arm.

3 MR. SOPER: Okay. So just the articulating arm space is what
4 you've got for movement?

5 MR. ATKINS: And we did, we did do some more restrictions to
6 them recently because we were having people spin them and it was
7 catching the wires, and so our screens would change color as we
8 were having trouble pointing out colorations.

9 MR. SOPER: Oh, yeah.

10 MR. ATKINS: That's been fixed.

11 MR. SOPER: Gotcha.

12 MR. ATKINS: But now they're more difficult to articulate.

13 MR. SOPER: Okay.

14 MR. ATKINS: Just (indiscernible).

15 MR. SOPER: Yeah, all right, very good. James?

16 MR. SUDDUTH: No more questions.

17 MR. SOPER: No more. Sabrina?

18 MS. WOODS: I think one more question which is --

19 BY MS. WOODS:

20 Q. Okay. So they landed, they're like, uh, tower, we might have
21 made a mistake, kind of walk me through your thought process and
22 what was going on at that point for you?

23 A. They had stated, we landed 18 right, we need taxi
24 instructions and at that point I just taxied them fumbling through
25 trying to get them over towards FedEx.

1 Q. Did it take you -- how long do you think that it took you to
2 orient yourself as to what was --

3 A. Well, I mean, as soon as he said it I immediately.

4 Q. Okay.

5 A. You know, it was that moment, you know. I mean, as soon as
6 he said it I immediately knew and looked out and taxied him.

7 Q. And then so after that initial conversation did you have any
8 other follow-up conversations with the crew like via telephone or
9 anything like that?

10 A. No.

11 MS. WOODS: Okay.

12 MR. SUDDUTH: I do, I do have one other question actually.

13 MR. SOPER: Go ahead, James.

14 MR. SUDDUTH: Sorry to go back but --

15 MR. SOPER: No, that's good.

16 BY MR. SUDDUTH:

17 Q. After the FedEx had landed and you determined that they were
18 landed on the wrong runway, at that moment did you determine that
19 the pilot actions had affected the safety of flight or the safety
20 of operations?

21 A. Yes.

22 MR. SUDDUTH: That's it.

23 MR. SOPER: Okay, all right. Do you guys have any, oh, by
24 the ways, saved rounds, nothing?

25 MS. WOODS: Un-uh.

1 BY MR. SOPER:

2 Q. Okay, so one last one for you, so it's kind of a weird
3 question but, is there anything that you think we should have
4 asked you or things that you're surprised we didn't ask you? Come
5 on, there's got to be something.

6 A. I'm trying to think. Anything I think you should have asked
7 me?

8 Q. Yeah.

9 A. I don't think so.

10 Q. Okay, all right.

11 A. Anything I'm surprised you didn't or did?

12 Q. Yeah, anything you're surprised we did not?

13 A. Maybe I thought there would be more procedural questions or
14 questions about where the runways are faced or like, I didn't -- I
15 thought maybe they'd be more like detailed, technical questions, I
16 wasn't sure about.

17 Q. Yeah.

18 A. That's what I thought.

19 Q. That's probably common. And in this case, you know, just to
20 give you some background, you know, there are a certain amount of
21 -- I don't want to call it assumptive stuff but, I mean, you're a
22 qualified, professional controller and, you know, there's -- you
23 know, you know your airfield and that type of stuff.

24 A. Yes.

25 Q. We don't -- we're not here to test your knowledge on things

1 really per se, so I can understand where that, where that thought
2 process comes from. But, yeah, so, well, good. If you don't have
3 -- do you have any questions for us?

4 A. (No audible response.)

5 MR. SOPER: I'm going to ahead and stop this recording if
6 nobody has any, oh, by the ways. I show the time at 10:57 CDT.

7 (Whereupon, at 10:57 a.m. CDT, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: BOEING 757 LANDED ON WRONG RUNWAY
 AT TULSA INTERNATIONAL AIRPORT
 ON JUNE 8, 2022 IN TULSA, OKLAHOMA
 Interview of Kristi Hopson

ACCIDENT NO.: DCA22LA126

DATE: June 23, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Cheryl Farner Donovan
Transcriber

1 UNITED STATES OF AMERICA

2
3 NATIONAL TRANSPORTATION SAFETY BOARD

4
5 * * * * *

6 Investigation of:

7
8 BOEING 757 LANDED ON WRONG RUNWAY

9 AT TULSA INTERNATIONAL AIRPORT

10 ON JUNE 8, 2022 IN TULSA, OKLAHOMA

* Accident No.: DCA22LA126

11
12 * * * * *

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14 Interview of: JOSH ROGERS, Air Traffic Manager

15 Tulsa Airport Traffic Control Tower

16
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22
23
24 Wednesday,
25 June 22, 2022
26

1 APPEARANCES:

2
3 BRIAN SOPER, Lead Air Traffic Control Investigator
4 Group Chair
5 National Transportation Safety Board
6

7 BRANDON JOHNSON, NATCA Air Safety Investigator
8 Group Member
9 Salt Lake Center
10 National Air Traffic Controllers Association
11

12 JAMES SUDDUTH, ATC Subject Matter Expert
13 Air Traffic Group Member
14 Alliance Tower, Texas
15 Federal Aviation Administration
16

17 SABRINA WOODS, Human Performance Investigator
18 Specialist
19 National Transportation Safety Board
20
21
22

I N T E R V I E W

(12:05 p.m. CDT)

MR. SOPER: Test one, two. Okay. Again, my name is Brian Soper, I'm an Air Traffic Investigator with the NTSB. We are an independent federal agency charged with determining the probable cause of transportation accidents and incidents of a serious nature. We are not part of the DOT or the FAA, we have no regulatory or enforcement powers.

Today we have here with us on our group Sabrina Woods, who is a Human Performance Investigator with our agency at the NTSB and on my actual Air Traffic Group we have James Sudduth here with us from the FAA. He comes out of Alliance Tower down in Texas.

And then we have Brandon Johnson, who is our NATCA, Air Safety Investigator here with us out of Salt Lake Center, myself. And you have chosen to have no rep here but your name for the record is?

MR. ROGERS: Josh Rogers.

MR. SOPER: Josh Rogers. Is that with a D or just a G?

MR. ROGERS: No d.

MR. SOPER: No d.

MR. ROGERS: No d.

MR. SOPER: All right, very good. This interview is being recorded so this recording will be provided for transcription and the transcription is what will become a part of the docket. You will get an opportunity to look at that transcript when we get it

1 back to review it for accuracy as well as this group. Once we all
2 agree on the accuracy of that document that's what will go into
3 the docket and become part of the record.

4 Each group member here will have an opportunity to ask
5 questions. We'll kind of work in a round robin fashion and when
6 everybody's asked everything they need to then we will go ahead
7 and get out.

8 We ask that people don't interrupt each other to the greatest
9 extent possible; especially on a recording because that can be
10 difficult for transcription and so we'll keep it orderly just for
11 the sake of accuracy.

12 And do you have any questions for us before we kick off
13 today?

14 MR. ROGERS: No, sir.

15 MR. SOPER: All right, outstanding. So what I'd like to --
16 we are still going to take some notes. We always take notes as
17 back up but we won't have to be as intensive with them, but I
18 don't want you to think we're writing emails or something if
19 you're talking and we're on there. We're likely just capturing
20 something we want to capture for the purpose of notes so --

21 INTERVIEW OF JOSH ROGERS

22 BY MR. SOPER:

23 Q. So you said, again, is your name James or is it Jim or what
24 did you say your name was? Josh or Joshua?

25 A. Josh is fine.

1 Q. Josh, okay. And your last name was Rogers, no D. And how
2 old were you on the day of the incident?

3 A. 48.

4 Q. Okay. And your operating initials here, do you have
5 operating initials?

6 A. OJ.

7 Q. Okay. And do you have any prior FAA air traffic control
8 experience, the contract towers, dispatch, military DOD?

9 A. I was in the Air Force for seven years four months and 13
10 days.

11 Q. That you recall exactly, precisely. But so what year to year
12 was that, year to year what was it?

13 A. I filled this out yesterday, to the best of my knowledge `93
14 so it would be I got out of the -- it was 2001, November of `93
15 until February of `01. From there I went to Grand Forks. I was
16 at Grand Forks approach control. I remained there as a DOD
17 employee. I remained there for approximately 2, 2-1/2 years so
18 `01 to `03 is roughly it.

19 From that I went to Abilene Tower in `03 in Abilene, Texas.
20 I was an air traffic controller there.

21 Q. Was that an FAA job?

22 A. FAA job.

23 Q. So you got picked up by the FAA at that point?

24 A. At that point was my first FAA job.

25 Q. When did, when did you get picked up by the FAA, do you

1 remember your EOD?

2 A. I want to say it was March 23rd.

3 Q. Of '03?

4 A. Of '03.

5 Q. Okay.

6 A. I know it was March of '03; unsure on the exact date.

7 Q. Did they send you through the academy?

8 A. No.

9 Q. Okay.

10 A. After Abilene I went to Salt Lake TRACON. I certified there.
11 I was there from '05 until '08. I know I left in January of '08,
12 unsure of the date or even the month that I got there.

13 Q. No worries.

14 A. And from there -- after I certified there I went to Chicago
15 TRACON. I was a CPC, in my last year I was a supervisor. I was
16 there for six years. I left there in November of '14. After
17 leaving Chicago TRACON I went to Corpus, it's an up-down facility,
18 Level 9, I was the operations manager but I don't recall exactly.

19 I was there until I got here and I got here in '15 so
20 sometime in '15 I got here. I was there for about a year and a
21 half. I was selected for the air traffic manager at Tulsa and
22 I've been here since.

23 Q. Okay. Cool. Have you, have you been on any recent details
24 that took you outside this facility for a lengthy amount of time,
25 like recent in the last six months?

1 A. No.

2 Q. So big picture, if you kind of gave us the 10,000 foot view
3 of your kind of aviation background, what I mean by that is if you
4 were just giving somebody a short bio like, you know what, it was
5 in high school I was interested in aviation, I joined the Air
6 Force, I did this, I got my private pilot's license.

7 I went to college and got this degree. I was an air traffic
8 controller while I was in the Air Force. I got out and that's
9 what I wanted to stay with, just your kind of, your big picture,
10 aviation background?

11 A. I got into air traffic because people said you couldn't do
12 it. So I got a guaranteed job at the Air Force for something, I
13 wasn't supposed to be able to do. I enjoyed doing it so I
14 continued doing it.

15 With the exception of the Abilene Tower everything I've done
16 is radar. Abilene Tower is the only facility where I was
17 certified on the Tower. Salt Lake TRACON didn't have -- there's a
18 separate entity. Chicago TRACON, they're separate entities.

19 Q. Yeah.

20 A. So it was something that was changing, something that was fun
21 to do and it wasn't the same every day.

22 Q. Okay. Do you have any other certifications; are you a pilot
23 or any of that?

24 A. No.

25 Q. No, okay. Have you ever been fired, terminated, suspended or

1 asked to resign from a position since you've been with the FAA?

2 A. No.

3 Q. And how would you describe your overall health in the terms
4 of excellent, good, fair, poor?

5 A. Excellent.

6 Q. And you're not required to hold a medical, correct?

7 A. Correct.

8 Q. And I'm just going down a lot of these questions don't apply
9 to you I don't want to put you through those. Have you been
10 interviewed about this event prior to now with the exception of
11 doing a pre-brief with the FAA?

12 A. No, sir.

13 Q. Okay. And you've had an opportunity obviously to watch
14 replays of this event?

15 A. Yes.

16 Q. Like a Falcon, I assume?

17 A. Falcon.

18 Q. Audio and video of that, both?

19 A. Correct.

20 Q. Excellent. And did you watch that today or was that like
21 earlier with staff, I imagine, right after the event probably --

22 A. It was --

23 Q. -- or shortly thereafter?

24 A. -- the day of the 8th.

25 Q. Yeah, okay.

1 A. Wednesday, I think that was the 8th, it was that Wednesday.

2 Q. Cool. So I just have a question for you, this is a little
3 bit odd, but since you've been here for a while now you know the
4 operation here obviously and what's busy and what's not and
5 everything like that.

6 But in -- on a scale of one to five, if you had to -- based
7 on what you looked at from the replay and what you know about that
8 evening, on a scale of one to five, five being the heaviest, how
9 would you classify the traffic volume at the time of the event?

10 A. One.

11 Q. Yeah. I know you can't go lower than that, right? So I get
12 it, I mean, that sounds kind of funny but, I mean, I do need to
13 ask, and that was, that was typical for that time of day or tempo
14 of operation --

15 A. Correct.

16 Q. -- like what you would expect? And I kind of have a similar
17 question, how do you feel the complexity was, on a scale of one to
18 five, how would you classify the complexity?

19 A. One.

20 Q. Okay. And same; normal for that time of day?

21 A. Normal for that time of day.

22 Q. Any distractions that you've been made aware of that were
23 occurring out there --

24 A. No.

25 Q. -- that you feel like were a problem? And --

1 A. When you say distractions, you're just talking audio visual
2 or --

3 Q. No, anything, any type of distractions that you know would
4 have been a distraction, that you've learned because obviously you
5 weren't in the operation at the time, but you've learned since
6 then, whether it be equipment problems, whether it be weather
7 issues, whether it be emergencies going on, whether it be anything
8 that may have been a distraction from a controller that you
9 couldn't locate or anything that could have been distracting to
10 that person?

11 A. There was condensation on the windows.

12 Q. Okay. And we're going to talk a little bit more about that
13 later so I'll reserve those questions for a little bit later in
14 our interview, but we'll get a little -- we'll want to get a
15 little background on that.

16 Who notified you about the event and do you remember when you
17 were notified, not the exact time but roughly?

18 A. It was about 10:00 in the morning on Wednesday and it was my
19 general manager called me.

20 Q. (Indiscernible)?

21 A. TJ Needham.

22 Q. Okay.

23 A. I had missed a support specialist. Around the same time, I
24 had missed a text message from my support specialist on the phone,
25 I just -- I didn't hear it ding and but I heard my phone ring.

1 Q. Okay.

2 A. So I answered the ring and there was a text message and I
3 want to say the text message was 9:58 or 9:57. It was within five
4 minutes or so of 10:00 in the morning.

5 Q. Okay. And so do you recall was -- had the, had the
6 controller that was on duty had they filled out an MOR on this
7 event or --

8 A. They did not.

9 Q. They did not, okay. And would they have been expected to in
10 this situation?

11 A. According to the regulation, no, according to preference,
12 yes.

13 Q. Okay. And kind of expound on that a little bit, what do you
14 mean by that?

15 A. The regulations, FAA regulations didn't require her to fill
16 out an MOR on the event but my preference and the -- my, yeah, I
17 don't know if you'd call them official expectations, I mean, I
18 hold the position, but I ask people to let me know when something
19 happens --

20 Q. Okay.

21 A. -- so that we can understand what had happened, take any, any
22 -- if we need to do anything you've got to give us an opportunity
23 to do it.

24 Q. Correct. So how do you -- how did it come to light, how did
25 your GM find out about it? Like what was it that transpired that

1 they would have been notified?

2 A. My GM -- I was on leave and I had actually taken this week to
3 turn my phone off which is abnormal for me. And he said are you
4 looking at all this email traffic on FedEx? And I said, no. And
5 he expanded upon it a little bit; I don't recall the exact words
6 he said. I said, well, that incident was yesterday, it was on the
7 news it was a FedEx that came here as a divert.

8 So it was on the news, he was on fire. They thought he was
9 on fire in the air, came in here and landed, put it out. He goes,
10 no, not that, there was another one, a wrong surface landing. And
11 I said I have no knowledge whatsoever of that.

12 Q. Okay. Okay, all right. Out of curiosity, have you guys --
13 have you had previous wrong surface landings here or wrong surface
14 lineups that maybe you can think of over the last year or so or
15 two years?

16 A. I want to say I can't recall the exact time, a year, to a
17 year and a half ago we did have a wrong surface landing. The
18 controller at the time found it was a light GA or a small GA
19 aircraft. We couldn't -- he was having a hard time finding it.

20 He came in low, came in over the trees. He was cleared to
21 land Runway 18 right. He was coming in for Runway 18 left. The
22 controller said he looked up and down the runway, there was nobody
23 there.

24 Because the aircraft was in a critical phase of flight, he's
25 got experience, he's older, he didn't say anything, he just let

1 him land and then gave him the Brasher Warning. I believe he gave
2 him the Brasher Warning at the end.

3 Q. Okay.

4 A. But it was during daytime operations. He said he scanned the
5 runway. We went through the whole thing of reclearing for the
6 correct runway; we're sending them around to meet FAA policy. He
7 fell back to his Navy days where he was in a critical phase of
8 flight.

9 Q. Yeah.

10 A. So he went back to his experience and forgotten about or
11 didn't apply the new procedure or the correct procedure and no
12 other aircraft was involved, the runway was clear, everybody got
13 briefed --

14 Q. Okay.

15 A. -- again.

16 Q. You bring up a good point here and it's something I was
17 wondering about, was -- is there an expect -- would you have
18 expected the controller in this case to issue a Brasher Warning to
19 FedEx?

20 A. Yes.

21 Q. Okay. So that's something you would have expected to happen?

22 A. Yes.

23 Q. Okay. So let's -- I'm going to change lanes here just a
24 little bit and move to that condensation on the windows just a tad
25 bit. So how long exactly has that been going on roughly to your

1 -- from your awareness? Have you guys had an issue as long as
2 you've been here, the last couple years? I mean, is there
3 anything?

4 A. The first time I reported it myself was 2015 when I got here
5 and the only thing that I'd heard at the time was it had been
6 going on for years.

7 Q. Okay.

8 A. So from my knowledge from what I've done, 2015.

9 Q. And can you step us through just a little bit of what that
10 history has been like? So in 2015 you brought it to the attention
11 of who?

12 A. I brought it to the attention of the FAA and to the attention
13 of the airport. This is a -- the city owns this tower or the
14 Tulsa Airport Improvement Trust.

15 Q. Okay.

16 A. Now, it's now called, owns this tower.

17 Q. Okay. And what, what is the general response you got back
18 from them and we'll start with the FAA, what was the FAA's
19 response to that?

20 A. The FAA's response was it's a city owned building, the city
21 needs to replace the windows.

22 Q. Okay. And then how was your response from the city?

23 A. The city said, we don't have the money to replace the windows
24 but we will be glad to allow the FAA to replace the windows at
25 their cost. The city -- I forwarded an email up that says

1 something to the effect of -- and I'm paraphrasing it -- it was
2 sent to the inbox.

3 Todd had sent it up or I had sent it up myself of, the
4 windows are functioning properly, they're keeping the weather out,
5 the cool in or the heat out.

6 Q. I did see that part. I was kind of like --

7 A. Their stance was the windows were functioning properly and
8 since they were functioning properly the city -- I use the city
9 synonymous with T-A-I-T or TAIT, same sort of end view I'm
10 referring to, the windows are functioning; there's no need to
11 replace them.

12 Q. Okay. Was there any -- has there been, has there been any
13 persistent communication or attempts to garner more traction on
14 this subject over -- since 2015 when you essentially kind of
15 kicked off that and ended up getting the response back, the FAA
16 says it's not ours and the city says, it's ours but we can't
17 afford it so, you know, I mean?

18 A. The regional administrator came down, were here at the
19 building. It was -- we had other issues that were going on. We
20 actually had to evacuate the tower for six to seven months, the
21 tower cab proper.

22 Things were getting political so they would bring the
23 regional administrator in here. We were working out of a
24 temporary trailer until they could get the tower cab clear of
25 asbestos and solve the water leaks because we were having

1 electrocution or possibility of electrocutions --

2 Q. Right.

3 A. -- and stuff like that. During that six to seven month
4 period that allowed them time to do it. It was not easy sledding
5 to get anything done but we got that done. We reoccupied the
6 tower.

7 I made my wishes known to the best of my ability to
8 everybody. Everybody above me that would listen and there was no
9 traction.

10 Q. So let me ask you that, what is -- what have you done or what
11 have you, if anything, have you been able to do to try to mitigate
12 this problem, meaning you can't stroke a check for it nor should
13 you, okay, but you have controllers that are faced with this
14 challenge in the work environment that is certainly, I think,
15 clearly a safety impacting concern?

16 Have you done anything, has there been anything put in place
17 here, has there been discussions with controllers, like, okay,
18 this is the way we're going to have to handle this, when you have,
19 you know, tower visibility that's obstructed by more than X
20 percent or if you feel that you cannot see it, we need to put that
21 on -- or not the ATIS --

22 -- We need to -- you know, if you're not able to see traffic
23 you're going to have to, you know, as the 7110 says, you know,
24 establish the phraseology of, you know, not, not in sight from the
25 tower, blah, blah, blah, blah, blah, or is there something else

1 you guys do?

2 Do you call the city and have them come out and clear the
3 windows, do they do that? Is there somebody available that does
4 that stuff? I mean, is there anything like, is there any
5 mitigation or is there just not something that can be done?

6 A. The mitigation we have in place and it's kind of a joint
7 mitigation, the catwalk is actually a roof for the ninth floor.
8 The ninth floor had the greatest leaks there. I tell you that to
9 say that because it's a roof they had to replace the roofing
10 material.

11 They essentially used a rhino liner type material on that; it
12 had a one year warranty. They didn't want us to -- the city
13 didn't want us to walk on it because then it could damage because
14 the substructure underneath was not good.

15 Q. Okay.

16 A. So if you step on the wrong spot you could actually puncture
17 the, the swimming pool liner --

18 Q. Okay.

19 A. -- and create more damage. The FAA had Rich -- I can't think
20 of Rich's last name right now, he's out of Kansas City and I
21 believe he was like the c com or he was in charge. He was the --
22 what are the checkups people call their -- TOM, he was a TOM.

23 Q. Okay.

24 A. I think it's Terminal Operations Manager or something like
25 or --

1 Q. Oh, okay.

2 A. -- whatever.

3 Q. Yeah.

4 A. Rich came down. Rich Fisher is the gentleman's name, he came
5 down. They had a group of EOSH or OSHA type people. They went
6 out and inspected the area and it's in an email that I forwarded
7 to you that they did not want controllers out on the catwalk
8 because they deemed it to be unsafe.

9 There was no kickboard at the time, the railings weren't to
10 height. They could be a fall hazard.

11 Q. Okay.

12 A. So, the FAA wanted us to stay off the catwalk, the city
13 wanted us to stay off the catwalk. We coordinated so that we
14 could call over to a phone number and the city would send somebody
15 over to squeegee the windows.

16 On the day of this incident 12 hours prior, the same
17 controller who was working, they were upstairs and the windows
18 were condensated, I have the text message on my phone. They had
19 called the city and told them, we need somebody to come over here
20 and squeegee the windows and they never sent anybody.

21 They got to the point where a controller made a makeshift
22 squeegee himself, walked out there anyways and attempted to
23 squeegee the windows so that they could see. This is during the
24 day shift on Tuesday.

25 Since then I've talked to -- they have a new chief operating

1 officer over there. Him and I held a meeting, I believe it was
2 last week. I explained to him face-to-face the importance and our
3 sense of urgency, this is a mitigating factor because we cannot
4 see some of these things.

5 So he now has a full understanding. He's been on the
6 position for maybe, my guess is a month or maybe two and they've
7 been going through changes. We had a chance to sit down; the
8 issue was brought up based on weather.

9 I brought it to his attention so we had that conversation.
10 He gave me his verbal assurance that he understands. I forwarded
11 him some emails to show them that it is their responsibility so
12 that he understood the why of where it came from.

13 Q. Right.

14 A. He understood it's not our job function to clean the windows.
15 So we've gone through all that. To my knowledge we haven't had to
16 call since. The number that we call, a lot of times we'll get a
17 recording, somebody won't even answer the phone.

18 So we've told the controllers to call OPS 100 who would just
19 be in charge of the airfield proper, let them use their radios to
20 get ahold of somebody to send them out here to squeegee the
21 windows if we have to.

22 As far as mitigations from the tower, in the briefing that we
23 provided it was part of it is, you can use the radar to validate
24 the position of an aircraft and you need not say not in sight from
25 the tower if you use that. You can create a box for the quick

1 reference box. I don't know what the exact verbiage or vernacular
2 of it is.

3 A quick reference box for the controllers and I don't have
4 the exact verbiage down but it says something to the effect of
5 limited visibility from the tower, something to that line. A
6 reason behind that is that we're trying to pass a message to
7 pilots if they're flying in here on a clear day from their point
8 of view and they can see everything, and if we're saying we have
9 limited visibility from the tower, that they might use more
10 caution. It's hard to scan a runway if you can't see it.

11 Q. Right.

12 A. Some of the pictures I sent up, there's a picture and I
13 annotated it specifically and there's a 737 in this picture and I
14 can show you the outline of parts of it but you can't see the --
15 if I just show it to whoever they just see water droplets.

16 Q. Right.

17 A. But if there's a 737 at least 300 yards from the tower and
18 he's gone, he's invisible.

19 Q. Okay.

20 A. So that's all we have been able to do. That's our best,
21 that's where we're --

22 Q. Out of curiosity, do you know, because this has been a long
23 standing concern and problem here and you've had difficulty in
24 obtaining and getting traction, and getting relief from it, from
25 the city, who clearly should be doing something for this, have you

1 -- do they log it at all when they make the call, like is it
2 something where they're like, we've got condensation on the
3 windows covering over 60 percent and we called the city at 1442?

4 A. We have no continuity in that area.

5 Q. Nothing, no.

6 A. We don't have our supervisor staff here is 2 of 5, we've been
7 there for 2-1/2 years --

8 Q. Okay.

9 A. -- to get that consistent messaging going.

10 Q. Sure.

11 A. It's just been a challenge to make sure that it's logged. We
12 restate it, we talk about it and it's a drift policy if you will
13 -- not a drift policy but it falls in the drift because of the
14 simple fact that during the heat of the summer or the dead of
15 winter it's not an issue for the most part for six months out of
16 the year.

17 Q. Okay.

18 A. It's the spring and fall where we have our -- and then
19 depending upon in the summertime when we have the issue it's if we
20 get four out of six days we get rain. You create a more humid
21 environment, the temperature cools, condensation mornings and
22 evenings.

23 MR. SOPER: Okay. All right. That's all I have for right
24 now. I'm going to pass it along to Brandon.

25 BY MR. JOHNSON:

1 Q. So in the in-briefing, the in-briefing items for the
2 corrective actions for whatever you want to do, the reemphasis of
3 the .65 and you said you put those briefings on the, on the Z-
4 drive, right?

5 A. They should be on the Z-drive.

6 Q. Okay. Does there -- sorry, does every controller have access
7 to the Z-drive?

8 A. Yes.

9 Q. And do you have to be logged onto an FAA computer?

10 A. I believe so, yes.

11 Q. Okay.

12 A. That's why we were also going to put them on CEDAR as well.

13 Q. Okay. And then every, every controller has CEDAR access, I
14 assume?

15 A. Yes.

16 Q. Okay. And CEDAR, you have read and initial information and
17 those all go onto CEDAR, correct?

18 A. Yes.

19 Q. And you can search those, those are searchable, right?

20 A. Correct.

21 Q. Okay. And you also mentioned the tower sim was not working;
22 it hasn't been working since you got it basically?

23 A. Correct.

24 Q. Can you run through those issues again?

25 A. Well, we've been told from the tower simulation issues is

1 that the computing power and I'm not a computer guy so server,
2 processor, pick your verbiage there, whatever runs it's brains,
3 are not adequate enough to run the problems. You could run a
4 problem for a couple of minutes and it freezes up.

5 Q. Okay. Now if you had a -- and you said the tower sim works
6 for three airports, what airports do they work for?

7 A. Well, you're supposed to share between here, Tulsa
8 International, I believe, Tulsa Riverside, Springfield, Illinois
9 -- or Springfield, Missouri, excuse me. And I don't think
10 Wichita's on the list. I know there was talk but we've never
11 shipped it to Wichita.

12 And we don't always have possession of it. We'll have
13 possession of it for a time and then we'll ship it off.

14 Q. So it's portable?

15 A. It's portable.

16 Q. Okay. Now what -- how is it in a semi-truck or is it --

17 A. It's in four containers that are on rollers.

18 Q. Okay.

19 A. You can walk back there. I'll show you. It's, the screens
20 are smaller than that, it's four screens that are -- I know the
21 recorder can't see my hands but four 36 inch TVs, 40 inch TVs,
22 somewhere around there.

23 Q. Do you have any problems built for the tower sim?

24 A. We had problems built. The problems that were built we --
25 there's some with contractual issues of who's allowed to get into

1 the tower sim and actually program and do all that stuff. We've
2 been told we cannot do that.

3 We've given expectations of what we want, what we can use and
4 what we need. Our problem is that when we've done that then it
5 doesn't work because it can't take it.

6 Q. Can't handle the load.

7 A. So we don't -- nothing's ever worked.

8 Q. Okay. RSATs, when was your last RSAT, runway safety action?

9 A. We just went over this, May 12th.

10 Q. May 12th. Can you give us -- can you just share with us what
11 you guys do for your RSAT?

12 A. We typically go over to the airport, we talk about all the
13 button points that -- we use the FAA slide, that pre-done slide
14 that's provided, we fill in the blanks. When we get to the Tulsa
15 portion we just do the Tulsa stuff.

16 Want to say last year we had four runway incursions and/or
17 something along those lines. We talk about the events, you know,
18 if they were preventable. I don't want to say we place blame but
19 we say, you know, this turned out to be this type of an error
20 without blaming somebody specifically.

21 We talk -- we don't have any hotspots in the field and we
22 reiterate, an issue we bring up every time, for people that are
23 not familiar or not air carriers type, if they're listening in on
24 the RSAT, the 18 right and Mike taxiway, those get confused
25 usually by GA pilots as that's 18 right, the taxiway, that's 18

1 left, which is actually 18 right.

2 So that we've had aircraft land on Taxiway Mike from the
3 current tower perspective and the parallax angle you get you can't
4 see. You can't tell. The last one that landed --

5 Q. You're talking about with the taxiway runway lineup over
6 there, right, because they're --

7 A. Yes, yes.

8 Q. I got you.

9 A. Yes, where the taxiway and the runway on the west side of the
10 field lineup. We talk about that. We talk about the little
11 guard, helicopter spot on the northeast side of the airport. We
12 talk about the dragstrip that's in line with A26 that has been
13 talked about being a runway as well.

14 Q. Who normally attends those?

15 A. For Tulsa International it's very lightly attended.

16 Q. Okay. You have good community with the GA pilots and things,
17 do they --

18 A. We don't have a lot of GA -- most GA pilots are at Riverside,
19 15 miles down the road.

20 Q. Yeah.

21 A. They own and run the airport for all intents and purposes,
22 that's where they want to be. For up here we don't have a lot.
23 We have a couple of corporate guys that leave in the morning and
24 come back in the evening. Usually most of the people flying in
25 and out of here are familiar.

1 Q. Okay. And then how do you get the word out about that, how
2 do you, how do you tell people that the RSATs going to happen?

3 A. You send out the -- we try to do the blast like, like the --
4 I asked the airport, do you guys have a mailing list of all your
5 custodians or attendants and everything to send out, and they
6 don't. So we just try to get it out as best we can through the
7 FAST team --

8 Q. Oh, FAST team, okay.

9 A. -- and whatever tools that they -- use this tool, we just use
10 that.

11 Q. And then earlier you mentioned the MOR -- was not required to
12 be but you liked it. What are their -- run through the
13 requirements for us for what requires to be MOR like --

14 A. I can't recall of them all.

15 Q. Okay.

16 A. The only thing I know security, I know accidents, those are
17 required. I can't recall all the ones, usually everything just
18 gets filed.

19 MR. JOHNSON: Okay. That's all I've got for now.

20 MR. SOPER: Okay. We'll go ahead and pass it along to James.

21 MR. SUDDUTH: Okay, thank you.

22 BY MR. SUDDUTH:

23 Q. On the RSAT do you --

24 A. Yeah.

25 Q. -- has the condensation on the windows ever been discussed as

1 a safety issue or visibility issue that you've shared with the
2 users or with the airport?

3 A. I don't believe we've brought it up at the RSAT. I can't
4 recall bringing it up at the RSAT. I know the airport is aware of
5 it.

6 Q. Okay. Do you have an active LSC in place here?

7 A. Yes.

8 Q. How often do they meet?

9 A. They try to meet once a month.

10 Q. Do they provide you with minutes or anything else about the
11 safety issues or trends or anything else like that that they come
12 up with?

13 A. When they get something then they'll bring it to me. If they
14 get concerns they'll bring it to me and then we'll talk about
15 whatever it is at the time and then we tackle that problem that
16 they brought up at the time, yeah, how do we do this better.

17 Q. Okay. Have they brought up recently anything having to do
18 with condensation on the windows or wrong surface landings?

19 A. No.

20 Q. Any OSA trends that you've seen on wrong surface landings or
21 lack of visibility?

22 A. Not that I recall.

23 Q. Okay. Do you know what percent of your ICV is done currently
24 for this year?

25 A. Logged is probably 50-ish percent. I know we're -- we have

1 more stuff that's been monitored, it just hasn't been input
2 because it's continuing to be -- it's a continuing process.

3 Q. Okay. Let's see. So you mentioned you have a staff support
4 specialist. Who, are they the training administrator or do you
5 reserve that -- who does your training administration?

6 A. Support specialist.

7 Q. They're the TA?

8 A. (No audible response.)

9 Q. Okay. Lastly, when you do have a condensation issue in the
10 tower, have you ever gone or considered going ATC alert for
11 something like that?

12 A. Yes, we had, especially the `20 years of 2015, 2016; we had
13 something out at the time because it was more of an issue.
14 They've since recaulked the windows, so between the weather and
15 the caulking it helped some of the problem, there was less air
16 escaping, you know, is what we're told.

17 But, yeah, we've gone alert, I don't recall the exact times
18 and at the time I told the airport because we were getting so
19 little action that we would just close the tower, we'd just go ATC
20 limited because we could not provide any functions out of the
21 tower.

22 And but there is phraseology and ways of running the tower
23 where you can't see, you know, do one thing at a time basically
24 non-radar in a tower environment. You can have this taxiway,
25 report crossing here, report crossing here, report crossing here,

1 report clear and then we would just do it that way, which is slow
2 everything down as part of that process.

3 Q. Do you know when you were working that process were there any
4 traffic management initiatives that had to be put in place for
5 that?

6 A. We talked about if we would need any traffic management
7 initiatives we would just tell them at the time. It can be feast
8 or famine here so it's -- we don't get inundated as much as a C90
9 or a D10 where you get -- you have an idea.

10 Q. Right.

11 A. It's, it's feast or famine.

12 MR. SUDDUTH: Okay, that's all I've got.

13 MR. SOPER: Thanks, James. I just have one real quick
14 question before I pass it to Sabrina because I don't want to
15 forget it; do you have any open CAPs right now related to anything
16 that has to do with either runway safety or tower visibility or
17 any of that type of stuff that you're aware of?

18 MR. ROGERS: Not that I'm aware of, I can check.

19 MR. SOPER: Okay, that's great. All right. Sabrina?

20 BY MS. WOODS:

21 Q. Hey.

22 A. Hi.

23 Q. So how you feeling so far, good?

24 A. Oh, I'm fine.

25 Q. Okay. No breaks needed?

1 A. I'm married, I'm ready. I'm used to torture.

2 Q. So James touched on it, I want to continue with the line of
3 questioning about, what happens when there's an issue, let's say a
4 controller has a concern, they have a suggestion for positive
5 change, whatever, how does it -- is there a process in place for
6 controllers to bring concerns up the chain?

7 A. Absolutely and we don't have anything formal that is written
8 down and dialogued. The FACREP and myself have an excellent
9 dialogue we have had the entire time, if we bring up an issue we
10 tackle it together and we try everything we can together, we ask
11 for outside help when we're not getting any traction.

12 Q. But how do the controllers bring it to you?

13 A. They walk right into my office and tell me.

14 Q. Okay. So has that happened in the past outside of
15 condensation?

16 A. Absolutely.

17 Q. Okay. Could you just kind of describe it, just walk me
18 through like a fairly simple event from you're alerted to the
19 issue to resolution? It's okay if you can't think of one.

20 A. Well, I can think of, I can think of a couple. Carbon
21 monoxide poisoning, we've had that twice in the building.

22 MR. JOHNSON: That's not little.

23 MS. WOODS: That's not at all little.

24 MR. JOHNSON: That's pretty dangerous.

25 MR. ROGERS: Jason and I worked through the issue. Of course

1 we weren't aware until people basically started almost passing out
2 while they were working position, got everybody out of here. We
3 fought and fought and fought and got carbon monoxide detectors in
4 the building.

5 So there's one example of an issue to the floor is dirty,
6 what can we do, the windows need cleaned. Make phone calls. The
7 tower shades, is probably the last issue I can think of the tower
8 shades had dust on them, somebody wiping them off. Hey boss,
9 tower shades have dust, stand right there.

10 I picked up the phone and I made a call right then and there
11 so I didn't forget and so it didn't get put on the wayside, and
12 then I followed up with, when are they sending them over, because
13 they didn't come for a couple of days.

14 They brought in another janitorial service technician from
15 the airport who was a taller man than the lady that's usually here
16 and he went through the process of dusting those. We try to
17 handle things real time as much as we possibly can.

18 But so from carbon monoxide to cleaning windows to cleaning
19 window shades to the door doesn't lock, it doesn't, whatever it is
20 we just try to tackle it.

21 Q. So what if it's a more sensitive issue, something to where
22 maybe somebody wants to maintain their anonymity and doesn't want
23 to walk into the office to see you, is there a process in place
24 for that?

25 A. Anybody can go to Jason and they have as to if they have any

1 and I tell all the controllers, all the employees, if you have an
2 issue with me and you don't feel comfortable talking to me, talk
3 to Jason, let Jason talk to me, I don't need to know your name.

4 If you don't want to do that or if it is me and you're a
5 supervisor feel free to call my boss. Call somebody, let somebody
6 know if or bring it to me. If you don't -- or there's always the
7 FAA Hotline, there's ATSAP reports.

8 If people don't feel comfortable they can file an ATSAP
9 report. If I don't want to seem like I'm complaining someone will
10 file an ATSAP report. We've had those. We just answered two of
11 them.

12 Q. Okay.

13 A. So --

14 Q. And everybody's pretty well briefed; they know what their
15 options are?

16 A. Absolutely.

17 Q. So going to kind of like day-to-day ins and outs, there's
18 obviously an ebb and a flow as the lady mentioned upstairs where
19 you have your high points, you have your low points. How often do
20 you as a team get to take in all that, how often do you get to
21 observe what's going on on the different shifts and not just like
22 the daytime shift?

23 A. For the most part I'm here just during the daytime.

24 Q. Have you ever been able to observe at a point or mids?

25 A. Yes. There was a time where -- I don't recall the date, the

1 FAA wanted us to come out quarterly and check on the mid-shifts, I
2 was out here from 1:00 in the morning until 2:00 in the morning.
3 If I made it this far, if I drove 35 minutes to get here, I was
4 going to spend an hour or two, and I would just hang out or just
5 start my day at two in the morning and then just work until two or
6 three in the afternoon, because why drive home.

7 It doesn't bug me. I've been here on weekends. I've been
8 here at every hour of the day.

9 Q. So how would you describe the environment and I don't
10 necessarily mean operating environment like, for instance, I know
11 we talked a lot about traffic and volume and things like that,
12 actual environments of the cab, how do they differ from like
13 morning to swings to mids?

14 A. Monday through Thursday, so when you talk about environment
15 that you don't want traffic, right?

16 Q. No, not necessarily traffic, I really mean like how do, how
17 do people work together, how do they engage, because obviously
18 certain things like change, maybe the amount of people you have at
19 a time, how they interact, some people are on break, some people
20 aren't?

21 A. Our shifts are balanced, there's the same amount of people in
22 the day as there are at night.

23 Q. Oh, okay.

24 A. For the most part everybody -- we don't have any issue at
25 this facility with people communicating with each other. We

1 usually try to have fun, I've been preaching it since I got here
2 of have fun at work, enjoy your job.

3 If you're going to be here for eight hours, make sure you
4 enjoy it to the maximum extent possible. People go on break, they
5 do different things. But the interaction in and amongst crews,
6 it's a small enough facility that you see the same people.

7 You don't work with people you're not used to working with
8 very often and if you do or if somebody's here on overtime you're
9 familiar with them, you don't -- it's not a large facility like
10 I've worked at to where you might see somebody once a year. It's
11 a cohesive unit I guess you could say.

12 Q. Would you say that everybody gets along pretty well together?

13 A. Yes.

14 Q. Okay. So if that were to change do you feel that this is an
15 environment where somebody if they're having a beef with another
16 person that they're comfortable to bring it to your attention?

17 A. They have.

18 Q. That's good to hear.

19 A. So, yeah, we've resolved them.

20 Q. So again with the kind of ebbs and flows, you know, you have
21 your high points, you have your low points, work's a little more
22 calm, what's the expectation for what controllers do during those
23 low points from you, from the point of view of the ATM?

24 A. My, the thing I've preached since day one of arriving here is
25 when you're in the operational environment I expect you to be

1 paying attention and doing the absolute best job you can do.

2 There is no gray area there.

3 If you want to have fun, if you want to laugh and giggle and
4 horse around we have a breakroom for that and you take it to the
5 breakroom. You come out of the operational environment, you don't
6 sit in there for long periods of time unless you're going to
7 quietly monitor.

8 If it's a trainee or somebody who's new and they want to sit
9 there and monitor, I have no problem with that but you sit in
10 there and to hold a talk along in the tower cab or in the TRACON
11 does not happen and if it does happen I don't know about it, I
12 don't want any of that in the operational environment.

13 You're there to pay attention, you're there to do a job. Do
14 your job, that's what I'm asking do your job when you are asked to
15 do it. When you're on break now you can have fun as far as
16 playing, you know, razzing somebody or whatever they want to do,
17 talk about fantasy football, do it on your break.

18 This is business, this is pleasure. Separate them and keep
19 them that way.

20 Q. Okay. But so let's go to like there's just a mid-shift
21 situation where it might be even quieter and then let's say one of
22 the controllers out of the two is on break. So now there's an
23 individual, a lone controller, the situation that we had
24 observing, you're still going to have those low moments in traffic
25 and complexity and in volume, what is the expectation then?

1 What is it that you expect the person to be doing during
2 those low moments?

3 A. If you're in the tower cab working a mid, the .65 in this
4 one, briefing, you're supposed to scan the airfield to the maximum
5 extent possible. If you're not talking to anybody on the radar
6 you should be looking out the window and seeing what's going on.

7 You don't have to circle the tower cab for eight hours but
8 you should have a general familiarization of everything that's
9 going on. You can't capture it all; it's hard to see at night,
10 the light differences.

11 That's another thing we resolved was the intensity of the
12 lights. We put LED lights in; they were too bright from a tower
13 cab perspective. We had them dim the lights so that it was easier
14 to see. It was almost -- some controllers described it as
15 blinding, some said it was hard to see.

16 We got word from the airport they worked with electricians to
17 bring those levels of lights down so that we had better visibility
18 outside. The .65 explains them all to the maximum extent possible
19 scan your runways, know your environment, know what's going on.
20 If you're working them all you're watching the radar scope, if you
21 see somebody that's out of place.

22 We've had deer on the airfield. We've had people drive
23 through the airfield. We've had it all here. So pay attention to
24 what's going on. One of the controllers a couple years ago caught
25 a herd of deer out on the runway at night and so no airplane or

1 ops out there but he was paying attention and noticed a shadow
2 differential option out there.

3 Said, yeah, there's five deer right there. We just chased
4 them off. So he's a hunter. I don't expect that to happen to
5 everybody. But general awareness of your environment and working
6 conditions, follow the rules that are laid out. You can relax on
7 break.

8 MS. WOODS: Understood. That's all I have for this moment.

9 MR. ROGERS: Okay.

10 MR. SOPER: Okay.

11 BY MR. SOPER:

12 Q. So I just kind of have some straight forward questions. So
13 thinking about this event now from after the fact, you've read the
14 stuff, you've been a part of SSR, whatever might have occurred
15 since then, is there anything -- can you just kind of rundown with
16 me things that you identify with right away that either you were
17 surprised with, not surprised with, things that you feel shouldn't
18 have happened, could have happened differently, I mean, just your
19 straight point of view?

20 A. I think she should have noticed the airplane was on the west
21 side of the tower versus the east side of the tower.

22 Q. Okay.

23 A. I understand that you can't -- depending upon when you look
24 at the airplane it's going to change. If you can't see I expect
25 you to use the radar, it's there, it's a tool. It's also written

1 down as this is your backup.

2 The window condensation is enough of an issue but we know
3 that sometimes we have to use another tool to verify alignment.
4 It's there, use it. Paying attention to what's going around. I'm
5 trying to not put words into -- let me preface it with this, what
6 I observed and I can't necessarily say it's exactly what had
7 happened.

8 Q. Sure.

9 A. But if the first time you're made aware that an airplane
10 landed on the wrong runway is when they call for taxi
11 instructions, we failed to do our job, period. You didn't see him
12 land, you didn't go send him around, you didn't even know that he
13 was on the wrong runway until he called for taxi instructions.

14 That is a -- it's part of the reason where it says scan the
15 maximum step possible. Know your environment, use your tools,
16 that's why that's in the briefing item. Use your tools to line up
17 and to do things. I understand that there's an expectation bias
18 for controllers, I've worked myself.

19 Not here but I've worked myself where you're talking to
20 one person and, you know, traffic goes down it seems like the
21 propensity for people to have instances, it goes up. When you're
22 busy and you're dialed in and you're focused, you're doing
23 everything, it's been the same way for 28, 29 years I've been
24 there doing this job.

25 And it's been preached to me from day one, pay attention all

1 the time, that's why I'm preaching. In this instance, if you're
2 made aware that somebody -- if your first knowledge that somebody
3 landed on the wrong runway is when they tell you, we didn't do our
4 job.

5 Q. Okay. Out of curiosity, I've been at other airfields that do
6 this, do you guys have any requirement here to conduct or have
7 conducted runway sweeps after there's no, no operations for a
8 certain period, for like what you're talking about because you
9 said you have wildlife out here sometimes?

10 A. I don't.

11 Q. Is that ever a requirement here?

12 A. (No audible response.)

13 Q. Okay. I was just curious, not that it was supposed to be. I
14 just -- you know, I've been at places that do, like, oh, yeah, if
15 we have a lull in operations over the mid watch. I mean, we used
16 to do it in Brunswick, Maine, you know, like, because we have so
17 many deer out there that if there -- if more than an hour elapsed
18 since the last operation, if we had something come in, we had to
19 do a deer sweep, you know, but --

20 A. The only thing I'm pretty sure that I know and I'm not 100
21 percent positive is, if they do a shift change or a personnel
22 change out on the airfield --

23 Q. Yeah.

24 A. -- a lot of times that new -- whoever's now out there will go
25 out and survey everything but I don't know how often.

1 Q. Right.

2 A. I don't know the schedule; I don't know any of that.

3 Q. Yeah, that's airports that does that anyway if there were
4 something. So the airports here they are also -- are they city
5 employees, is that the airport management authority here, are they
6 all the same people that own the tower, they're the ones that --

7 A. They're employees.

8 Q. -- airport managers as well, right?

9 A. Yeah, they're employees of the Tulsa Airport Improvement
10 Trust.

11 Q. Yeah.

12 A. Broke off from the city since I was here. It was part of the
13 city now it's no longer part but we just still refer it as the
14 city, no different than I call the DBRITE the DBRITE instead of
15 the --

16 Q. The TDW?

17 A. The TDR --

18 Q. Yeah, I get it, the BRANDS from way back or whatever. Let me
19 -- so, so we talked about -- a little bit about the relationship
20 with, you know, controllers and staff inside. How is the
21 relationship with the Tulsa Airport Improvement Trust, okay?

22 Even, not necessarily just the windows, okay. I think we
23 kind of gathered around that one maybe a little bit, but overall,
24 big picture. Like you guys, do you attend any meetings together
25 on any regularity, like, yeah, we get together quarterly, we have

1 these meetings where we discuss safety concerns and issues that
2 are happening, problems we're having? So is there -- how is that
3 relationship over all?

4 A. That overall relationship is a two-part relationship. 2015
5 until -- I'm going to guess here 20 -- late '18 and '19 the
6 regime, if you will, that was there is no longer there.

7 Q. Okay.

8 A. They got a new chief executive officer, she is fantastic to
9 work with, she's responsive. She's trying to do things. They
10 also have some hindrances, just for some inside baseball
11 information for you, if they have to approve something or if they
12 have to do something that's kind of outside of the general scope
13 then they have to go to the Tulsa Airport Improvement Trust Board,
14 kind of like a school board, get it approved in order to allocate
15 funds to do it.

16 So we understand that on somethings that there is a delay
17 because there's not funding for it but I would say currently the
18 airport has improved dramatically over the past two years, they
19 are trying to do the right things, they're trying to be
20 responsive. They're actually trying to be part of the system.

21 Q. Okay. That said then going back to the window issue, do you
22 feel like there may be renewed traction here from their standpoint
23 to try to find resolution or is that just kind of too big of an
24 animal that they're like, you know, we just, we just can't raise
25 the money like, you know?

1 A. My personal belief after years of conversation is our focus
2 now is on the new tower to actually resolve the issue permanently
3 and it's too much of a cost to put windows in.

4 Q. Okay.

5 A. If that was the solution. We've talked about the sprinkler
6 systems that go on the outside, in that instance, old regime, they
7 were willing to let the FAA do that and pay for it and maintain it
8 and upkeep it and do all that wonderful stuff. They didn't want
9 any part with, you know, any additional cost.

10 Q. What's the, what's the expectation right now for the tower
11 build, have you had -- you know, where does that sit? I mean, is
12 it incomplete or complete?

13 A. As far as the air traffic portion is concerned, from our
14 understanding we're through with the (indiscernible) process.
15 We've gone over the design where we've spent four days over at the
16 airport with the engineers and the architects; we've gone through
17 all of that.

18 I believe right now the biggest issue of it is funding. I
19 talked to Alexis who's the CEO over there last week. They are
20 trying to get funding in any way, shape, fashion or form that they
21 can. Initial estimates for the tower when I heard about it were 43
22 million dollars.

23 That's when we started a year and a half-ish ago. I can't
24 recall the date, it was during COVID, it's a lost year or two. We
25 were around 43 million dollars, came back 66 million dollars that

1 was discussed. That figure was thrown out on May 12th during the
2 RSAT.

3 I want to say that was the right date that we talked about
4 that. It was later the next week sorry, I had the wrong date. It
5 was discussed May/June timeframe.

6 Q. Okay.

7 A. Yeah, the last I heard is 97 million dollars because the
8 FAA's looking for -- it got leaked to the airport where the FAA
9 wanted a 27 million dollar reimbursable agreement from the city
10 for their efforts into the towers the way I understood it, so then
11 upping the cost of the total tower to 97 million dollars.

12 Q. And what was the projected timeframe?

13 A. The projected timeframe initially was breaking ground in
14 November of '23 but we had talked -- one of our last conversations
15 about it because of some delays and because of the abilities for
16 contractors to find workers and what they already have, it had
17 been pushed to probably the spring/summer of 2023 was the last I
18 heard.

19 But if there's not adequate funding there won't be a tower.
20 It all rolls down to money.

21 MR. SOPER: Okay. Okay. All right. That's, that covers me
22 for now. Brandon?

23 BY MR. JOHNSON:

24 Q. Sorry. After you found out about the information, was there
25 MOR ever filed for?

- 1 A. What information?
- 2 Q. For the runway, the wrong surface landing for the FedEx, was
3 there a MOR ever action filed?
- 4 A. Yes.
- 5 Q. Okay. And when was it actually filed?
- 6 A. Wednesday at ten or 11:00.
- 7 Q. Okay.
- 8 A. Because I was here.
- 9 Q. So it was after you found out from your GM?
- 10 A. Yes.
- 11 Q. Okay.
- 12 A. I had come to work, we figured out what went wrong to the
13 best of our ability.
- 14 Q. Okay. Okay.
- 15 A. And then we filed it.
- 16 Q. Do you know if there's an ATSAP filed on it?
- 17 A. There was.
- 18 Q. Okay. And how would you describe the ATSAP culture here, the
19 reporting culture here?
- 20 A. They use it.
- 21 Q. They use it?
- 22 A. Yes. If they have an issue they use it.
- 23 Q. They use it, okay. So it's pretty robust then?
- 24 A. Yes.
- 25 Q. Okay. Have you ever considered like if you can't see the

1 runways having your controllers call Ops and have them inspect
2 before an aircraft operation?

3 A. We've talked about if we get to that point that we need to --
4 yes, we've talked, if we get to that point the -- the condensation
5 is not a static thing, it will happen here, it will happen here,
6 it will change it's, it's easier to describe it as flowing water.

7 Q. Okay.

8 A. It moves, I mean, it is but it moves around and it obscures
9 different places at different times. If it's a really, really
10 calm day you can get the whole thing just engulfed and you can't
11 see anything. That's where our squeegee comes into play of we've
12 had them squeegee, go around, by the time you get back to the
13 first window they start again and they just keep spinning the
14 tower. I think our longest is three hours.

15 Q. Yeah.

16 A. Until the heat of the day came back up.

17 Q. And you mentioned problems with getting CO, carbon monoxide
18 detectors installed in the building. Do you have to go through
19 the city to get that again?

20 A. Both.

21 Q. Both.

22 A. The FAA brought in portable models. We had conversations
23 with the city. The city agreed to do it. There was a slight
24 delay because they have to find a fire alarm company to hook them
25 into the fire alarm system so that they can get notification over

1 there.

2 We had another event so we had another monitor put in the
3 boiler room so that we can try to prevent one from happening in
4 the, in the first place.

5 Q. Right.

6 A. So we put those in the control areas specifically of the
7 facility because those are always occupied versus a breakroom
8 which is occupied less frequently especially as you get further on
9 into the night.

10 Q. Did they ever find the source of the CO?

11 A. Yes.

12 Q. Any mitigating things done to that?

13 A. They replaced it.

14 MR. JOHNSON: Okay. That's all I've got.

15 MR. ROGERS: All right.

16 MR. JOHNSON: Thanks.

17 MR. SOPER: James?

18 MR. SUDDUTH: Just a couple more questions.

19 BY MR. SUDDUTH:

20 Q. You mentioned that their procedures that would be followed if
21 the windows were in a state that you couldn't use them, how are
22 the controllers made aware of those procedures?

23 A. We gave them a briefing.

24 Q. Okay. How long ago did that briefing happen or is it like a
25 recurring briefing?

1 A. It was -- I'm going to guess up-to-date 2015. It hasn't --
2 it wasn't recurring, we had a spell there where the condensation
3 wasn't as big of a problem so when it would it stop there, you
4 don't treat it, it's coming back this year more.

5 And it has for the past six months as we've gone, as we've
6 transitioned out of this last winter.

7 Q. Okay. And then on the reporting for the wrong surface
8 landing you mentioned an ATSAP had been filed, was that filed
9 before or after the MOR?

10 A. I believe it was after.

11 MR. SUDDUTH: Okay. That's all I have, thanks.

12 MR. SOPER: Thanks, James. Sabrina?

13 BY MS. WOODS:

14 Q. So for your facility, what's the -- what's your mobile device
15 policy here?

16 A. They don't use them in the control areas at all, it's the
17 doors or it's the same as the FAA's, it's tune it out, leave it
18 out, leave it out of the room. You have charging stations, one's
19 in the breakroom here because the one outside the door didn't work
20 and I believe that -- we took one of them down because it was
21 broken and it was.

22 UNIDENTIFIED SPEAKER: I seen the one out by the tower.

23 MR. ROGERS: Yeah, one was a risk because people were hitting
24 it and they'd get cut, I mean the plastic was broke --

25 UNIDENTIFIED SPEAKER: Oh, wow.

1 MR. ROGERS: -- so we took it off the wall because then you
2 could get cut when you're walking by and we moved it into the
3 breakroom. If you go into the breakroom and look on that table on
4 the right hand side there's a box there or a set of slots with all
5 the cords, they leave them in there. We don't have an issue. I
6 have yet to see a cell phone in the control room.

7 BY MS. WOODS:

8 Q. Okay. I'm going to pivot a little bit to fatigue policy and
9 this is something that gets discussed a lot on the operation or
10 the air crew side but not always as much on the air traffic
11 control side.

12 So if somebody is coming into where they're not feeling it,
13 it's been a rough time preceding the shift, maybe they didn't get
14 enough sleep, maybe they're not feeling that great, what is your
15 policy for that, what is the tap out policy?

16 A. Call in sick, don't show up. You know, we tell people all
17 the time if you're not, you know, in a state of ready to work you
18 shouldn't be here. I don't inspect nor have I ever asked anybody
19 why they took a day of sick leave and I won't ever.

20 That is up to them of -- that just tells me that they're not
21 in a position where they can work and I don't need to know the
22 why, just don't do it. If you're not, if you're not ready don't
23 come into work.

24 Q. So, again, going back to the ebbs and flows of a schedule and
25 the break coordination, is that something that you expect the CPCs

1 who are on to handle amongst themselves or is that set by the
2 management level, how is that handled here?

3 A. We handle it according to FAA Policy. I don't recall when it
4 was updated, maybe a year and a half-ish ago, where it says the
5 first 90 minutes of the shift, regardless of the shift essentially
6 both controllers have to work together.

7 I believe that that is intended so one can monitor the other
8 to make sure that they're both -- you know, that's not spelled out
9 but you can read into it a little bit. And then after that 90
10 minute period then they can -- one can go on a recuperative break
11 while one works.

12 And who goes, that is up to the controllers at the time
13 because I'm not here and one might not be feeling as good as the
14 other, so however they dictate how that works is up to them. And
15 then the first person, the way that the FAA Policy reads, the
16 first person that comes in in the morning starts opening up the
17 next position, the next one will start relieving and repeat.

18 So we have our positions open according to the new regulation
19 and we just cut and paste the regulation onto the local thing of
20 what our expectations are. So whatever the FAA Policy says ours
21 is exactly the same words so --

22 Q. Okay. So kind of thinking back on like the last RSAT, have
23 you had new controllers come in since that time?

24 A. One.

25 Q. Okay.

1 A. I think just, maybe just one. Nobody that's certified, they
2 would all be in training.

3 Q. So I guess what I'm getting at is, you have a new person
4 coming in off the street, how are they going to know what
5 briefings that occurred, I mean, are they expected to just pick up
6 a book and start reading or is it -- what is the recurrent effort
7 to bring things back to people's attention? Is there a process in
8 place for that?

9 A. If somebody comes in off the street anything that is
10 mandatory that's needed. We don't get anybody off the street in
11 this facility, it has to be prior experience or something to get
12 to the Level 8, below you can come in off the street.

13 Q. I mean that figuratively --

14 A. Yeah.

15 Q. -- like they're coming from another facility?

16 A. If they're coming in from another facility we cover
17 everything on their initial training of everything that they need
18 to know and especially if they're coming from another facility,
19 policies and procedures, the way to the best of my understanding
20 should be the same that the facility, A,B,C,D, and E.

21 If there's any variances or slight deviations from that,
22 local places doing business that will be explained either through
23 training or as they're going through it. It's about a two year
24 policy -- or about a two year pipeline to get through the process,
25 so by that time you're going to have eighty recurrent trainings in

1 that.

2 Q. Okay.

3 A. And they, depending on where you are you have to -- our last
4 event where we had an aircraft that simultaneous loss of radar and
5 radio that is in everybody's training. It's in the simulation
6 training for upgrade trainings and recurrent training every year.

7 They're bound to go through it that way, anything that we
8 have to capture we throw it into either initial training or
9 recurrent training so that's the best answer I can give you based
10 on what I know.

11 Q. How do you handle lessons learned or benchmarks from other
12 facilities in incorporating that into your training plan?

13 A. If they apply we -- or if it's something that's pertinent to
14 here we would take that and use it in here. We've taken
15 experiences from myself who's been at other facilities and other
16 people who want to change some of our training that goes on.

17 We added weather before because we have the months of May,
18 June and July here that typically get bad. When I got here, soon
19 after I got here we made training and the simulation training
20 mandatory with radar.

21 I think the FAA has since come out and said you have to do
22 the same thing. We were already in compliance before it was out.
23 We try to -- if we see something that we can be proactive with we
24 are. If we have a blind spot it's called out on purpose because
25 we don't know it's a blind spot, we never see it.

1 But we pay attention. I send the local safety council the
2 hazards of the day or whatever. The ATO safety briefing of the
3 day, I send that out to the supervisors and I send it out to the
4 local safety council.

5 If it's something that there's nothing there, because
6 sometimes there's literally nothing there, then I don't send them
7 anything but if there's anything on there that's pertinent, you
8 know, if it's this center did this, I'm leaving it out because we
9 don't work in a center.

10 Unless it's weather or something that applies everywhere but,
11 you know, a lot of times (indiscernible) we lost five mile
12 separation. They don't care here, we don't do their rules. But
13 if it applies to us I send to the sups, send to the local safety
14 council and we'll have conversations about it.

15 And we bring it up to two people on our local safety council
16 who are pilots, so we try to go to them to get their point of view
17 as well as to what does this look like from a pilot's perspective,
18 how can we look at this thing through their eyes so we can make a
19 briefing or our training more effective in that way?

20 And they're both happy to do that. They take pride in being
21 pilots and controllers, so we utilize our people the best we can.

22 Q. And then my last question for this round but it's kind of a
23 little bit of a complicated one, maybe you've already had a chance
24 to think about this, if not I'm probably going to be putting you
25 on the spot a little bit here.

1 But, let's take this particular incident, regardless of the
2 outcome but regardless of what we spit out later, maybe a year
3 from now, how would you take an incident such as this and go
4 forward? What do you intend to do as the leader of this facility
5 going forward or what have you already done maybe since June 8th?

6 A. We're stressing the importance, it's kind of a back to the
7 basics briefing, if you look at every requirement, it's from the
8 .65. We're supposed to adhere to these set rules. Don't get
9 mixed up with everything else and overlook the simple things.

10 It takes no time and effort to scan the runway. We're
11 reminding them of don't miss the easy things. If you can -- if
12 you're attentive enough to start catching all the easy things
13 you're going to catch something else that's out of place.

14 If you're constantly scanning, if you're constantly focused
15 if something changes you're going to see it. Yeah, I use the
16 example where we can -- we pull up the Falcon for C90. I haven't
17 gotten a C90 for seven years. I can look at an airplane and say
18 that airplane's going to go right here and he's still 80 or 90
19 miles away from the airport.

20 I can tell you who he's going to follow because he looks like
21 he's in a place where he's out of place. I've showed the
22 controllers that and I've showed them that, not so that they can
23 say, you're great, you really knew how to do your job, and that
24 was the old time, grandpa.

25 It's to say, no, if you pay attention enough you can see when

1 something is slightly out of place. It will catch your eye like
2 that if you're actually focused. And if you're actually focused
3 your job becomes so much easier.

4 And it's the intentionality of going into position or doing
5 everything intentional. How you read that briefing, are you going
6 to -- we sat down with a briefing the other day and we went to
7 give the briefing and the controller brought in his food.

8 The person that was doing his briefing said, when you're done
9 eating I'll call you and you can do the briefing. I want your
10 attention, so little things like that. We're doing one-on-one
11 briefings intentionally to take away an audience for some of you
12 to say, I can't believe they used to do this, they can make sure
13 that that message is passed to the best that we can.

14 We're using Boomer intentionally; he's a peer, peer to peer
15 conversations. He has no problem saying, these are our
16 expectations, these are our jobs. Reminding people of what the
17 basics are because I think it's obvious we had some drift of you
18 kind of look at things in your life; it's all going to work out
19 fine.

20 It has every Tuesday night for five years. He's always
21 landed on the runway every single time, and as soon as we get to
22 that spot we're failing to do our job correctly. That's what
23 we're preaching, that's what we're talking about, and that's what
24 we're asking the informal leaders of the building to please hold
25 each other accountable because we can't be everywhere at once.

1 I've got two sups and myself; we can't be everywhere. When
2 you're in the CIC, when you're in this position, if you don't know
3 what that says, go back and reread it and then do that job. It's
4 really simple to just do your job.

5 You have enough things to worry about but do the basics right
6 and the rest will come to you. You've got to be an expert at
7 something so actually be an expert. I preach and teach, okay,
8 that's a 737. What's the speed on final, is it an 800, is it a
9 max, is it a 900, is it an old one? They're all different speeds.

10 You'd know that from working at -- you build more room in
11 front of a 737 800 than you do a 737 700. He's faster on final.
12 They'll catch people in front of them. You have to know so the
13 more you can pay attention to the micro details the easier your
14 job becomes and that's what I try to tell everybody.

15 If you want to become an expert know those little things
16 because if something's out of place. We caught a guy just prior
17 to me getting here; somebody was going to do a gear up landing in
18 a Mitsubishi. The controller noticed because he was going faster
19 than he normally does. He said; check that guy's gear, he's going
20 too fast. No gear was down. The aircraft went around, put its
21 gear down came back for landing.

22 Attention to detail matters. It was preached to me in the
23 Air Force and I preach to my kids, you get better outcomes.
24 Attention to detail. One airplane's enough; one airplane's enough
25 to pay attention to.

1 You should have a general familiarization, if there's no
2 airplanes you should know as soon as somebody starts flashing at
3 you from another sector. You should see somebody's landing lights
4 start lighting up, you know, like, okay, somebody's going to call
5 for a clearance; you should already be ahead of that game to know
6 what's going to happen.

7 You've got taxiway closures, you should already know if he
8 wants to go from this runway here's how I'm going to have to take
9 him because of taxiway closures and obstructions. Think about
10 that in advance when it comes out you spit it out. That's my
11 expectations.

12 I know it's a lot. I had a boss in Salt Lake, she said, I
13 just want perfection, if you can't give me that go find someplace
14 else to work. I'm just shy of that.

15 MR. JOHNSON: Jill Story.

16 MR. ROGERS: That is Jill Story. That was her exact words.
17 And I tell people that because I say, I'm not quite there because
18 I don't expect perfection because we're all human beings but it
19 should be something you're striving for. I'm a bulldog, I'm
20 sorry.

21 BY MS. WOODS:

22 Q. I lied, I have one more question. You actually mentioned so
23 you did have a -- say a while back you said?

24 A. Yeah.

25 Q. Thought that somebody --

1 A. Eight, nine years ago.

2 Q. Oh, well, let's presume that you had more sense then. I'm
3 going to presume that this employee had more sense then.

4 A. Yeah.

5 Q. How do you handle the attaboys, do you, do you talk about
6 those at all?

7 A. We do.

8 Q. Do you pass that info around?

9 A. We pass info around if the controller will allow us to use
10 their name or whatever. Sometimes they don't want to be talked
11 about. And I take my awards money and my time off money or time
12 off time and I give it to them and I thank them. And there's some
13 that want to do that very quietly, they don't --

14 Q. Yeah.

15 A. -- they don't want it to be anything else and I -- that's the
16 only two tools I have besides we go into team briefings, John did
17 a great job today or whatever and we talk about it there.
18 Sometimes John just doesn't want to be talked about.

19 Q. Yeah.

20 A. But we'll talk about it, something in general, this too, hey
21 a controller did a great job doing these things.

22 MS. WOODS: And the reason I bring it up is because there's,
23 there's good lessons to be learned when things go well --

24 MR. ROGERS: There is.

25 MS. WOODS: -- not just when things go bad so it's good --

1 MR. ROGERS: There is.

2 MS. WOODS: -- it's good too so that everybody can still
3 learn. Okay, good enough.

4 MR. SOPER: Awesome.

5 BY MR. SOPER:

6 Q. So what is the hours of your mid-configuration, what's the
7 normal hours of mid-shift?

8 A. I think it's 10:30 to 6:30. I get confused of when I work
9 and when they are here.

10 Q. Okay.

11 A. I believe it's 10:30 to 6:30 but it might be 10 to 6.

12 Q. Okay.

13 A. And then Saturdays are midnight, 11:50 until eight in the
14 morning.

15 Q. Okay. And your -- do you have permanent mids here or are
16 they part of a rotation, like they're mixing up all shifts or do
17 you have permanent mids work, that's the shift they work, they
18 work like five mids in a row and then the weekend is the only time
19 they rotate --

20 A. It's their last day on the schedule.

21 Q. It's their -- okay, so that everybody's doing mids so --

22 A. Everybody's doing mids.

23 Q. Okay.

24 A. Yes.

25 Q. Okay. And your contract trainers that you have here, they

1 sound like they're mostly involved with, you know, position
2 training, simulation, the sim work that you're able to do with
3 what -- the one that is working. Do they get involved at all in
4 the recurrent or refresher training --

5 A. Yes.

6 Q. -- whether it's giving it or providing it? What, are they
7 most involved in providing it or helping --

8 A. Yes, they'll provide the briefings; they'll go through the
9 slides. We're doing the -- I want to say right now it's the CIC
10 briefing, we're finishing up. I saw Gary, one of the contractors;
11 he was giving a briefing the other day to two individuals.

12 Q. Okay.

13 A. It's as close to one-on-one as we can get. We prefer one-on-
14 one conversations; we've just found them to be more effective.

15 Q. Yeah.

16 A. So we stick to the maximum extent possible. If there's an
17 opportunity to grab two because you're -- you know, it's like,
18 man, we're running out of time, you grab two.

19 Q. Okay. And do they -- you guys have your -- you have twice a
20 year weather recurrent training that you have to do or is it once
21 a year here or --

22 A. I don't recall any of this.

23 Q. Like getting ready to go into thunderstorms?

24 A. I know we have one before thunderstorms.

25 Q. Do you guys utilize your contract weather; do they ever offer

1 to help? Has there ever been discussions with them, is that --
2 how does that relationship work?

3 A. The relationship is fine. They're weather observers.

4 Q. Sure, I realize that.

5 A. Versus so they --

6 Q. Not really.

7 A. -- they don't have a lot of extra information that we can't
8 turn on Channel 6 News and get a way better picture.

9 Q. Okay. All right. No, I'm with you. Every, some places
10 they're different, yeah.

11 A. They verify it's raining.

12 Q. Yeah, yeah, they're observers.

13 A. Yeah.

14 MR. SOPER: Yeah, they are literally just tuned into that one
15 little piece, I get it. All right, cool. The, I did have another
16 question I thought of when I sitting here asking you about. But
17 I'm going to pass it along for now, I'll think of what it was I
18 was going to ask you, it was relatively simple but -- Brandon?

19 BY MR. JOHNSON:

20 Q. Can you walk me through the flow of training like from when
21 Day one they step in the door, how they progressed through
22 training?

23 A. Normally it's -- you get in there and you start learning
24 ground and flight data, depending on experience level and
25 depending on how they -- what we feel their competencies are,

1 we'll start with ground or flight data and then make a judgment of
2 is one overwhelming or should we have one at a time here or do we
3 do -- can we do both?

4 We start there, we go through there. If you've come here and
5 you've got a lot of experience in a similar type facility not a --
6 not really level but the similar type is more important, no
7 different than you were talking about Salt Lake tower earlier.

8 For some of those people we will start ground and clearance
9 and if they're picking up on all of it and they've already studied
10 up to get the materials, a lot of times three months in advance
11 that they can start studying and start looking into things.

12 For some of them we'll put them in local as well, so we'll
13 use a whole tower cab and then just depending on how it goes, and
14 they go through the tower cab. After they get down with the tower
15 cab, they come downstairs, if they haven't been to RTF, off they
16 go to RTF in Oklahoma City.

17 One's waiting right now to go to RTF. Once they do RTF they
18 come back and then they, they start in here. And as far as the
19 radar environment goes, we teach them satellite and West and then
20 when they're in the room they tend to start on satellite, pull
21 through that process, just getting used to if they're new to radar
22 or if they're -- never new to air traffic.

23 But if they're new or fresh it gives them a chance to get
24 familiar with the operation, stuff like that. So once they get
25 some familiarity then we put them over to West. We try to meter

1 the traffic the best we can so we're not inundating somebody, that
2 way there's actually an opportunity to train and not to inundate.

3 Q. Okay. Classroom instruction?

4 A. It's before all blocks and we also incorporate it, since I've
5 been here, we noticed that people were getting skill enhancement
6 training; it used to be called, whatever, development training
7 now.

8 We stopped the radar training for all, all trainees that are
9 in radar and it's not an exact number and it's intentionally not
10 exact but around 25ish percent to 30 percent of their hours we
11 noticed a trend where people were having similar deficiencies in
12 similar areas.

13 So we found the five or six most common ones and then we talk
14 with the training team and say of these five or six are they
15 experiencing one, all five or is there anything extra you'd like
16 to throw in there.

17 So we were trying to take the stigma out of I've got to go
18 back to do skill enhancement training, I'll just use old verbiage
19 it's easier, skill enhancement training because I'm not doing
20 something wrong.

21 We try to take away that negativity of it and we just
22 mandated it and we just called it Phase two of training, so we
23 focus on those areas of where people have typically started, you
24 know, with the training process and it goes up and the plateaus
25 comes down, we try to capture it about that same time.

1 We just used data and we went through old training reports to
2 get those things to slow it down intentionally to brush up their
3 skills, because now they're more familiar with everything and then
4 hopefully they can launch again and start to get better.

5 Q. So who conducts all the classroom training?

6 A. It's either done by support specialists, contractors and
7 depending on what we're doing, supervisors if we need to, trainers
8 if we need to. Most of the time it's by the staff office but if
9 we feel that we can be more effective or if the training team
10 feels that they can be more effective by utilizing somebody on the
11 training team, we do it that way.

12 We'll just bring in overtime because we're trying to do
13 what's best for the trainee not what's more -- most convenient for
14 us.

15 Q. Okay. Who builds it?

16 A. The staff office.

17 Q. Staff office, okay. And you guys have -- I'm assuming you
18 guys have recurrent training and refresher training both, right?

19 A. Correct.

20 Q. And how often do you do refresher training?

21 A. I would have to look.

22 Q. Okay.

23 A. This is why I said Todd's not here, he's my brain.

24 Q. Okay. And who, who comes up with the ideas for the refresher
25 training?

1 A. A lot of them are -- to the best of my knowledge a lot of
2 them are lessons learned. Refresher training, some of it is
3 before thunderstorm season we do thunderstorms. Before winter we
4 do icing, before -- you know, we try to stick with what's going to
5 happen into the thing or into the environment that's just a normal
6 basis.

7 Q. Okay. And then to talk about this a little bit, your safe
8 discussions?

9 A. Local safety council.

10 Q. Yeah, local safety council. Are they -- would you consider
11 those done regularly?

12 A. They're done -- I think we're behind on one of them. We wait
13 for somebody from the local safety council to give the briefing.
14 We get into people that are having babies and people that are
15 taking vacations and some people just don't work on the same --
16 you always get the odd shift, it seems like we always have
17 problems with it here.

18 But we'll call in extra staffing if we need to conduct a
19 briefing or hold somebody over.

20 Q. Okay. Now this ones -- do you guys have any formal training
21 on scanning, formal task specific training on scanning?

22 A. Not, I'm not even aware of any. Last time I knew was Go Pro
23 or whatever they called that, Natpro,

24 Q. Natpro, yeah.

25 A. That's the last sanctioned. I go through with people and I

1 tell them how I learned to scan at C90 because I thought I did a
2 good job until I learned I didn't. I showed them how I can go
3 through it and where to start and how we go airport out, do this,
4 do this.

5 I showed them that personally. I have no problem doing that.
6 I actually enjoyed it.

7 MR. JOHNSON: Yeah. Okay.

8 MR. SOPER: Thanks, Brandon. James?

9 MR. SUDDUTH: No further questions.

10 MR. SOPER: Nothing else from you. Sabrina?

11 MS. WOODS: Nothing else.

12 MR. SOPER: No by the ways for you?

13 BY MR. SOPER:

14 Q. So I have one last wrap-up so we can get you out of here, but
15 essentially and it's similar to what Sabrina asked you actually,
16 part of it which is, anything -- you have any plans to do
17 differently with the facility from -- based on, you know, what
18 happened here in this lane?

19 And it can be -- before you answer, just so you know, I mean,
20 like I don't necessarily mean something you're going to implement
21 with controllers even. Maybe you -- you know, maybe there's
22 something else, like, yeah, I'm going to take a hard look at how
23 we can move forward with this window problem we have out there
24 regardless of the new tower, you're talking that's several years
25 down the road.

1 You've got to do something in between, there's planes landing
2 here. I look at it this way and just to kind of give you the
3 analogy and I'm sure you have thought this same thing, this had
4 all the ingredients to be a nasty, nasty thing, right, and
5 fortunately not -- beautiful.

6 All it would have took was maybe a rain, maybe a little less
7 on the brakes, maybe a guy out working on the lights. It could
8 have been a lot of things, right. But and then we're in a whole
9 different conversation and a whole different thing, right.

10 So that being said is there anything even outside the realm
11 of what you might be able to do internally with procedural stuff
12 or anything like that, mitigation efforts but externally to get
13 traction on some things that you feel are, are compounding the
14 issue?

15 A. I held another conversation last week with the airport about
16 the windows.

17 Q. Okay. And that was the CEO you talked about, the new --

18 A. Chief, that was the chief operating officer, she was here but
19 she was talking to a Congressional staffer at the time.

20 Q. Okay.

21 A. Him and I came in here and we sat down for about an hour, 45
22 minutes, we talked about anything that was -- I mean, it wasn't
23 specific to the, to the incident, everything and nothing to do
24 with the incident.

25 It was here's our problems, you know, whether it's heat and

1 air, part of the condensation issue was a heat and air issue.

2 Q. Sure.

3 A. I brought him downstairs so we could talk about cleaning the
4 air ducts as to if we cleaned the air ducts. The building was
5 completed in 1960, '60 or '61 it was occupied. To my knowledge
6 the air ducts have never been cleaned.

7 And we -- I brought up to him of can we get a company in here
8 to look at the air ducts, to look at the airflow. We have, we
9 have so many heat and they just walked through the building. It's
10 zoned; however, it is that day tomorrow it's going to be
11 different.

12 I said if we're having flow problems of air how can we expect
13 good returns on the other side, have we looked at that? Have we
14 thought about bringing a contractor in to look at that? They're
15 going to come back in and some of the registers that are -- if you
16 saw them upstairs against the window, there's metal things on
17 there.

18 I talked to Donny Forrest last week who's in charge of the
19 HVAC System for us and it was, I think, for the whole airport,
20 talked to him about a couple of them have been knocked loose.
21 It's double sided tape is how we put them down.

22 He's going to come reevaluate them, do we want to do double
23 side tape and redo some of them to try to get some more air off
24 the windows? This is our -- we're on our third set of air dams
25 that are upstairs.

1 The first ones were made out of cardboard just to see, you
2 know, is this even possible to work. They kind of worked. The
3 next ones are made out of wood, they got broken, these are metal.
4 We've talked about making sure that those are right and if there's
5 any other mitigating things that we can do.

6 We talked about if we can balance the air a little bit better
7 and get rid of our peaks and valleys that might help as well. If
8 you could look at my desk right now there's a note on there that
9 says gradual temperature increases. It's a briefing for the
10 controllers of as you're going upstairs because we don't actually
11 control the temperature in the building.

12 Q. Right.

13 A. It's controlled from a vault over at the airport.

14 Q. Oh, wow.

15 A. So they gave us some control of the temperature of the
16 building up to six degrees so I don't know what the variables, I
17 don't know what the top is or the bottom but it's a six degree
18 variability.

19 They said if you're changing that temperature, if you can
20 step it and allow 10 minutes for each degree of change, so that's
21 an hour to change the temperature. That might help with
22 condensation because we're not surging the air or the heat so
23 much.

24 Q. Yeah. So that's kind of valid.

25 A. Yeah. We've talked about that. I've been a little bit busy

1 the last couple days so I haven't had a chance to get the briefing
2 out. I don't know what was going on but so we've been talking
3 about those things as well as to anything we can possibly do to
4 mitigate anything.

5 There are open discussions to the best of my ability. The
6 windows are a known issue.

7 Q. Yeah, yeah.

8 A. I don't, I don't know any other way to say it.

9 Q. No, I get it and that's just one thing and I didn't want you
10 to feel like we've been focusing on those, but it is a concern
11 regardless of this incident that I feel like you guys need
12 traction on getting resolved.

13 A. I agree with you.

14 Q. I mean plain and simple, you know.

15 A. I agree with you.

16 Q. And how much it played into this event, I think, is a whole
17 other question and at the end of the day I think we can -- most
18 all of us agree that this isn't about procedures that don't exist.
19 The procedures to avoid everything that happened here are already
20 in print and they're good procedures, right.

21 It's, it's like you said, it's somehow bringing people back
22 to the basics to understand like, look, we don't need a new
23 procedure we need you to follow the one that we have.

24 A. Correct.

25 Q. You know, and understand how is it that we ensure that that

1 happens. So I, I get that. The last thing, is there anything we
2 haven't asked you that you think we should have or you're
3 surprised we didn't?

4 A. No. The only thing that surprised me was how old were you at
5 the date of the occurrence?

6 Q. You liked that one, huh?

7 A. I was like, hell, I think I've 48. I was going to call my
8 wife to verify.

9 Q. I say, I say my age all the time. My wife cracks up. I
10 always do that. We were out someplace and they ask me how old I
11 am, I'll look at my wife like -- she'll do this, you know. I
12 don't keep track. After a certain point I just stopped, I was
13 like --

14 A. I don't either.

15 Q. All right, very well. Do you have any questions for us
16 before we stop the recording?

17 A. No.

18 MR. SOPER: Any, oh, by the ways, same rounds anybody?

19 (No audible response.)

20 MR. SOPER: Okay. I'm going to stop the recording. I show
21 the time at 1334 Central Daylight Time.

22 (Whereupon, at 1:34 p.m. CDT, the interview was concluded.)

23

24

CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: BOEING 757 LANDED ON WRONG RUNWAY
 AT TULSA INTERNATIONAL AIRPORT
 ON JUNE 8, 2022 IN TULSA, OKLAHOMA
 Interview of Josh Rogers

ACCIDENT NO.: DCA22LA126

DATE: June 22, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.


Cheryl Farner Donovan
Transcriber

1 UNITED STATES OF AMERICA

2
3 NATIONAL TRANSPORTATION SAFETY BOARD

4
5 * * * * *

6 Investigation of: *

7 *

8 BOEING 757 LANDED ON WRONG RUNWAY *

9 AT TULSA INTERNATIONAL AIRPORT * Accident No.: DCA22LA126

10 ON JUNE 8, 2022 IN TULSA, OKLAHOMA *

11 *

12 * * * * *

13
14 Interview of: ANDREW KARKIEWICZ, Certified Professional Controller
15 Tulsa Airport Traffic Control Tower
16
17
18
19
20
21
22
23

24 Thursday,
25 June 23, 2022
26

1 APPEARANCES:

2
3 BRIAN SOPER, Lead Air Traffic Control Investigator
4 Group Chair
5 National Transportation Safety Board
6

7 BRANDON JOHNSON, NATCA Air Safety Investigator
8 Group Member
9 Salt Lake Center
10 National Air Traffic Controllers Association
11

12 JAMES SUDDUTH, ATC Subject Matter Expert
13 Air Traffic Group Member
14 Alliance Tower, Texas
15 Federal Aviation Administration
16

17 SABRINA WOODS, Human Performance Investigator
18 Specialist
19 National Transportation Safety Board
20

21 BERKLEY ATKINS, Air Traffic Control
22 Federal Aviation Administration
23 (On behalf of Kristi Hopson)
24
25

I N T E R V I E W

(11:40 a.m. CDT)

MR. SOPER: Test one, two. Okay. Again, my name is Brian Soper, I'm an Air Traffic Investigator with the NTSB. We are an independent federal agency charged with the investigation of civil aviation accidents and incidents of a serious nature and developing a probable cause and hopefully recommending safety improvements to either industry or some portion of industry to prevent reoccurrence.

We are not affiliated with the DOT or FAA in any way. We are non-regulatory and have no enforcement powers so we don't enforce or we don't make rules, we don't enforce rules, all that type of stuff.

We have with us here today group members from our headquarters, our Human Performance, we have our Human Performance Investigator, Sabrina Woods, and we have James Sudduth with us from Alliance Tower representing the FAA as a group member for FAA and Brandon Johnson here with us representing NATCA, he is an ASI with NATCA's ASI Group and is part of the group for that.

And you have with you your representative, Berkley Atkins, and you chose that representative, correct?

MR. KARKIEWICZ: Yeah.

MR. SOPER: Okay. And as we go through things here we'll ask questions, we'll kind of -- as I mentioned earlier, we'll go kind of in a round robin fashion, we'll have some questions for you and

1 when we feel we've asked everything we need to ask we'll go ahead
2 and wrap things up and get you out of here.

3 You're welcome to ask questions of us at any time. And if
4 there's anything you don't understand when we ask it or you need
5 it better explained just ask us to do so and we'll absolutely do
6 that.

7 Just answer to the best of your recollection, to the best of
8 your ability. It's not a knowledge test, if you don't remember
9 it's okay to say I don't recall and if you don't know it's okay to
10 say I don't know.

11 But we do ask that -- to try to recall things to the very
12 best of your ability. In your case we're not talking about the
13 event per se because you weren't part of it, but if we ask you
14 things about the facility just try to remember exactly how you
15 guys do stuff there with that and to the best of your ability.
16 Do you have any questions for us before we start?

17 MR. KARKIEWICZ: No.

18 MR. SOPER: All right.

19 INTERVIEW OF ANDREW KARKIEWICZ

20 BY MR. SOPER:

21 Q. So for the record if I could, can I get you to give me your
22 first and last name and if you could spell your last name for me
23 when you do it that would be helpful?

24 A. Andrew, first name.

25 Q. Yeah.

1 A. Last name Karkiewicz, K-A-R-K-I-E-W-I-C-Z.

2 Q. There was not a doubt.

3 MS. WOODS: One more time, please?

4 MR. KARKIEWICZ: K-A-R-K-I-E-W-I-C-Z, Charlie, Zulu, Diaz.

5 BY MR. SOPER:

6 Q. And how old are you, Andrew? Do you go by Andrew or Andy?

7 A. Andrew, yeah.

8 Q. Okay. How old are you, Andrew?

9 A. 36.

10 Q. You've got to look at your rep for that one?

11 A. Yeah, that's not a good start. My wife's usually here to

12 answer that question.

13 Q. Yeah, I know that feeling, we talked about that earlier.

14 A. Yeah, 36.

15 Q. All right, cool. And what are your operating initials here?

16 A. AK alpha kilo.

17 Q. And you are a Certified Professional Controller, CPC here?

18 A. Correct.

19 Q. And do you have any prior FAA air traffic experience,

20 military, DOD, dispatch, contract tower, any of that?

21 A. No.

22 Q. Okay. And do you hold any collateral duties here or have you

23 been on any recent details taking you outside the facility for

24 longer than 30 days or something, something that would have

25 affected your currency?

1 A. Currency, no.

2 Q. Okay. And can you just give us kind of a 10,000 foot view of
3 your aviation related bio meaning, you know, where, what got you
4 interested in aviation as a whole, where you started at and what
5 brought you to here, so, you know, whatever, I graduated high
6 school, I was interested in aviation. I went to college or I got
7 my private pilot's license, I decided to -- however, whatever it
8 was for you, just kind of run that down for us?

9 A. Okay. Graduated high school, went to Purdue for professional
10 flight that was my major there. From there I got private,
11 commercial instrument, multi-engine, did an associate degree in
12 aviation management, concentration in air traffic control.

13 And so I don't have a ton of hours flying but graduated with
14 a bachelor's degree and applied for the FAA. After graduation
15 took a couple years and ended up here.

16 Q. Okay. Is it -- so this is your first facility?

17 A. Yeah.

18 Q. Awesome. Have you ever been -- well, have you ever been
19 suspended, terminated, asked to resign from a --

20 A. No.

21 Q. -- position since you've been with the FAA? All right. How
22 would you rate your overall health, I mean, in terms of excellent,
23 good, fair, poor?

24 A. Good.

25 Q. Good. And you weren't working on the day of the event so I

1 don't need to know about your medical clearance or any of that
2 right now. And I can skip some of these other ones that are only
3 relevant to those that might have been involved in the incident.

4 By chance have you seen a replay of this event even though
5 you weren't involved in it, did at any time did you see a replay?

6 A. I've seen a replay, yes.

7 Q. You did, okay.

8 A. Yes.

9 Q. So you watched the Falcon of it?

10 A. Correct.

11 Q. Okay, good. That's helpful. And when was the last time you
12 looked at that roughly?

13 A. What's today, Thursday, so Tuesday.

14 Q. Okay. And I'm just kind of skipping through some questions
15 here; I don't want to put you through for no reason. All right,
16 cool. All right. Well, so we don't have to -- like I said,
17 again, we know you weren't involved in the event but we have some
18 general questions for you.

19 So, first of all, you did get an opportunity to watch the
20 replay so do you kind of recall it in your mind?

21 A. Yes.

22 Q. Okay. What stood out to you, as you watched the replay what
23 was the context that you watched the replay, were you -- was it
24 just interest, did somebody engage with you, were you part of SSR
25 or --

1 A. Yeah, Tuesday I was a part of the SSR so I wanted to see --
2 Q. Okay.
3 A. -- before we went into it what we were, what we were looking
4 at.
5 Q. Gotcha. Okay. So, since you were part of the SSR, that's
6 also helpful. So what were your, what were your observations of
7 the event right off the bat, just, you know, if you're explaining,
8 if the ATM said, all right, come in and tell me what your
9 observations are, this event?
10 A. Just from the replay, pretty standard downwind. They were
11 cleared, roughly mid-field down and I believe for the, for the
12 approach full out started to effect the standard base like roughly
13 six, seven miles out, but then they dog legged in, intercepted
14 about a three mile final for 18 right as opposed to 18 left.
15 Q. Okay.
16 A. That's how I'd describe it.
17 Q. Okay. And did you find it surprising that, that the local
18 controller didn't pick up on that?
19 A. I would say, yeah.
20 Q. Okay.
21 A. I mean --
22 Q. Do you work, do you work the mids here?
23 A. Yes and no so --
24 Q. Okay.
25 A. Currently my days off do not include the mids.

1 Q. Okay.

2 A. I work straight swing shifts.

3 Q. Okay.

4 A. But I have been working overtime mids so --

5 Q. Gotcha. Okay. And as I understand this is kind of a

6 relatively scheduled flight, it comes in here pretty regularly,

7 the FedEx in the morning like around the same time?

8 A. I couldn't tell you if that's specific flight that comes.

9 Q. Oh, right.

10 A. I know we do a FedEx that comes in regularly but I've not

11 memorized what time it gets in.

12 Q. No worries. I'm not looking for that. I'm just -- have you

13 observed other incidents of wrong runway lineups either that

14 you've identified and kept from occurring or ones that have

15 occurred?

16 A. Yes.

17 Q. Explain.

18 A. Well, actually I can give you an example of an American --

19 Q. Yeah, an example, yeah.

20 A. Last Friday night, 11-ish pm American 1 -- can't remember the

21 number, but he lined up for 18 right. Myself and the other guy in

22 there on the mid caught it, same time, and translated to him and

23 he said, yeah, we just noticed that, we're side stepping.

24 Q. Okay, cool.

25 A. So and that was a week ago.

1 Q. And did you, how did you pick up on it, did you guys pick up
2 on it visually or via radar or both, I mean?

3 A. We were both in the tower it was both. I was working radar
4 from the tower.

5 Q. Okay, cool. And, all right, very well. If this --
6 considering this case here, so if you had -- if you were -- would
7 have been in the tower, let's say, during this event and you had a
8 guy land on the wrong runway, would that have been an MOR event
9 for you?

10 A. It would have been a MOR-able event?

11 Q. Yeah.

12 A. In this case ATSAP also would have been an option.

13 Q. Okay, of course. And explain that to me. So if you -- if
14 it's an MOR-able event and so if ATSAP is an option where you
15 could, you could do an ATSAP in lieu of an MOR or it serves the
16 same reporting requirement, I guess you could say, right, as MOR?

17 A. Yeah.

18 Q. Is that -- so excuse me for my ignorance here. So all my
19 background is Navy, right, we didn't have union or ATSAP at the
20 time, so my question is do you -- is there any requirement for you
21 to notify like the chain of command here on an event like that
22 still or by filing an ATSAP you're good?

23 A. As controller in charge being directly involved in the
24 incident with no other people being knowledgeable of the
25 incident --

1 Q. Yeah.

2 A. -- ATSEP would satisfy that requirement.

3 Q. Okay, okay, I understand now. All right. That said, if you
4 had that event, what about a Brasher, would you have issued that
5 pilot a Brasher?

6 A. A Brasher, I'm not sure if I would or not.

7 Q. Okay.

8 A. I'm not in a situation at the moment to tell you that.

9 Q. Okay, all right, very good. And I'm just going to go into
10 one other area before I pass it along. The tower window
11 condensation issue that it sounds like you guys have had for quite
12 some time. How long have you been here at this facility?

13 A. Since 2014.

14 Q. '14, okay. And so you've been here awhile. And so it sounds
15 like this has probably been here since you've been here, the
16 window problem?

17 A. Correct.

18 Q. Right?

19 A. Yeah.

20 Q. Do you feel like -- how often are you -- have you had to
21 experience calling or have somebody call the maintenance folks or
22 whatever because of the windows, whether they've showed up or not?

23 A. I could not give you a number on that, multiple, so more than
24 one.

25 Q. Okay, I'll ask you this. But what's the frequency, like

1 pretty much every set at least once or I'm going to calling or I'm
2 having, I'm telling somebody that, hey, we've got condensation on
3 these windows, it needs to be fixed, or is it kind of -- and is it
4 seasonal?

5 Is it, is it during a certain part of the year that is worse
6 than others or, or a certain part of the day that it's worse than
7 others for you? What, what's your observation for that?

8 A. Very meteorologically related.

9 Q. Yeah.

10 A. So if you get the right whatever - I'm not a meteorology
11 expert --

12 Q. Yeah.

13 A. -- whatever the humidity dew point spread is there that
14 causes that is most likely the culprit there.

15 Q. But it seems relatively routine that you have the problem so
16 do you feel that --

17 A. I don't know if I'd use the word routine.

18 Q. Okay.

19 A. I think you define that as something that's planned or
20 consistent.

21 Q. Okay.

22 A. Where I don't think that would be the right word for, for
23 that.

24 Q. Okay.

25 A. Has it happened? Yes.

1 Q. Okay. And in your experience in times you have asked
2 maintenance to come out, are they responsive to that? So are they
3 usually responsive, generally responsive, not very responsive, do
4 they often don't even show?

5 Like, I mean, what's the, what's the feel or is it just all
6 over the map?

7 A. I would call it all over the map if you want to use your
8 words there, yeah.

9 Q. Okay. Well, don't use my words there.

10 A. It's a good, good word for that then.

11 MR. SOPER: I just know some of the questions we ask are kind
12 of like (making sound effect) so I understand. All right, well,
13 I'm going to pass it along for now. I may have some more
14 questions but we'll go ahead and pass it off to Brandon. Brandon?

15 BY MR. JOHNSON:

16 Q. You said you're on all swings line?

17 A. What's that?

18 Q. You're on all swings line?

19 A. Yes.

20 Q. Okay. How many, how many lines do you have that's like all
21 swings all days?

22 A. We have three, four tens.

23 Q. Three, four tens?

24 A. Yeah.

25 Q. And that's what you are four tens?

1 A. Yeah, four tens.

2 Q. Okay. And then, and everybody else is on the standard --

3 A. Yeah.

4 Q. -- swing swing mid mid day --

5 A. Correct.

6 Q. -- Mid slash? Okay.

7 MR. JOHNSON: How many controllers do we have here?

8 UNIDENTIFIED: And this is -- you've met Berkley

9 MR. ATKINS: Yeah. I think we're at 26 CPCs and four or five

10 trainees.

11 MR. JOHNSON: How many are you supposed to have?

12 MR. ATKINS: We are slated 30 I believe CPCs.

13 Q. And how does the rotation work with -- oh, backtrack a

14 second, with your four ten line, do you feel like you work with a

15 wide variety of the crews?

16 A. Yes.

17 Q. Okay. And also about how does the rotation work between the

18 TRACON and the tower daily, are you assigned to the TRACON all

19 day, do you rotate back and forth and what --

20 A. In terms of working position (indiscernible)?

21 Q. Yeah.

22 A. I don't -- there's not really a set rotation.

23 Q. It stays wherever --

24 A. Wherever you're needed, yeah.

25 Q. Yeah. Okay. Let's see, for the SSR, who was on the SSR?

1 A. Myself.

2 Q. And you can give me like positions; you don't have to give me
3 their names, just like --

4 A. Okay.

5 Q. Yeah.

6 A. ATM, our, I don't want to call them a temporary staff but we
7 have Boomer.

8 MR. SOPER: The one that's medically down?

9 A. Yes. He was in there. We had, I believe somebody from Oak
10 City on there and you had Mark, I'm not sure of his last name,
11 he's Josh's boss.

12 Q. Okay. And who was -- what was the medical DQ guy, what was
13 his role, was he --

14 A. Filling in for the staff, our staff guy.

15 Q. Staff support specialist?

16 A. Yeah.

17 Q. Okay. Did you guys interview the controller?

18 A. Me, personally I did not.

19 Q. Did anybody on the SSR interview the controller?

20 A. Right, there's a checklist that we went through and discussed
21 the different options on there, the litany of questions that they
22 have.

23 Q. Yeah. Let's see, are you familiar with the reporting
24 requirements for specifically wrong surface events, when you fill
25 out a MOR where does it come for, like when did it hit the

1 threshold of when you're supposed to report and when you're not?

2 A. I don't recall the exact threshold for that.

3 MR. JOHNSON: Okay. That's all I've got for now.

4 MR. SOPER: Thanks, Brandon. James?

5 BY MR. SUDDUTH:

6 Q. I've got a couple of different subjects here. I want to
7 start with the SSR. When you guys did that did you find any
8 causal factors that you listed as to for the event?

9 A. I'm going to have to think about that. I would say, no, to
10 that question, causal factors would be, no, but that's kind of a
11 difficult question. I may not be the most qualified to answer
12 that --

13 Q. Okay.

14 A. -- to be honest with you.

15 Q. Okay, no problem. Again, do you recall in the SSR did you
16 guys make any recommendations as to any changes in the facility,
17 additional training, briefings, anything like that?

18 A. No, not at this time. There was a decision made to start a
19 CAP which I believe that would be involved in that process.

20 Q. When was the last time you worked a mid?

21 A. Friday.

22 Q. Okay, good.

23 A. Friday and Saturday.

24 Q. So it's been pretty recent. How's the temperature in the cab
25 on a mid?

1 A. It varies.

2 Q. Okay. Between like cold, really cold or hot and cold or warm
3 and hot?

4 A. Yeah, yes.

5 Q. Just all over the place?

6 A. It can be. We don't have control of our temperature to go
7 from heating to cooling.

8 Q. Okay.

9 A. We have somebody from the airport has to come over and do it.

10 UNIDENTIFIED SPEAKER: That's weird.

11 MS. WOODS: It's so weird.

12 BY MR. SUDDUTH:

13 Q. How, when you're up in the tower and you're working during
14 not mid hours how would you normally setup the tower displays,
15 like what kind of range would you be looking at and that kind of
16 thing?

17 A. It depends on the position I'm working.

18 Q. If you're working local?

19 A. Local control, I'm fairly -- I consider myself tight in
20 compared to maybe some other people looking roughly from the
21 airport 10 miles from mile South and -- probably I'd say 12 mile
22 radius around --

23 Q. (Indiscernible) range?

24 A. -- just to be somewhat, I might move it up or down a little
25 bit depending on or how -- if we're busy I have tower traffic,

1 that kind of thing.

2 Q. Okay. When you set the cab up for a mid, how do you setup
3 those displays?

4 A. Pref set three. I don't know exact range on it but it would
5 be similar to my TRACON setup.

6 Q. Are they all the same or do you have like, you know,
7 different, a couple screens on different ranges or --

8 A. For the tower?

9 Q. Uh-huh.

10 A. So the way I personally do it, I can't speak for others --
11 the way I do it is --

12 Q. That's what I'm asking you --

13 A. Yeah, I have, I have one setting that makes and gives me a
14 clear map of the runway approaches displayed. So I set that one
15 up and then I mainly go in and put in whatever runway flow we're
16 in. From there I use -- zoom in just a hair from that base prep
17 set.

18 Q. Okay. Can you walk me through what the facility process is
19 for reporting a pilot deviation?

20 A. For reporting a pilot deviation?

21 Q. Yes.

22 A. Brasher on position at the time or pass on to the other
23 controller in another sector that Brasher needs to be issued.

24 Q. Okay.

25 A. MOR.

1 Q. Okay. Would you consider or do you think the -- I guess I'm
2 not going to ask you to speculate on other people, but do you
3 consider a wrong surface landing a pilot deviation?

4 A. In general, yes, there are specific instances where I may not
5 but that would be getting into the weeds of specifics and
6 individual instances that I think we'd have to look at
7 individually.

8 MR. SUDDUTH: That's all I've got, thanks.

9 MR. SOPER: Thanks, James. And Sabrina?

10 BY MS. WOODS:

11 Q. Okay. So condensation aside with, we're probably going to
12 talk a little bit more about that as a prevailing issue here.

13 Let's say there's another issue, there's another safety issue --

14 A. Okay.

15 Q. -- that you want to address, how would you go about getting
16 that addressed and sorted in this facility?

17 A. Another safety issue?

18 Q. Yeah. If you can think of an occasion where you've had
19 something --

20 A. I think it depends on what it is and what kind of safety
21 issue it is.

22 Q. So give me an example of a small safety issue?

23 A. A small safety issue. For something small I may start with
24 the staff office, if it's a rule clarification or something like
25 that. Procedural, I'm actually head of our NATCA side, local

1 safety council as well, so I could bring it to the people in that
2 group, you know, we can discuss it if we need to. That's another
3 way we could go about that.

4 Q. So what if it's something like a suggestion or feedback that
5 you have for the facility itself like, hey, this chair sucks, it's
6 uncomfortable, it makes my lumbar hurt, I would like a change
7 there, how would you get that addressed?

8 A. I don't think I'd be the one to address it but if I had that
9 complaint it would probably be to the supervisor or ATM.

10 Q. Okay. And so when that sort of thing happens do you feel
11 that's well received or people just kind of blow you off or --

12 A. Yeah, absolutely.

13 Q. Well received and you've gotten -- when you've had concerns
14 have you had them addressed and resolved in the past?

15 A. Yes.

16 Q. Condensation aside.

17 A. Yeah.

18 Q. Describe for me your opinion, this is strictly your opinion,
19 the safety culture in this facility?

20 A. In my opinion it's, it's good. We have people that want to
21 do the right thing and work hard and try to understand the rules
22 the best possible way we can.

23 Q. And so safety changes, benchmarks, best practices, is that
24 free flowing from other facilities to this facility?

25 A. What do you mean by free flowing?

1 Q. In other words, you -- let's say, let's say Alliance has got
2 something going on that said they're setup is structured
3 similarly, do you have a way to tap into that to learn what's
4 going on in other areas that you can make better here?

5 And conversely let's say there's an incident, are you made
6 aware of those, that maybe you can learn from other people's
7 errors and correct change here?

8 A. Official channels through the NATCA side, the safety part, we
9 do have those opportunities as well as the unofficial channels,
10 whether it be a meeting, just I do know people at facilities, that
11 kind of thing, group meetings from previous events, we've
12 discussed things.

13 I do know there's the ATO safety report that gets put out but
14 that's not really disseminated to us unfortunately. I wish
15 somebody; a higher person would like to see so we can learn more
16 from other facilities.

17 Q. So that would be feedback for suggestion.

18 MR. SOPER: Yes, yes, could suggest that.

19 MS. WOODS: That's exactly what I'm thinking of.

20 MR. KARKIEWICZ: That's above my pay grade, I think.

21 MR. SOPER: But that's not, but that's not a secret. That's
22 not secret squirrel stuff and that's actually a very valuable
23 piece of information to the general controller because it can help
24 you just like seeing what's happening at other places now, so
25 please bring that up.

1 BY MS. WOODS:

2 Q. yeah. That's exactly what I'm talking about, so those are
3 the kind of things that like if it doesn't get better unless you
4 know about it and if you know like --

5 A. Which obviously, you know, I can do so --

6 Q. Yeah. And then it needs to be disseminated to all levels.
7 Describe the environment here, so I don't mean safety culture, I
8 mean like people with people. Do people get along here?

9 A. Yes.

10 Q. Is it a pretty happy environment?

11 A. Yeah, it's fantastic, yeah.

12 Q. Good.

13 A. I'm not going anywhere; let's put it that way so --

14 Q. Okay. So you say you tend to work pretty much straight
15 swings, you get to work with a lot of other people?

16 A. Yeah.

17 Q. With any sort of shift there's always going to be highs and
18 lows, there's going to be peaks and valleys. But let's say
19 everything's going crazy, maybe you have somebody that dropped in
20 on you, you have to reroute things, organize flow, slow people
21 down, whatever.

22 Now this is, so it's a two part question, just for yourself,
23 do you feel you have a good understanding of when you are task
24 saturated like you've hit your limit, like I'm about to lose the
25 flick here?

1 A. Yes.

2 Q. Okay. So what do you do about that?

3 A. Ask for help.

4 Q. Who?

5 A. Anybody.

6 Q. To whom do you ask help?

7 A. Other controller, supervisor --

8 Q. Okay.

9 A. -- whoever I need it.

10 Q. Do you feel comfortable doing that?

11 A. Absolutely.

12 Q. And have -- do you ever feel -- will you be met with any sort

13 of repercussions for doing that?

14 A. No.

15 Q. Okay. So now the second half of that question is, can you

16 tell when your coworker is about to hit that state?

17 A. Yes.

18 Q. Okay. Same process?

19 A. Same process, yeah.

20 Q. Is that, is that how you address it?

21 A. Yeah. Yeah, yeah, hey, do you need help? Hey, did you turn

22 that guy? Hey, did you stop his altitude? And the feedback is

23 always, oh, yeah, I did that but thanks.

24 MS. WOODS: Okay. Okay. That's it for me.

25 MR. SOPER: Thanks, Sabrina.

1 BY MR. SOPER:

2 Q. Okay. So do you recall the last time you had received any
3 training here on wrong surface operations, whether it was
4 recurrent, refresher, anything? And I'm not looking for an exact
5 date but, I mean, roughly, I mean, do you feel like you've had it
6 in the last (indiscernible)?

7 A. I have had training; I cannot tell you or give the exact date
8 or anything.

9 Q. Do you recall anything about whether it was an in-person,
10 like a face-to-face or whether it was like an MBI where you just
11 sort of self-briefing and had to sign off on it or --

12 A. I could not tell you definitively.

13 Q. Okay.

14 A. I recall maybe an eLMS Course on it.

15 Q. And do you feel like in the tower -- so I'm switching roles a
16 little bit, these questions will not always be related, so when
17 you're up in the tower now and you're, and you're looking you say
18 like you guys identified that wrong surface lineup the other day
19 on the runway line up.

20 A. Uh-huh.

21 Q. Do you feel like it's with your -- so visually first, the way
22 your tower's setup, it's facing the runway for the 18
23 specifically, do you feel it's generally pretty easy to visually
24 catch a wrong runway lineup?

25 A. Generally, yes.

1 Q. Okay. And how about radar, for your radar mapping and I know
2 this can vary based on a person's pref sets and stuff but in
3 general is it fairly easy to identify a wrong runway lineup with
4 your runway spacing to 18 on the TDW?

5 A. I'd say it's very dependent on situation, scope setup, that
6 kind of thing.

7 Q. Okay, and that's fair. It would be, yes. I know some people
8 if you're scoped way out then those are right together, yeah.

9 Okay. The, are you in OJTI right now?

10 A. Yes.

11 Q. Okay. Do you have a trainee, like a regular right now?

12 A. Yes.

13 Q. Okay, great. Are you training radar or tower or both right
14 now for this person or --

15 A. Oh, we just finished ground clearance and she'll be going to
16 local class.

17 Q. Okay. Do you -- is this something that you feel you teach in
18 your regimented time with you're training with them of how to
19 identify wrong surface operations, you know, before they become --
20 wrong surface lineups and stuff, before they become wrong surface
21 operations?

22 A. Yes, absolutely.

23 Q. And stuff like that, so it's something you would normally go
24 through?

25 A. Uh-huh.

1 Q. What might that look like? I mean, how do you -- do you feel
2 like that's something you would give an example setup or just
3 something you kind of mention in discussion onsite, or are there
4 things that you would point out to them on how to better identify
5 things that they can use as tools or something?

6 MR. ATKINS: I guess, I apologize, can we take a quick
7 break?

8 MR. SOPER: Yeah, yeah.

9 MR. ATKINS: Is that all right?

10 MR. SOPER: Yeah, that's fine. Yeah, no worries.

11 MR. ATKINS: This is just a quick second.

12 MR. SOPER: Yeah.

13 (Short break.)

14 MR. SOPER: Okay, restarted of the recording; sorry we had to
15 stop the recording momentarily while we took a break. All right.
16 Well, that's all I had for right now. I'm going to go ahead and
17 pass it along to Brandon again.

18 MR. JOHNSON: Okay.

19 BY MR. JOHNSON:

20 Q. Have you had any -- going on with the training, have you had
21 any training on what your reporting requirements are?

22 A. Reporting requirements of?

23 Q. For like MORs, ATSAPs, higher ups, who you have to tell,
24 management?

25 A. Oh, yes.

1 Q. Okay. Do you remember what was in it, how long ago?

2 A. No.

3 Q. Okay.

4 A. Don't recall.

5 Q. Okay. So you have your own mid configuration and controllers
6 are creatures of habit, they like their own particular things but,
7 would you say is there a pretty standard configuration that most
8 controllers use?

9 A. What do you mean by configuration?

10 Q. Screens, lights on, lights off, any, any number of things?

11 A. Standard one?

12 Q. Yeah, like common, that you commonly see?

13 A. I would say, no.

14 Q. Okay. Overtime you said, you get overtime how often?

15 A. Regularly.

16 Q. Define regularly?

17 A. Every week but this weekend.

18 Q. Now since you're on, since you're on four tens every weekend
19 like two days a weekend or one day a weekend?

20 A. Typically one day a weekday.

21 Q. Typically one day. And how about for the rest of the
22 facility, is that -- do you see a lot of overtime around the rest
23 of the facility?

24 A. That's a difficult question to answer just because there's
25 people on the yes versus no overtime list, so you typically get

1 the same people that are on the yes list.

2 Q. Even with people on the no list, do they get forced into
3 overtime even though they're on the no list?

4 MR. ATKINS: Can I?

5 MR. JOHNSON: Yeah, go ahead.

6 MR. KARKIEWICZ: Yeah.

7 MR. ATKINS: I am on the no list; I'm not getting scheduled
8 overtime.

9 MR. JOHNSON: Okay.

10 MR. ATKINS: Krisit's the same way and most people on the no
11 list are not getting forced to.

12 MR. JOHNSON: Okay.

13 MR. ATKINS: Barring certain situations.

14 BY MR. JOHNSON:

15 Q. So randomly, yeah, weird case, okay. Yeah, that answers the
16 question. So walk me through your thought process and what would
17 you do when you catch a wrong surface event like any, any can be
18 anywhere, so walk me through if you caught it turning final, if
19 they were short final, if they were two miles from the threshold
20 or if they were over the runway?

21 Walk me through your thought process and what would you do
22 for each, in each instance there?

23 A. Typically an aircraft in the air if I see them lined up for
24 the wrong runway, I like to transmit that it appears you're lined
25 up for whatever runway you're not supposed to be lined up on and

1 then see what they want to do from there.

2 Q. Okay. What about over threshold in the flare critical phase
3 of flight, I mean, would you change that any?

4 A. Go around and most likely, most likely be my answer to that
5 question if they have their standard limits.

6 Q. Yes. And most likely what would, what would be the --

7 A. I wouldn't want to give you an absolute on something that in
8 a situation that I'm not in or have experienced so --

9 Q. No, that's fine. I was just, I was just curious if you had
10 to like -- you said most likely so I'm wondering if, well, under
11 certain circumstances I might consider just clearing him to land
12 on the runway if I had --

13 A. Well, I mean, is it emergency, on they on fire and lined up
14 on the wrong one?

15 Q. Yeah. I mean, yeah, so --

16 A. I'm not going to be sending him around most likely.

17 Q. Yeah. But there is that option to just clear him to land.
18 There is absolutely that option. You see him in the flare, hey,
19 runway, I see you lined up on 16 right cleared to land so -- since
20 you're the LSC lead for the ATSAPs, do you consider -- do you get
21 to see how many are filed?

22 A. Uh-huh.

23 Q. I'm going to not ask you specific questions but for the ATSAP
24 reports, do you feel like for the complaints you hear around the
25 facility do you feel like there's an adequate number of ATSAP

1 reports coming in?

2 A. That's a good question. Opinion, personally, I would like to
3 see more but the reality is the number that we get is probably
4 consistent with the complaints.

5 Q. Okay.

6 A. There's obviously not that many complaints about - about
7 things.

8 Q. I mean, since we, we're obviously focusing on the windows,
9 how about the windows, do you see a lot of reports about windows?

10 A. At this time, no.

11 MR. JOHNSON: Okay. Okay, that's fair. I'm done.

12 MR. KARKIEWICZ: Okay.

13 MR. SOPER: Thanks, Brandon. James?

14 BY MR. SUDDUTH:

15 Q. When we say safety culture, what does that mean to you?

16 A. Safety culture to me would mean us doing our job in the
17 safest, most efficient way we can.

18 MR. SUDDUTH: Fair enough. That the only question I have.

19 MR. SOPER: Okay. Sabrina?

20 MS. WOODS: I think I'm good.

21 MR. SOPER: You're good?

22 MS. WOODS: Yeah.

23 MR. SOPER: Okay.

24 BY MR. SOPER:

25 Q. Do you feel -- to the ATSAP thing, when you file an ATSAP do

1 you ever -- do you recall or do you know, do you ever check the
2 block for it to go to ASRS as well?

3 A. I always do.

4 Q. You do, okay, good. I'm glad to hear that. Do you feel that
5 -- you mentioned -- you kind of alluded to the fact that you'd
6 like to see more but it's probably on par with, you know, what the
7 average complaints are or whatever, but do you feel that people --
8 and I'm not asking this to be for any person, individual, just as
9 a whole in general, do you feel it's something that some people
10 just don't do sometimes because it's just time-consuming like they
11 just don't want to go spend time to go get logged on and do the
12 report?

13 So they go ahead and just let it go if it wasn't something,
14 you know, major, or do you think it's -- I don't know, do you
15 think, I mean, what, what's your thought on that if anything? Is
16 there any background to why or --

17 A. I wouldn't say there's one thing that would stop an
18 individual or a group of individuals from filing more, need to get
19 their individual thought process there to get that answer.

20 Q. All right, very cool. How often -- are you guys primarily --
21 is oversight primarily done by the CICs in here right now due to
22 your -- I know you're low on sups, right, as I understand I think
23 you're only two sups out of five or something like that, so that's
24 got to be spread pretty thin to try to do --

25 So I guess let's step down that road for a second.

1 Performance management and do you see -- what's been your
2 experience with PROCs that you've received, have you -- do you
3 receive them regularly, good and bad, is there a mix or does it
4 seem to be we only see them if they're, you know, indicating
5 something that went wrong or, you know, what's your feel on that,
6 or do you feel like they're not done very much but we only have
7 two sups so, you know, that's probably why we don't see as many?

8 A. I'm going to be honest; most of mine have been good.

9 Q. Okay, that's good.

10 A. What was the other part, I'm sorry?

11 Q. Just, I mean, do you feel like -- do they seem to be using a
12 good -- so it sounds like you're, you're seeing positive ones,
13 that's good.

14 A. Uh-huh.

15 Q. So they're not just identifying problems, they're using them
16 in the way that they should maybe in that sense. Do you feel like
17 it's -- do you receive them -- when's the last time you received
18 one?

19 A. I don't recall. If you're looking for an interval I couldn't
20 -- I don't think there's a consistent, routine is the word used
21 earlier, there's no routine interval there for, for PROCs.

22 Q. Okay. Do you have any feeling -- I know you're not a
23 supervisor so it's not like you're doing it anyway, but do you
24 feel like there's any association with the fact that you have a
25 low number of sups and the ability to -- there's probably -- never

1 mind, I won't even ask the question. That's going down a road
2 that you really shouldn't have to go so -- yeah.

3 MR. ATKINS: You're talking about supervisors. We have two
4 in training and we have another one coming so that should be
5 getting better.

6 MR. SOPER: That's all coming up, that's good. That's good
7 news, excellent. All right, very well. I don't have anything
8 else right now. Brandon, do you?

9 MR. JOHNSON: Yes.

10 BY MR. JOHNSON:

11 Q. When the sups are here where are they typically at?

12 A. TRACON.

13 Q. TRACON, that's the standard?

14 A. Yeah.

15 Q. Now even when you get up to fully staffed is there -- and you
16 may or may not know this, but is there a general guidance for the
17 sup to be in the TRACON or split their time between the TRACON
18 and tower, or what do you --

19 A. Generally if we have the staffing and I'll give you an
20 example in the past where we had a lot of supervisors, you'd have
21 one in the tower when they could be up there.

22 Q. When they could be there?

23 A. Yeah.

24 Q. Now going onto his line of questioning about the PRCs, PROCs,
25 do you feel that they're appropriate when they're given?

1 A. In my experience, yes.

2 Q. Okay. And do you feel that they're correctly done?

3 A. I wouldn't want to speculate on that answer because I don't
4 know the official PROC procedures.

5 MR. JOHNSON: Yeah. That's all I've got.

6 MR. SOPER: James?

7 BY MR. SUDDUTH:

8 Q. You're on the LSC correct?

9 A. Correct.

10 Q. When the LSC uncovers an issue, how do they share that with
11 the workforce?

12 A. I would say typically it goes the other way, the LSC, RSC has
13 not uncovered issues, we are taking tasks that other people have
14 mentioned to us in discussing this.

15 Q. Does the LSC do any kind of trend analysis with MORs, ATSAPs,
16 anything like that to try and come up with something that, that
17 maybe you guys discovered that wasn't reported to you?

18 A. In the past we have. We have not recently, just COVID was a
19 big, a big -- we're trying to get up and rolling again after that
20 so --

21 Q. How often does the LSC meet?

22 A. Every couple months at this point, I think. We're trying to
23 get schedules aligned back up and rolling again, the COVID stuff
24 really hurt our consistent meetings.

25 Q. I think it hurt everybody honestly.

1 A. Yeah.

2 Q. When you guys do meet, is it an all-day meeting, a couple
3 hours?

4 A. Usually an hour, hour and a half. If we have time, yeah.

5 Q. Are there any minutes or anything that are produced at the
6 end of that meeting that are shared?

7 A. No, no.

8 MR. SUDDUTH: That's all I have.

9 MR. SOPER: Okay. Sabrina?

10 MS. WOODS: Yeah.

11 BY MS. WOODS:

12 Q. When you're in a low and slow point on a shift, what is your
13 personal process for remaining vigilant when there's not a lot
14 going on?

15 A. Are we referencing any shift or mid-shift specifically?

16 Q. I'm going to get to both actually. So let's just go on a
17 regular shift here.

18 A. Okay.

19 Q. Swings, swings, it's low and slow, what do you kind of do to
20 keep yourself in the game?

21 A. Well, there's somebody -- usually there's somebody to talk to
22 is the easiest way is just to talk to people.

23 Q. Okay, it's a great segue because now I'm on mid-shift and
24 there's nobody to talk to, then what do you do?

25 A. Typically for me on the mid-shift I read, I want to say books

1 but mostly it's magazines because, you know, bring magazines or I
2 bike that night stretch and that kind of thing so --

3 MS. WOODS: Okay. That's it for me.

4 MR. SOPER: Awesome.

5 BY MR. SOPER:

6 Q. Okay, and darn it, I had a question for you and now I forget
7 what it was already. It was -- oh, no, the LSC, so do you guys do
8 any outreach stuff here? And I know that COVID, even for people
9 that were doing any kind of outreach COVID kind of shut that down
10 for a while.

11 But do you guys do any outreach or did you prior to COVID and
12 are planning to get back to it with local operators like with
13 FedEx or UPS or American out there where you either go over to
14 their house essentially and give any type of briefings on, you
15 know, what's happening or do you have any type of regularly
16 scheduled meeting?

17 Maybe if it's not even local safety council, maybe the -- is
18 there anybody else in here making -- and you can answer this,
19 Berkley too, if there's somebody from NATCA that like does this on
20 a regular basis or something that's not the LSC.

21 But, I'm just looking to see if you guys actually engaged in
22 the local operation here where you're able to discuss safety
23 concerns, lessons learned, things that are working, things that
24 are not working, in any regularity, you know, or do you bring them
25 to here for orientation?

1 Do pilots ever come here, get in the environment to see
2 what's happening and how it works from this side or --

3 A. So in the past we attended the Spartan school quite
4 regularly. That's posted.

5 Q. Attended flight school here?

6 A. Yeah, their flights go up Riverside.

7 Q. Okay.

8 A. And I wouldn't say this is an LSC thing, LSC but --

9 Q. Sure.

10 A. Realize it's kind of, there's a lot of people who outreach.
11 We have one individual who's very close to the pilot community and
12 they have pilots in here decently regularly, we've had the police
13 guys come in regularly, that kind of thing.

14 Q. I'm going for a ride with them tonight.

15 A. Are you?

16 Q. Yeah.

17 A. I haven't gotten to do that yet.

18 Q. Midnight, midnight ride.

19 MR. ATKINS: Your seniority's not high enough.

20 MR. KARKIEWICZ: Yeah, I know.

21 MR. ATKINS: Pre-COVID pretty much Andrew was handling all
22 our Riverside outreach.

23 MR. SOPER: Okay.

24 MR. ATKINS: And then we have a lady here that has been
25 handling our local and trying to bring in people pretty

1 consistently we have been having our (indiscernible).

2 MR. KARKIEWICZ: And we, supervisor reaching out to Vance Air
3 Force Base also (indiscernible) so --

4 MR. SOPER: Good. Okay, good. All right. I don't have
5 anything additional. Do you guys have oh, by the ways?

6 MR. JOHNSON: Safe discussions.

7 MR. SOPER: Yeah, go ahead.

8 BY MR. JOHNSON:

9 Q. How are you, how are you guys doing on your safe discussions?

10 A. We get them in begrudgingly sometimes especially when it has
11 to do with things that, you know center things that, you know,
12 it's always --

13 Q. Yeah.

14 A. -- tough. I know, pre-COVID we, LSC would have our own
15 briefing we'd do on top of it to try to fill some of that gap.

16 Q. You held them regularly?

17 A. Pre-COVID, yeah.

18 Q. Pre-COVID.

19 A. Yeah.

20 MR. JOHNSON: That's all I've got.

21 MR. SOPER: Oh, James, did you have any other?

22 MR. SUDDUTH: Yeah, just one, just one more.

23 MR. SOPER: Okay.

24 BY MR. SUDDUTH:

25 Q. Are there any kind of team breakouts or anything like that

1 where there's scheduled briefings for all the employees in the
2 building and either one of you guys could answer that?

3 A. Not, not at this time.

4 MR. ATKINS: Are you talking about team briefs, like
5 supervisors and stuff like that?

6 MR. SUDDUTH: Yeah, where the supers are trying to get
7 together with their crew and brief out whatever issues of the day?

8 MR. ATKINS: We went from one supervisor to one supervisor to
9 two supervisors and we honestly -- since we went so low we have
10 not had the ability to do old school team briefs, things along
11 those lines. Again, fingers crossed, we're going to get healthy
12 with that real soon. But, no, to answer your question, we have
13 not.

14 MR. SUDDUTH: Okay. Thank you. That's it.

15 MR. SOPER: All right. Nothing from me, yeah, that's it.
16 Okay, this is your chance, man.

17 MR. KARKIEWICZ: All right.

18 MR. SOPER: Questions for us buddy. Hit us up.

19 MR. KARKIEWICZ: Specifically I've got nothing really for,
20 for why you guys are here.

21 MR. SOPER: Okay. How about questions for why we're not here
22 or not why we're here?

23 MS. WOODS: I have a question for you actually.

24 MR. SOPER: Yeah, go for it.

25 BY MS. WOODS:

1 Q. That's not necessarily pertaining to this but why did you
2 think we were here, why did you think we were coming here?

3 A. For today?

4 Q. Just for this whole trip. Like you hear --

5 A. Oh, for the --

6 Q. -- NTSB's coming, why did you think?

7 A. Typically somebody screwed up.

8 MR. SOPER: Oh, I hate that.

9 MR. KARKIEWICZ: That's not the answer you guys want to hear
10 but it's the truth.

11 MR. SOPER: Yeah.

12 MR. KARKIEWICZ: What assumed.

13 MR. SOPER: Please, please dispel that rumor because here's
14 the thing, sometimes we have to go to an air traffic control
15 facility but with no indication that they did something wrong but
16 because we're investigating a full accident we have to piece
17 together everything, right?

18 MR. KARKIEWICZ: Right.

19 MR. SOPER: And it's just as important for us to show what
20 went right as it is to what went wrong --

21 MR. KARKIEWICZ: Yeah.

22 MR. SOPER: -- when you're piecing all that together and
23 reconstructing. So it's important for people to understand that
24 we're just -- we have to do the fact gathering, we have to go to
25 all aspects. If we, if we only went when something went wrong,

1 you know, I mean, or to say that somebody screwed up, that's --

2 MS. WOODS: Yeah.

3 MR. SOPER: -- that's not it but we don't know that yet.

4 MS. WOODS: Yeah.

5 MR. KARKIEWICZ: To be honest, what you guys do is really,
6 really interesting to me. One of my guys I played Lacrosse with
7 in college as an intern for NTSB, crash investigations --

8 MR. SOPER: Yeah.

9 MR. KARKIEWICZ: -- for a summer, so like his stories and
10 stuff that we talked about, I was like, oh, man, that's so cool.
11 So it's really -- what you guys do is really intriguing to me.

12 MS. WOODS: And for me, I just -- I would love to
13 destigmatize. If I could have one mission in my life goal
14 because, you know, screwed up it's a negative connotation
15 obviously.

16 MR. KARKIEWICZ: And I say that and it's from the viewpoint
17 of an air traffic controller versus like a pilot or like me
18 wanting to learn about things --

19 MS. WOODS: Yeah.

20 MR. KARKIEWICZ: -- I think changes my perception but it's
21 when it's at work, they're coming to our work, --

22 MS. WOODS: Yeah.

23 MR. KARKIEWICZ: -- oh, no, versus, hey, it's kind of what
24 happened.

25 MS. WOODS: But error, we need to, we do, we need to

1 destigmatize error. Error's going to happen. As far as I'm
2 concerned when I roll in from my point of view and I do differ
3 with some investigators on this, it's inevitable we're human.

4 You cannot be 100 percent correct 100 percent of the time,
5 that is not a thing and I don't expect it. But what I do want is
6 I want an environment that's robust enough to absorb errors all
7 the way down the line, so that we don't have an accident at the
8 end.

9 This is not. This is a great learning opportunity for us
10 because there's no bent metal and there's no wounded people. But
11 we have to look at all the different aspects, in particular I have
12 to look at, so I talk to the pilots, I talk to the air traffic
13 controllers.

14 If there's maintenance involved I'm going to talk to them too
15 so that we can figure out how to make sure the system's robust
16 enough. And again, I am working with the assumption that
17 inevitably somebody's going to make a mistake.

18 It's not that they screwed up, it's not intentional. It
19 doesn't mean that they're a bad pilot or maintenance person or
20 whatever; it just means that somebody committed an error, now how
21 did it affect the system? So that's kind of -- if you could help
22 destigmatize.

23 MR. KARKIEWICZ: Right.

24 MS. WOODS: I don't like screwed up. I don't -- it's not,
25 it's not a good connotation.

1 MR. KARKIEWICZ: From the nerd side of me, this incident's
2 also interesting as the Swiss cheese, you know, pilots did they
3 brief the approach, did they brief the airport, did they have the
4 approach program, the FMS as a backup, like all this kind of
5 things so? I'm a little bit nervous on some of this stuff so --

6 MR. SOPER: No, no, you're right now, that's good, that's --

7 MR. KARKIEWICZ: Yeah.

8 MR. SOPER: We're all, we're all quite frankly the same way,
9 right.

10 MR. KARKIEWICZ: Yeah.

11 MR. SOPER: That's why we're -- most of us are in the job
12 with the NTSB for the very same reasons you're, you're talking
13 about.

14 UNIDENTIFIED SPEAKER: Yeah.

15 MR. SOPER: We're interested, we're geeked out by it, we like
16 that side of things, we like to dig in and, and really find those
17 things. And so I'm going to say just one thing about that without
18 alluding to too much of that and that is, so our process takes a
19 while, right.

20 MR. KARKIEWICZ: Yeah.

21 MR. SOPER: Our report process. And that's unfortunate but
22 at the same time I hope people understand that a lot of that has
23 to do with the fact that when you have multiple groups and
24 multiple people that you're looking at and multiple avenues, you
25 know, air traffic, operations, meteorology, human performance,

1 they all have got to go down all the rabbit holes of their own
2 discipline as well as kind of some overlapping stuff like you've
3 heard with us here today, and put all that stuff together at the
4 end, and we have to do it accurately. So it takes time to
5 ensure --

6 MR. KARKIEWICZ: Yeah.

7 MR. SOPER: -- that we cover everything and that we cover it
8 accurately and then are able to piece it together. And we have to
9 be really, you know, judicious about how we put that out at the
10 end, right?

11 MR. KARKIEWICZ: Right.

12 MR. SOPER: And so that's why it takes so long. But I say
13 that to tell you that I hope you will not just like put this kind
14 of event in your rearview mirror and go, okay, even though it
15 might -- it's probably going to be a year before you see a report
16 on this, I hope you'll go back at that year and see what it was.
17 Because it's going to have the rest of the story, right?

18 MR. KARKIEWICZ: Right. I know CAROL website with the pilots.

19 MR. SOPER: You do? Good. Beautiful.

20 MR. KARKIEWICZ: Yeah.

21 MR. SOPER: Yeah. You're going to -- yeah. You're going to
22 want to; you're going to want to read this one, yeah. I'll just
23 tell you that, okay, you're going to want to read it, yeah.

24 It's going to be -- it's going to fill in some blanks for you
25 and it's going to be -- it's going to help piece it all together

1 at the end. So I encourage you to do that. And if you ever have
2 any questions along the way, like I haven't seen that report in a
3 while, are they ever going to get it out, feel free to email us,
4 get a call of us and say, hey, man, did you -- what's the status?
5 And we'll help you out with it.

6 MR. KARKIEWICZ: All right.

7 MR. SOPER: Okay. Well, that's good, man. Do you have
8 anything else for us?

9 MR. KARKIEWICZ: No, I think that covers it from my end so --

10 MR. SOPER: Well, good. Well, we don't have anything else.
11 I'm going to stop the recording for now.

12 (Whereupon, the interview was concluded.)
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CERTIFICATE

This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: BOEING 757 LANDED ON WRONG RUNWAY
 AT TULSA INTERNATIONAL AIRPORT
 ON JUNE 8, 2022 IN TULSA, OKLAHOMA
 Interview of Andrew Karkiewicz

ACCIDENT NO.: DCA22LA126

DATE: June 23, 2022

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Cheryl Farner Donovan
Transcriber