

DCA23LA096

OPERATIONAL FACTORS

Attachment 1 Cockpit Interviews

January 26, 2024

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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HAWAIIAN AIRLINES AIRBUS A330 *

ACCIDENT NEAR KAHULUI, HAWAII *

ON DECEMBER 18, 2022 *

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Accident No.: DCA23LA096

Interview of: GYE SHOON-MIN ULU NITTA, Captain, Airbus 330
Hawaiian Airlines

via Microsoft Teams

Tuesday,
April 4, 2023

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

TODD GENTRY, Investigator
AVP-100
Federal Aviation Administration

KENT FUJIMOTO, Director, Airbus Standards
Hawaiian Airlines

JOHN CRABBE
ALPA

BRETT ECKELBERG, Representative for Gye Shoon-Min
Ulu Nitta
ALPA

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I N T E R V I E W

(3:15 p.m. ET)

MR. ABRAMS: Gye, as I said, I'm Warren Abrams. I'm the -- with the NTSB. I'm the Operational Group Chair of this event. And our purpose is nothing more to figure out what happened on the day of the event of December 18, 2022, and make sure it doesn't happen again. We've heard from Ronnie this morning that's -- harrowing experience, and want to make sure it doesn't happen again. So thanks for coming in today.

As part of our investigation we create groups or team members, and we have assembled here today with us group members of Operations Group. We have the FAA, Hawaiian and ALPA represented. We're going to introduce ourselves, and we're going to go around the table.

Todd, if you will introduce yourself, please.

MR. GENTRY: Yeah. Thanks for coming. My name's Todd Gentry. I'm with FAA, division called Accident Prevention Investigation. It's a very small group, and all we do is investigate accidents, and try to help the FAA do the right things; find out if there's anything we need to change. Nothing that you say to me has anything to do with disciplinary actions. I don't have that role in the FAA at all. So anything you say is completely held confidential with me and Warren, NTSB. And that's it. We don't do anything else with it except for talk to Warren, and say we'd like to make some changes here based on your -- you

1 know what I'm saying?

2 So anything -- I want you to feel comfortable saying anything
3 you want to me, and that's all. Thank you. Appreciate it.

4 MR. ABRAMS: Thank you Todd.

5 Kent.

6 MR. FUJIMOTO: Kent Fujimoto. I'll be the company Hawaiian
7 Airlines rep. Official title at Hawaiian is Director, Airbus
8 Standards.

9 MR. ABRAMS: John.

10 MR. CRABBE: I'm the representative --

11 MR. ABRAMS: Please introduce yourself.

12 MR. CRABBE: Oh, I'm sorry. I'm John Crabbe. I'm an ALPA --

13 MR. ABRAMS: And, Gye, you're allowed to have somebody
14 represent you. Do you have a representative?

15 MR. NITTA: Yes.

16 MR. ABRAMS: If you'll introduce yourself, please.

17 MR. ECKELBERG: Yes. My name is Brad Eckelberg. I'm ALPA
18 Labor and Relations Counsel, and Gye's representative.

19 MR. ABRAMS: Good. Thank you for being here.

20 We have a recorder, a court reporter today recording what we
21 say, Gye. He records the audio only, not the video.

22 And, Tom, if you'll introduce yourself, please.

23 COURT REPORTER: Yes. Yes, hi. My name is Tom Bowman. I am
24 the court reporter. So I am here recording the audio only, and
25 that will be used for typing the transcript of the proceeding.

1 MR. ABRAMS: Thank you, Tom.

2 INTERVIEW OF GYE SHOON-MIN ULU NITTA

3 BY MR. ABRAMS:

4 Q. So, Gye, you kind of know who the players are now. So you
5 ready to go?

6 A. Ready.

7 Q. All right. So I'm going to start off, and then we -- I'm
8 going to -- on the softball questions kind of, and then I'm going
9 to turn it over to Todd, and let him ask a group of questions, and
10 kind of go around the table, and each person asking questions, and
11 then we'll have a round two. But if we don't -- if you don't
12 understand a question, say I don't understand. If you want us to
13 repeat the question, that's fine. If you don't know the answer, I
14 don't know is a perfectly acceptable answer. If you need to take
15 a break at any time, let us know. We're happy to take a break as
16 well. Thank you. Gye, if you would, tell us your full name,
17 please, and spell your last name.

18 A. Okay. It's Gye Shoon-Min Ulu Nitta, spell N-i-t-t-a.

19 Q. All right. Now, you've got several middle names in there,
20 but will you help us out for the recording, and spell your middle
21 names, please?

22 A. My middle name is S-h-o-o-n dash M-i-n, is one name. And the
23 second one is Ulu, U-l-u.

24 Q. Okay. How old are you?

25 A. 51.

- 1 Q. And when did you get hired with Hawaiian Air?
- 2 A. I think it was November '99. 11/30/1999.
- 3 Q. And what is your current job title?
- 4 A. I'm the Captain of Airbus 330.
- 5 Q. And have you flown captain on other planes here at Hawaiian?
- 6 A. 717.
- 7 Q. And how long have you flown captain on the A330?
- 8 A. My daughter's eight. So let's see, I think it was seven
- 9 years.
- 10 Q. Approximately how much flight time do you have on the A330?
- 11 A. 8,000 hours. No, can't be that. No, 6,000 hours.
- 12 Q. 6,000 hours. Okay. And is that left seat only or did you
- 13 fly right seat on the A330?
- 14 A. Just left seat.
- 15 Q. Just left seat. Okay. Have you ever flown right seat on the
- 16 330?
- 17 A. No.
- 18 Q. And when you flew the 717 did you fly left seat and right
- 19 seat on that airplane or just left seat?
- 20 A. Both.
- 21 Q. Both.
- 22 A. Yeah.
- 23 Q. Okay. And approximately how much 717 time did you have?
- 24 A. I'll say at least maybe 5,000 hours.
- 25 Q. Have you been a check airman on either airplane, the 717 or

- 1 the 330?
- 2 A. Just the 717.
- 3 Q. Okay. And when you get your flight physical it's a first
- 4 class physical, I presume.
- 5 A. Second class.
- 6 Q. Do you have any limitations on it?
- 7 A. Just my eyes.
- 8 Q. Were you wearing your glasses at the time of the turbulence
- 9 event?
- 10 A. Yeah.
- 11 Q. And how often do you go to recurrent training?
- 12 A. Once a year.
- 13 Q. And when are you due to go again?
- 14 A. I just --
- 15 Q. Or I'll rephrase the question. When did you last go?
- 16 A. I believe November.
- 17 Q. Okay.
- 18 A. Yeah. It's like a -- I think it was like a month before
- 19 that.
- 20 Q. Who is your chief pilot here at Hawaiian?
- 21 A. Peter Clark.
- 22 Q. Peter Clark.
- 23 A. Not common to know my chief pilots --
- 24 Q. This may be a rhetorical question, but do you know Peter
- 25 Clark?

1 A. Oh, gosh, that's a good question. I know of him.

2 Q. Okay. Does he know of you?

3 A. I'm sure now he does, yeah.

4 Q. All right. Prior to the turbulence event do you think he
5 knew you?

6 A. I don't know. I mean, not sure.

7 Q. If you saw him in the hallway would he say, hey, Gye, how are
8 you doing?

9 A. Possibly, yeah.

10 Q. Okay. All right. Safety programs here at Hawaiian. ASAP or
11 PSAP, FOQA, SMS, after the turbulence event did you fill out a
12 ASAP --

13 A. Yes.

14 Q. Okay. Just to -- it's a protected program, and I respect
15 that very much. FOQA data. You have FOQA gatekeeper. Has the
16 FOQA gatekeeper ever called you, and asked you about an event?

17 A. On 717 before, yeah.

18 Q. All right. I've got a lot of questions about radar usage and
19 things like that, but I'm going to flip the questioning to our FAA
20 compadre Todd Gentry here, and let him ask a line of questions.

21 MR. ABRAMS: So Todd.

22 BY MR. GENTRY:

23 Q. So you -- this flight originated in Phoenix, and can you
24 remember what time you got into Phoenix before the flight? The
25 day before?

1 A. Yes. It was nighttime. So I don't remember exactly the
2 time, but I remember -- food around 8 o'clock at night maybe. So
3 maybe around 7. I'm not sure.

4 Q. Okay.

5 A. Can't remember.

6 Q. That's fine. Do you remember what time the departure was
7 supposed to be?

8 A. The next day?

9 Q. Yes.

10 A. I believe around 7:40 around there.

11 Q. A.M.?

12 A. Yeah, yeah.

13 Q. Okay. So did you feel rested?

14 A. Oh, yeah, yeah, yeah.

15 Q. If you ever didn't feel rested would you feel comfortable
16 calling, and saying I'm not rested?

17 A. Sure.

18 Q. Would there be any kind of retribution for calling it?

19 A. No. I don't think so, no. I want to feel rested, yeah.

20 Q. Okay. Now you were a pilot flying through the flight or
21 pilot monitoring?

22 A. Monitoring.

23 Q. Okay. Is there anything significant or noteworthy in the
24 first half of the flight?

25 A. No, nothing.

1 Q. Everything was normal?

2 A. Not abnormal.

3 Q. So what altitude do you remember that you climbed to after
4 departure? Do you remember that?

5 A. Oh, gosh. I think -- we stepped up. I think initially it
6 was like three zero, and stepped up to four zero, but I think our
7 final altitude was four one zero, but -- little buffer.

8 Q. Sure. Was there any talk of weather with the dispatcher
9 between you and your FO before flight happened? Was there --
10 could you into that for us a little bit?

11 A. So we get our dispatch email. So I look at it in the van,
12 and then call dispatch, and discuss, I believe, it will be bumpy
13 going up and bumpy going down. And when I looked at the, you
14 know, our -- there's no threat, no warnings for weather. So,
15 yeah, we discussed that, and basically say it's going to be bumpy
16 going up and bumpy going down.

17 Q. Do you do a preflight crew briefing in the airplane with the
18 flight attendants as well or is it just normally the pilots that
19 you brief?

20 A. I just usually talk to the pilot first.

21 Q. Okay.

22 A. Discuss it. The we go out to the flight attendants -- the
23 airplane, yeah.

24 Q. Sure. Was there any SIGMETS or anything issued to you before
25 the flight that you can recall? Do you remember?

1 A. Looking at the charts, and there was areas of embedded
2 thunderstorms, and also the, the jet stream. So -- of the jet
3 stream we expect turbulence. We never experienced turbulence in
4 that area where the jet stream was, you know, so --

5 Q. Okay. So there was nothing of noteworthy in the first half
6 of the flight or so?

7 A. Nothing.

8 Q. Can you describe what happened to us during the, during the
9 second half of the flight?

10 A. Everything was fine. We -- handed over to HCF which is
11 Honolulu, and they gave us --

12 Q. Okay. So as a reference, I don't know how far out you are
13 when you got the direct, but that's okay. Was there any
14 communications from dispatch or anything to you guys while you're
15 enroute?

16 A. I know that we got a SIGMET for the ACARS or the -- over the
17 CPDLC.

18 Q. Okay.

19 A. Printed it -- I can't remember was it CPDLC or over a
20 printer. I can't remember. But we certainly plotted it.

21 Q. Okay.

22 A. And it was basically --

23 Q. What was it, what was it for the SIGMET? Do you remember?

24 A. I think -- thunderstorm or something. I can't remember.

25 Q. Okay.

1 A. Yeah.

2 Q. I mean it was a while ago.

3 A. Yeah.

4 Q. Totally understand. Not trying to play stump the dummy. I'm
5 trying to learn --

6 A. No, yeah. I can't remember what it was, but we plotted it.

7 Q. Okay.

8 (Crosstalk)

9 Q. Do you remember if that area that you plotted affected your
10 flight?

11 A. I mean, it was basically the entire island, covered the
12 entire island up. So it -- also.

13 Q. Do you remember when that was? Was that before top of
14 descent?

15 A. Yeah, before top descent. Yeah.

16 Q. Okay. So can you, can you talk to us about the event itself
17 and prior to, just prior to, and then all the way down to maybe
18 vectors.

19 A. So it was totally clear up in the air, and no build-ups
20 basically, nothing to alarm us. And we were on our last break.
21 So before I go on break I usually take a scan at the ND for
22 weather first, look outside to make sure there's nothing to harm
23 us, and then I'll go on my break.

24 So when I got back, I think the -- came back right from their
25 rest, yeah, came back from their rest, and then I went to take my

1 break, came back, it was still the same. It was -- and then
2 Ronnie -- little -- statement, little -- it wasn't like a --
3 something normal, like a normal cloud coming up. Nothing, nothing
4 to be alarmed of initially. It was to our left and low. If you
5 look at your deck angle, and it was to our 11 o'clock, and you --
6 have you flown high altitudes?

7 Q. Sure.

8 A. Yeah. Okay. So you know how when you fly above -- right in
9 the layer, and you go a thousand feet above it, it looks like
10 you're just on a boat, right, on the water. So if I had to -- I
11 don't want to speculate, but have to guess at the angle looking
12 down a few thousand feet above it. So it wasn't -- that wasn't
13 even alarm; just like that's nothing. And I did -- I went to
14 elevation -- nothing terrible. So nothing to get alarmed of. And
15 then we vectored away from it too. So to the right of it, and
16 then I remember just telling it's detaching. So you could see the
17 bowing. It was like it was really like you could see under it.
18 It was like a jellyfish, and it -- right when we passed it just --
19 and I can't even say we went through it because it was just like
20 to the left of us. So that's the best way I can explain it. It
21 was so fast like no time to react to it. It was like super thin
22 too. It wasn't like, it wasn't like, like this. It was like --
23 It was weird.

24 Q. Then what happened? Continue.

25 A. Well, we went into upset, recovered, and then got back on

1 course back to Bambo. Because we -- I can't remember if we -- it
2 didn't seem like we gained altitude or lost too much altitude, but
3 it -- we definitely up, went to upset for sure.

4 Q. Can you describe what you saw and heard part of it?

5 A. I didn't hear anything. It just, it's just like --

6 Q. Can you describe --

7 A. Went to a nose down. I don't know. I can't say what the --
8 our angle bank, but it was, it was pretty severe and --

9 Q. Which way did the airplane tilt?

10 A. To the left.

11 Q. To the left.

12 A. Yeah.

13 Q. Did you recover?

14 A. I -- the way I look at it is it was a joint effort, right.
15 So I don't want to -- it's a joint effort, and have to -- because
16 we had thrust loss. I'm not sure if we had altitude loss. But
17 definitely a bunch of ECAMs came up, and we got the autopilot back
18 on, and --

19 Q. Did you -- during the upset the airplane you don't know what
20 altitude you said it went to. Did you guys descend back to
21 normal or climb back to normal? Or during the -- do you remember?

22 A. I can't remember that part.

23 Q. Okay.

24 A. But I know it wasn't -- from what I remember it seemed like
25 drastic climb up, descend down.

- 1 Q. Did you look at your PFD during the upset?
- 2 A. Yeah.
- 3 Q. What did you see? Describe what you saw.
- 4 A. I saw the brown. And yeah.
- 5 Q. Okay.
- 6 A. So --
- 7 Q. Then what happened?
- 8 A. Recovered, headed towards Honolulu. I immediately called the
- 9 flight attendants said, hey, everything okay back there? And --
- 10 no or I can't remember, but she said I think at least one person's
- 11 hurt. That's what she said. I'm not sure if that was the initial
- 12 call or second call I think I gave her --
- 13 Q. Did you declare an emergency at that point?
- 14 A. We declared emergency -- can't remember, but it's pretty soon
- 15 after that -- I'm not sure what the timing was, but definitely
- 16 declared an emergency.
- 17 Q. And all the way down were you VMC all the way to the runway
- 18 at that point?
- 19 A. What I remember I think, I think we broke out about a
- 20 thousand feet or something. I can't remember exactly. About a
- 21 thousand feet we broke out.
- 22 Q. Do you remember when you went IMC then? Isn't exact. I'm
- 23 just asking --
- 24 A. I would say maybe around 25,000 feet.
- 25 Q. Okay.

1 A. Yeah. That would be my guess going down.

2 Q. Okay.

3 A. Yeah.

4 Q. Any other -- did you look at the radar on the descent?

5 A. Oh, yeah, for sure, 100 percent. I always check the radar.

6 MR. ABRAMS: Any more radar questions?

7 MR. GENTRY: No, that's okay. That's all the radar
8 questions.

9 BY MR. GENTRY:

10 Q. Did you make any calls to the flight attendants prior to this
11 event?

12 A. That was so fast, from what I remember it was like a thunder
13 -- turbulence, something like that. I can't remember. And it
14 just fully hit us, and it was like --

15 Q. Could you tell how many seconds or minutes it was by the time
16 you saw the cloud, whatever it was, to the time you picked up the
17 announce to call the first flight attendant? Do you remember?

18 A. Maybe four or five seconds maybe.

19 Q. Oh, that fast?

20 A. Yeah.

21 Q. Okay.

22 A. That would be my guess. And because I remember hitting it --
23 was pretty much instantaneously.

24 Q. Was the seatbelt sign on?

25 A. Yeah. It was -- smooth, we're smooth to that point. If I

1 feel anything, I leave it on, I'll put it on. That's -- deal with
2 it. So I just left it on pretty much.

3 Q. During the upset did you hit your head or anything or did
4 you --

5 A. No, I didn't hit it.

6 Q. No.

7 A. I think Ronnie hit his head.

8 MR. GENTRY: I think that's all I have for now Warren.
9 Appreciate it.

10 MR. ABRAMS: All right, Kent.

11 BY MR. FUJIMOTO:

12 Q. Hey, so you know the SIGMET you had mentioned you said it
13 covered most of the cloud base -- sort of extent to where you guys
14 were at when you encountered the turbulence or was that still out
15 west out to --

16 A. From what I remember it went past Waianae, and I think it
17 covered all to Hilo, and it would -- kind of curved, you know,
18 from what I remember. It didn't really -- I don't -- I'm not sure
19 if we were in that area yet.

20 Q. Okay.

21 A. Yeah.

22 Q. Okay. Let's see here. The, you know, you were describing
23 the cloud earlier that this -- like a dome, like you --

24 A. Like regular dome of white weather.

25 Q. Yeah.

1 A. It was like, you know, like -- it's like -- it wasn't like
2 this. It was just like this, just like --

3 Q. Okay.

4 A. And then it kind of came up, and then you could see below it.
5 It's like, and then just it was like a real thick spout just
6 like --

7 Q. Okay.

8 A. Yeah.

9 Q. So you didn't really see the spout part until --

10 A. Yeah.

11 Q. -- initially it was just kind of --

12 A. Yeah.

13 (Crosstalk)

14 Q. -- you got closer, you got to the right, that's when you saw
15 it boom?

16 A. Yeah.

17 Q. Okay. Let's see here. On the radar you had mentioned at
18 some point you went to elevation, right, when you saw --

19 A. Right.

20 Q. -- the dome --

21 (Crosstalk)

22 A. I always kind of check altitude just to see the intensity,
23 and nothing --

24 Q. Nothing.

25 A. -- out there, yeah.

1 Q. And then either before or after that were you in -- what mode
2 were you in?

3 A. I was in ALL mode, and 320 range, 320 range. When --

4 Q. Right.

5 A. I'll bring down the range, and I'll just kind of get a
6 forward and back look, and -- look.

7 Q. Okay. So when you're in ALL mode earlier was there
8 anything --

9 A. Nothing.

10 Q. Nothing on the radar?

11 A. Nothing at all.

12 Q. Okay. Did you get -- throughout the whole flight? There's
13 probably about -- well -- but did you see any radar returns at all
14 at 8:20?

15 A. I think we're down about Phoenix maybe some yellows, but
16 nothing red. I don't remember.

17 Q. Okay.

18 A. Yeah. Just normal stuff.

19 Q. Okay.

20 A. Yeah.

21 MR. FUJIMOTO: Okay, that's all I have.

22 MR. ABRAMS: Thank you, Kent.

23 John.

24 MR. CRABBE: Hi. Thanks.

25 BY MR. CRABBE:

1 Q. Couple things. During that point -- engaged?

2 A. In the seat the whole time.

3 Q. And I think you mentioned earlier for -- Todd you got out of
4 -- roughly about 25,000 is that --

5 A. I think we -- I remember thinking it's taking a long time to
6 get into this, this layer. I was thinking we're -- I'm thinking
7 that this is weird. And time we hit it, was in the 20,000s, you
8 know.

9 Q. Sure.

10 A. So that was weird. Of course, you know, weather changes with
11 -- it took a while to --

12 Q. Okay. Regarding your briefing you said you were doing it on
13 the back -- the airport.

14 A. Yes. I can run it. I talked. We just talked kind of --
15 weather packet up to dispatch, and then we talked again on the
16 airplane again.

17 Q. Okay. So Ronnie was in the -- on the call or --
18 (Crosstalk)

19 Q. Sure. Any chatter from other planes prior to the event?

20 A. Nothing.

21 Q. Anybody being vectored, anybody -- vectored? It was just a
22 quiet --

23 A. Quiet day.

24 Q. -- not a noisy turbulent day?

25 A. Not --

1 Q. Okay. After the incident, and you were back on course did
2 anybody behind you get vectors or did you hear any, anybody else?

3 A. No. I wasn't even listening to --

4 Q. You weren't --

5 (Crosstalk)

6 Q. Understood.

7 MR. CRABBE: That's all I have.

8 MR. ABRAMS: Thank you, John.

9 BY MR. ABRAMS:

10 Q. Gye, it was you and Ronnie, captain and co-pilot, then you
11 had two jump seat riders. Then you said you were taking a break.
12 I mean, do you leave the cockpit when you take a break and go --

13 A. Yeah. Our restroom is right down the -- you got to go
14 outside.

15 Q. Okay.

16 A. Yeah.

17 Q. So that's your break?

18 A. Yeah. We call it last break which meaning -- and kind of
19 tidy up, get ready for the approach.

20 Q. Okay. When I take a break I think pilot leaving the cockpit
21 getting in the crew area and --

22 A. No, no, no. So I --

23 (Crosstalk)

24 Q. All right. Got you. Tell me about this weather radar you
25 guys -- it's pretty cool it sounds like. Elevation. What -- I'm

1 a Boeing guy. I'm not a Airbus guy. Tell me about elevation.
2 This is not an oral or pop quiz or anything, but to you
3 recollection how does elevation work?

4 A. So basically from what I understand it's radar -- well, after
5 it's warmed up, it takes about 30 seconds or whatever. It would
6 take a 3D picture from the ground to 60,000 feet, and basically
7 when you put it in elevation it takes a slice of that information
8 whatever altitude you're trying to analyze, and see what kind of
9 returns you're getting. Basically it's all automatic. So and if
10 you want to analyze a piece of air space you can do that with
11 elevation. I believe it's -- it does --

12 Q. How high? 60,000?

13 A. 60,000 feet.

14 Q. Okay.

15 A. But if you're above two five zero, it will -- two five zero
16 -- 4,000 feet above the aircraft.

17 Q. And you said you were operating in what range?

18 A. ALL (ph.) at 320.

19 Q. Okay. ALL is mode.

20 A. Basically doing the whole scan.

21 Q. And does your radar have a turbulence mode?

22 A. Yes, it does.

23 Q. And was it on at the time?

24 A. Yes.

25 Q. How far out does the turbulence mode read?

- 1 A. I think it goes out to 40 miles.
- 2 Q. How did you learn this radar? It's hard to teach radar in a
3 simulator.
- 4 A. Yeah. It's --
- 5 Q. How do you learn, how do you learn how to operate this radar?
- 6 A. Most of the radar is by IOE -- I don't think all the sims
7 have exact --
- 8 Q. You've been on this airplane awhile. You've got 8,000 hours
9 or 6,000.
- 10 A. 6,000.
- 11 Q. 6,000. Yeah. So it's, it's a long time ago since you've had
12 an IOE.
- 13 A. Yeah.
- 14 Q. So --
- 15 A. Yeah, no, not --
- 16 Q. Do you get real time weather on your radar -- that question.
17 Can you get real time weather on your iPad?
- 18 A. No. I wish you could.
- 19 Q. So there's no connectivity in flight? Do the passengers use
20 Wi-Fi in flight?
- 21 A. No. I wish they could.
- 22 Q. Did you tell ATC about declaring an emergency? You said --
23 did you tell them there were injuries? Did you know how many at
24 the time?
- 25 A. I can't remember how much -- I think I told them something

1 like I think we have multiple injuries, and we want expedite --

2 Q. Okay.

3 A. And --

4 Q. Apparently based on the news accounts there were a lot of
5 ambulances there at the airport, here at the airport. Did you
6 tell them how many to bring?

7 A. I think I told them -- I can't remember. I said maybe we
8 have at least 10 injuries. So bring as much as you can. More the
9 merrier.

10 MR. ABRAMS: That's all I have at the moment Gye. Thank you
11 very much.

12 Todd, back to you, please.

13 MR. GENTRY: Just have a couple follow-ups.

14 BY MR. GENTRY:

15 Q. When you saw this -- I'll use your words, this cloud of
16 jellyfish --

17 A. Yeah.

18 Q. -- when you saw that visually did you see any lightning
19 associated with that?

20 A. Nothing, no.

21 Q. Okay. And secondly, did you discuss it with the FO? Did you
22 say anything to him or to the people jump seat or was there any
23 talk of it?

24 A. We did point to it -- scanning radar nothing.

25 Q. No. Okay.

1 A. And it was to the left of us and below. So -- I'm like for
2 me looking at that flying, you know, it's not even a threat. You
3 know what I mean? It didn't look like a threat flying all these
4 years like was pretty much --

5 Q. You don't remember any, like, conversations with -- or just
6 point to it -- looking back?

7 A. Yeah. I can't remember -- about just looking at it, and then
8 my radar thing starts --

9 Q. You also mentioned there were some ECAM messages.

10 A. After the fact.

11 Q. Yeah.

12 A. Yeah.

13 Q. Did you remember running a checklist or did you -- or how did
14 you handle --

15 A. Well --

16 Q. -- ECAMS --

17 A. Pretty much a checklist go through it. The one that stood up
18 to me was the -- back online, and we did that. Got the -- back
19 on. Autopilot, autopilot. I can't remember, and then it came
20 back online.

21 Q. I know you were busy at that point, but do you remember if
22 you reengaged the autopilot the throttles or did -- or was it, was
23 it something else?

24 A. No. Yeah. I --

25 Q. Okay.

1 A. Yeah.

2 MR. GENTRY: That's all I have.

3 MR. ABRAMS: Thank you, Todd.

4 Kent.

5 BY MR. FUJIMOTO:

6 Q. Let's see here. When you guys first saw the dome, right, I
7 know it's kind of hard to guesstimate, but do you have a rough
8 idea roughly how far?

9 A. Like I said it looked -- if you can look at your deck angle
10 it's low, like, you know, like my head would turn like this at 11
11 o'clock low.

12 Q. Okay.

13 A. It wasn't like I'm looking at it like that like down. So if
14 -- I don't want to speculate how high above it, but couple
15 thousand feet at least. So to me it wasn't a threat.

16 Q. Okay. And then you guys -- when you guys actually
17 encountered the turbulence do you know, I mean, how far laterally
18 you were roughly from that?

19 A. Being shot up?

20 Q. Yeah.

21 A. I don't know. I think we probably hit the -- or something
22 because I don't remember going to -- that's the thing, you know,
23 so it was so fast.

24 Q. Okay. So the -- that was my next question. So during the
25 whole turbulence thing you guys were --

1 A. Yes.

2 Q. Thanks.

3 MR. FUJIMOTO: That's all I have.

4 MR. ABRAMS: Thank you, Kent.

5 John.

6 BY MR. CRABBE:

7 Q. I have a question. Not to -- or anything. If that
8 turbulence function isn't on do you get any kind of status
9 message?

10 A. On the corner of PFD it says turn off or something.

11 Q. Okay.

12 (Crosstalk)

13 Q. After that initial bank to the left, and you said you -- did
14 you immediately grab a stick or --

15 A. I did.

16 Q. You did?

17 A. Yeah. That's why I --

18 Q. So there was a --

19 A. I think I said something like hey back off or I mean just
20 kind of --

21 Q. Right.

22 A. I think I said something like that.

23 MR. CRABBE: Okay. That's all. Thanks.

24 MR. ABRAMS: Thank you, John.

25 I don't have any additional questions. Thank you very much.

1 Thank you very much.

2 Any further questions, gentlemen?

3 With that, Tom, if you will stop the recording, and we'll
4 call it a, call it a session.

5 COURT REPORTER: Okay. We are off the record at 3:53
6 Eastern.

7 (Whereupon, the interview was concluded at 3:53 p.m., on
8 April 4, 2023.)

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CERTIFICATE

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

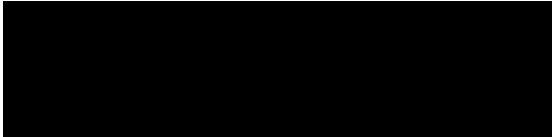
IN THE MATTER OF: HAWAIIAN AIRLINES AIRBUS A330
 ACCIDENT NEAR KAHULUI, HAWAII
 ON DECEMBER 18, 2022
 Interview of Gye Shoon-Min Ulu Nitta

ACCIDENT NO.: DCA23LA096

PLACE: via Microsoft Teams

DATE: April 4, 2023

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.


Katherine Motley
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

HAWAIIAN AIRLINES AIRBUS A330 *

ACCIDENT NEAR KAHULUI, HAWAII *

ON DECEMBER 18, 2022 *

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Accident No.: DCA23LA096

Interview of: RONALD DE LEON, First Officer
Hawaiian Airlines

via Microsoft Teams

Tuesday,
April 4, 2023

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

TODD GENTRY, Investigator
AVP-100
Federal Aviation Administration

KENT FUJIMOTO, Director, Airbus Standards
Hawaiian Airlines

JOHN CRABBE
ALPA

BRETT ECKELBERG, Representative for Mr. De Leon
ALPA

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I N T E R V I E W

(2:07 p.m. ET)

MR. ABRAMS: All right. Want to go by Ronnie or Ronald or --

MR. DE LEON: I go by Ronnie.

MR. ABRAMS: Ronnie.

MR. DE LEON: Yes, sir.

MR. ABRAMS: I was thinking that's what it was, but I wanted to make sure. So Ronnie, as way of reintroduction, I'm Warren Abrams with the NTSB, and I'm the Operational Group Chairman about this Hawaiian Air incident that happened on December 18th, and I believe you were the pilot flying at the time of the event.

We're not here to assign blame. We're not here to do anything but figure out what happened, and try to -- making sure it doesn't happen again. I would think that you would probably endorse that. I'm not putting words in your mouth, but to make sure that it doesn't happen again because it's definitely terrible.

As part of our investigation, we invite people to participate or parties to participate with us, and we have the FAA Hawaiian, ALPA. And with that we'll segue into the introduction. This is -- if you'll introduce yourself and tell me your role, please.

MR. GENTRY: I'm Todd Gentry. I am from the FAA, but I want to explain where I'm at in the FAA. I work for a little division called AVP-100 which is Accident Prevention and Investigation. There's only a small group, like six people. We only do accident

1 investigations. A lot of our work has to do with working with the
2 NTSB. None of our work, none of it, can be used for disciplinary
3 or anything else. In fact, anything that you say can never be
4 used against you or Hawaiian or anybody. It's all confidential
5 with me and with Warren.

6 So the reason I'm here is because we're a party to all
7 investigations, but we are the ones who -- make changes, and we
8 can make them quick if we need to make them. They can write
9 recommendations to us, but we can actually make those changes
10 happen, and that's why we're here. So I want you to feel
11 comfortable, and I want you to -- just because I work for the FAA
12 does not mean I'm in any way associated with the badness of the
13 FAA. I want you to be -- feel free to talk as open as you can.
14 You know what I mean? Don't hold back is my whole point. So it's
15 a pleasure to meet you. Thank you for coming.

16 MR. ABRAMS: Kent.

17 MR. FUJIMOTO: I'm Kent Fujimoto. I am the representative
18 for the company. My official title is Director Airbus --

19 MR. ABRAMS: Thank you Kent.

20 John.

21 MR. CRABBE: John Crabbe. So, Ronnie, I'm with ALPA, and I'm
22 the --

23 MR. ABRAMS: Ronnie, you're allowed to have someone represent
24 you. Do you have a representative?

25 MR. DE LEON: I do.

1 MR. ABRAMS: Who is that?

2 MR. DE LEON: That's Brett Eckelberg.

3 MR. ABRAMS: Brett, will you introduce yourself, please?

4 MR. ECKELBERG: Yes. Brett Eckelberg, and that is spelled
5 B-r-e-t-t E-c-k-e-l-b-e-r-g. And just brought card for you guys
6 too. You already have. I'll go ahead and give you another one
7 just to complete it, but I'm the ALPA representative for Ron.

8 MR. ABRAMS: Good. Thank you guys for introducing yourself.

9 Tom, since I have not worked with you before, will you
10 introduce yourself, and tell us what your role is? Introduce
11 yourself.

12 COURT REPORTER: Hi. My name is Tom Bowman. I am the court
13 reporter. My role is to record the entire proceeding audio only,
14 and then that recording will be uploaded, and sent to our
15 production teams, and the transcribers will produce a transcript.

16 MR. ABRAMS: Thank you, Tom.

17 Brett, for you and Ronnie, I want you to know that this is
18 the only recording. It's the -- I'm not recording. No one else
19 is in the room recording. This is the only recording that's
20 taking place, and as Tom said, there's no audio -- I'm sorry --
21 there's no video recording of it. It's audio. And he's got -- if
22 it messes up --

23 So Ronnie, if you don't understand a question that we ask, if
24 we need to reword the question, please ask for clarification
25 because we want to hear what you have to say. It's important that

1 we match up the question and the answer together. If you don't
2 know the answer, I don't know is perfectly acceptable answer. If
3 you need to take a break at any time, we'll take a break. You
4 ready to get started?

5 MR. DE LEON: Yeah.

6 INTERVIEW OF RONALD DE LEON

7 BY MR. ABRAMS:

8 Q. All right. If you will, state your full legal name, and
9 spell your last name.

10 A. Ronald De Leon. My last name is D-e -- it's two words.
11 D-e space L-e-o-n.

12 Q. Okay. And, Ronnie, how old are you?

13 A. 50.

14 Q. And what is your job title?

15 A. First officer.

16 Q. Where?

17 A. Hawaiian Airlines.

18 Q. And do you recall your date of hire with Hawaiian?

19 A. May 8, 2017.

20 Q. And what is your other -- what airplane do you fly?

21 A. The Airbus 330 Dash 200.

22 Q. You have Dash 300s here at Hawaiian?

23 A. Negative.

24 Q. Okay. What did you do -- what did you fly for before you got
25 hired with Hawaiian?

- 1 A. Island Air.
- 2 Q. And how long did you fly with Island Air?
- 3 A. About nine years.
- 4 Q. And what kind of equipment did Island Air have?
- 5 A. Initially they had Dash 8, Dash 100s, ATR 72s, and then the
- 6 Q400 in my, my time there.
- 7 Q. Yes. Approximately from your total time approximate from
- 8 your solo, first solo flight to what you have when you got off
- 9 your last flight, approximately -- it's not a hard, hard number,
- 10 but approximately how much flight time did you have total flight
- 11 time?
- 12 A. About --
- 13 Q. And approximately how much flight time do you have in the
- 14 330?
- 15 A. By now about 1100.
- 16 Q. Have you flown any other equipment here at Hawaiian?
- 17 A. Yes.
- 18 Q. What did you fly here at Hawaiian?
- 19 A. 717. I got hire to the 717.
- 20 Q. And that's inter-island flying; is that correct?
- 21 A. Yes, sir.
- 22 Q. And approximately how much -- did you fly captain on that or
- 23 just first officer?
- 24 A. Just first officer.
- 25 Q. And approximately how much flight time did you have as the

1 first officer on the 717?

2 A. About 2,000 hours.

3 Q. Okay.

4 A. Yeah.

5 Q. When you go get your medical certificate, do you get a first
6 class medical or a second class medical?

7 A. I get a first class medical.

8 Q. And does it have any limitations?

9 A. I just need readers, reading glasses.

10 Q. Do you have them with you in the cockpit?

11 A. Yes, two pairs.

12 Q. You talked about Island Air. You talked a little bit about
13 flying here at Hawaiian, but give us a Cliff Note version of your
14 flying history --

15 So in other words, you had to get your private, commercial --
16 when did -- when and where?

17 A. It was actually quite a change for me. Back in 2002 I was a
18 physical therapist assistant, and did that for about 12 years. I
19 started to fly in 2002, and I got my ratings -- Lagoon Drive,
20 George's Aviation, I started initially the first four or five
21 flights, and I went over to flight school Hawaii. I got all my
22 ratings over there. And then after my commercial rating I went to
23 Ameriflight, the cargo in the Beech 99. So just over a year --
24 overnight.

25 After that I flew back home. I flew Medevac, AirMed

1 International at the time, AirMed Hawaii, and I did that for just
2 about over a year as well, the Beech 99 -- the King Air 90.

3 From there I got hired on to Island Air, and I flew the
4 Dash 8-100 ATR 72 as a captain, keep flying it as captain to then,
5 and after that I got hired over here 2017.

6 Q. Great. When did you -- how often do you go to recurrent
7 training?

8 A. Every year.

9 Q. Every 12 months?

10 A. Every 12 months.

11 Q. 12 months. What are your -- when are you scheduled to go
12 again?

13 A. I just went in December. It was the first of December.

14 So --

15 Q. December.

16 A. Go back -- January.

17 Q. All right. Grace period in there, all that stuff.

18 A. Yeah.

19 Q. I got it. Who is in your chain of command here at Hawaiian
20 Air? In other words, who is your chief pilot?

21 A. Oh, Peter Clark.

22 Q. Do you know Peter Clark personally?

23 A. No.

24 Q. Okay. He would not know you personally then either?

25 A. I see him here on campus. I don't think he would -- he would

1 probably recognize me, but not know --

2 Q. Okay.

3 A. -- in passing.

4 Q. All right. If you had a safety concern, do you feel
5 comfortable going to him and expressing any --

6 A. Yes.

7 Q. Okay. Have you ever done that before?

8 A. No.

9 Q. Do you have safety programs called ASAP, FOQA, SMS here at
10 Hawaiian?

11 A. Yes.

12 Q. All three? ASAP, FOQA, SMS?

13 A. PSAP is what we call it. Yes.

14 Q. Okay.

15 A. Yes.

16 Q. Okay. Very good. I know ASAP is a protected program, and
17 I'm not going to delve into it other than to ask did you fill out
18 an ASAP report after the turbulence event?

19 A. I did the next morning.

20 Q. Okay.

21 A. Yes.

22 (Crosstalk)

23 Q. Do you have a FOQA team? In other words, the airplane
24 creates FOQA data? Do you know what -- are you familiar with that
25 term here at Hawaiian?

1 A. FOQA data?

2 Q. Yes.

3 A. Yes, sir.

4 Q. And I'm not sure what you call it here. Other airlines call
5 it a Gatekeeper, and the Gatekeeper is a company employee that is
6 a pilot, and they're -- are you -- you're shaking your head in
7 agreement.

8 A. Yes.

9 Q. Okay. So has the FOQA Gatekeeper ever called you on an
10 event?

11 A. Negative.

12 Q. Okay. You ever call in fatigued on a flight?

13 A. No.

14 Q. If you did, do you think there would be any retribution, any
15 consequences?

16 A. No, I don't believe so.

17 Q. Now we're into that all important tell us about. Let me set
18 it up to you a little bit. You're flying from Phoenix to Honolulu
19 that day; is that correct?

20 A. Correct.

21 Q. And when did you get to Phoenix? The day before or --

22 A. The day before, yes.

23 Q. Did you consider yourself well rested before you left
24 Phoenix?

25 A. Yes.

1 Q. Three-hour time difference. Even though there was a time
2 difference you still felt rested?

3 A. I felt, yeah, adequate rested.

4 Q. Do you recall locally what time it was when you departed
5 Phoenix?

6 A. The departure time is 7 a.m., I believe. I don't recall
7 exactly what time departed.

8 Q. Okay.

9 (Crosstalk)

10 Q. I mean you hit the 5 o'clock or 7 o'clock so that's -- even
11 with that time difference 4, 4 o'clock in the morning --

12 A. I wake up early anyway because I take my daughter to school
13 that early. So -- but around that time.

14 Q. All right. Before you left Phoenix, you get a packet of
15 everything as far as the flight. You may not get a flight plan, a
16 paper flight plan. How do you get your flight plan? Do you
17 upload it or does it come in paper or how do you get your
18 Flight --

19 A. It's emailed to our Hawaiian Airlines account.

20 Q. Okay.

21 A. And once we get that email we upload it to our -- also when
22 we get to the plane there's a packet of -- the weather, all that,
23 the -- are usually sitting in our jump seat --

24 Q. Okay.

25 A. -- or somewhere

1 Q. And it includes a paper flight plan?

2 A. Yes, sir.

3 Q. Okay. Did the weather -- who reviews that weather? Do you
4 review it? Does the captain review it? Who reviews all that
5 packet of --

6 A. Both of us review it.

7 Q. Did anything stand out that morning when you reviewed the
8 weather?

9 A. No. Well, I remember looking at the weather one of the --
10 string charts, have little string charts, and there was a --
11 there's a jet stream in the first --

12 Q. Right.

13 A. -- at 38,000.

14 Q. Since you -- that was at 38,000 do you recall your initial
15 altitude when you took off?

16 A. Initial -- initial --

17 Q. Initial.

18 A. I don't remember.

19 Q. Okay. Can you climb right to 38,000 with a full load of
20 passengers?

21 A. Yes, if we're cleared to do so, yeah.

22 Q. Okay. All right. So we've taken off. First half of the
23 flight anything eventful happen in the first half of the flight?

24 A. Negative.

25 Q. The next portion of the flight when did you first start

1 getting weather information about weather -- Honolulu in flight?
2 A. It's usually on the first half of the flight probably the
3 next hour or two. Usually --
4 Q. Is that via ACARS?
5 A. The ACARS, yes.
6 Q. You use IPEX --
7 A. Yeah.
8 Q. -- I believe you said, correct?
9 A. We do.
10 Q. And is there in flight is there Wi-Fi connectivity?
11 A. No, sir.
12 Q. No Wi-Fi connectivity?
13 A. Not in flight.
14 Q. Okay. So you can't pull up weather on your iPad, real, real
15 time weather?
16 A. (No audible response.)
17 Q. Did you have any contact with the dispatcher about the
18 weather enroute?
19 A. Yes.
20 Q. What kind of communications did you have with the dispatcher?
21 A. We got an ACARS message from the dispatcher about the SIGMET.
22 Q. And do you recall generally what the SIGMET said?
23 A. I don't remember if it was a SIGMET for turbulence or for
24 thunderstorms, but I remember seeing it was moving northeast at
25 5 knots at the spread 8,000 feet.

1 Q. Did you think this SIGMET was going to impact you, your route
2 of flight on the arrival into Honolulu?

3 A. When we first got the initial message, no.

4 Q. So you said the initial message. That leads me to believe
5 there were additional messages from the dispatcher?

6 A. Negative.

7 Q. Okay. So the dispatcher was one and done with --

8 A. It was one and done, yes.

9 Q. Okay. Did --

10 A. I recall.

11 Q. Yeah. Did Oceanic send you any weather-related information?

12 A. They sent us the identical SIGMET message as did dispatch.

13 Q. Okay.

14 A. With the coordinates -- the same exact message.

15 Q. You were at 40,000 feet as I recall at the time of the
16 turbulence event; is that a correct statement?

17 A. That's correct.

18 Q. And I want you to tell us about what you saw in actions that
19 took place there in the cockpit of the, I think, Gye called it a
20 plume at one time, the rising thunderstorm. I'm not sure what the
21 correct terminology is because I didn't see it, but I would think
22 a plume is different than a thunderstorm, but I -- your words, and
23 tell us about when you saw the weather, and what the thinking was
24 up there in the cockpit.

25 A. Before the event happened or --

1 Q. Yes.

2 A. -- what was the thinking?

3 Q. Yes.

4 A. Okay. So we received the SIGMET probably around ETP. I
5 think dispatch sent us the SIGMET right before ETP. Maybe 20, 30
6 minutes later we got one from ATC.

7 Q. You said ETP, equal time point?

8 A. Yes.

9 Q. Okay. All right.

10 A. The first -- of the flight because I think it was due to the
11 jet stream. There was some light chop, occasional light chop.
12 Nothing serious, just common light chop turbulence. I think on
13 the flight time there was a step up to 40, that's why we ended up
14 at 40 -- ETP. And then when we got the SIGMETs we were plotting
15 at -- the coordinates just to get the whole -- of things. Did you
16 want me to talk to you through --

17 Q. Yeah.

18 A. -- to the event?

19 Q. In the back side of the event, up to the event, the event,
20 and what happened after.

21 A. We're at 40,000 feet, and seatbelts -- unlimited visibility
22 to forward, left and right, except there was a kind of a cirrus
23 stratus there clouds at least 3 to 4,000 feet below us. I
24 couldn't tell you when it started. Radar was, was black. Was
25 nothing on radar. Nothing of concern. And just cruise like just

1 smooth unturbulented. And within the corner of my eye I see this
2 dome-shaped, I want to say build-up, but it was just kind of a
3 protrusion coming out of that, that layer, off to our 11 o'clock
4 low. It was at least 3 to 4,000 feet below off to our 11 o'clock.

5 As we got closer, I mean, this is within seconds of it
6 happening. So as we got closer, I see it kind of slowly rising.
7 And we see that all the time -- clouds kind of dancing and
8 peacefully rising. Nothing of concern, and again not threatening
9 at all. And it was still way below us. So there was no cause for
10 concern. Radar is still pinging black. But at the moment of --
11 it was off to our 11 o'clock. So at the moment of -- not
12 intersecting it, but we were almost abeam it or we were abeam it,
13 the rapid updraft of clouds just kind of shot up. And as you were
14 saying it was kind of a plume, and kind of a column of clouds that
15 rapidly shot up. It was still below us. And as soon as that
16 happened we went into a steep left bank nose down pitch position.
17 And as soon as that happened I hit my head and my shoulder because
18 of the -- the airplane -- this way, and I stayed stationary, and I
19 hit my head on the side window pretty violently.

20 And it didn't stun me at the time. I just went straight to
21 the PFD, and all I saw was brown and a little bit of blue on the
22 right, top right side of the PFD. Immediately I recovered. I
23 went full side stick, full right side stick to level off the, the
24 bank, and then I -- to the horizon. All the ECAM messages were
25 going off. I wanted to fly the plane first, figured out that just

1 fly the plane, and get it to a normal pitch attitude or normal
2 attitude.

3 Autopilot kicked off. Auto thrust was in first lock, meaning
4 the thrust setting was locked in its current setting, and we were
5 -- to reengage the autopilot took it out of thrust -- take it out
6 of the detect (ph.). To engage auto thrust, and you put it back
7 to the detect. At the time we were -- Bambo which is just outside
8 of Bo Bay and had to go redirect to Bambo.

9 After that happened, soon after, Gye says I'm going to call
10 up the -- he calls the flight attendant and says, hey, are there
11 any injuries back there? You guys okay? And she said, yes, it's
12 multiple injuries, and it's pretty bad. So while he was managing
13 that I just was basically focused on flying the airplane.

14 I was startled. It was a pretty violent shake, and I was
15 trying to just get past that, and just fly the airplane.

16 I remember Gye calling after he talked to the flight
17 attendant he left ATC know that we encountered severe turbulence,
18 and ATC says are there any injuries? He says, affirmative,
19 there's multiple injuries. ATC says okay, we'll declare an
20 emergency for you, and that was that.

21 They cleared us toward Bambo initially, cleared us to 10,000
22 at Bambo because of restriction -- descended. When they gave us
23 the clearance to descend Gye said, okay, let's descend now way
24 before the -- we descend slowly. We descended. I don't remember
25 what altitude it was, but we were in -- conditions all the way up

1 until about 800 feet -- the ILS. So a continuous chop on the way
2 down. And the taxi was uneventful. We just taxied into the gate.

3 Q. You said you hit your head. Did you consider it -- I mean,
4 how did you assess your physical condition after that?

5 A. Oh, it just -- it was a -- hit, and just, and then it didn't
6 stop me. I just kind of, like, my eyes were just up -- I didn't
7 want anything to disturb that so I -- so I can find out what kind
8 of damage.

9 Q. Do you recall any of the ECAM messages?

10 A. No, not at all. It was so violent that we were just -- you
11 have to save the airplane, and just kind of disregard all that.
12 Once we engaged everything -- once we engaged the autopilot, auto
13 thrust, and went direct -- again, all the ECAM messages just
14 disappeared.

15 Q. You had two jump seat riders that were, I believe, they were
16 A330 rated as well.

17 A. Yes.

18 Q. Was there any discussion about the weather with any of the
19 other jump seat riders or was it just with you and Gye?

20 A. Which one, the SIGMET or --

21 Q. Yeah. No, the turbulent weather.

22 A. The light chop or the severe turbulence that we encountered?

23 Q. Thank you for asking to clarify the question. That's good.
24 Obviously I didn't say that clearly. Prior to the turbulent upset
25 was there any discussion about going around or anything like that

1 within the cockpit?

2 A. Negative. There was no -- there's nothing indicating any
3 type of bad weather or anything on that radar that alerted us to
4 be on the lookout for anything. The SIGMET, I plotted the SIGMET
5 on my iPad, and we were aware of that. I remember the traffic
6 flow, there was no deviations with the -- the traffic that was
7 ahead of us or just to the left of us. And no, no chatter about
8 any kind of severe weather on 1, 2, 3, 4, 5.

9 Q. Do you run your weather radar all the time in flight?

10 A. We do.

11 Q. I'm sure there's a -- you fly it, Todd flies it, Kent flies
12 it, John flies it, I fly it. Everybody has a different technique
13 how to set their radar up. In cruise flight how do you set your
14 tilt up?

15 A. Our tilt is in its neutral position so zero on --

16 Q. And what kind of range or scale did you usually run it in?

17 A. In cruise flight?

18 Q. Yes.

19 A. 320.

20 Q. At night time do you ever reduce the scale or the range or --
21 to a smaller scale?

22 A. If we need to, yes. I'll go to 160. I'll reach cruise --
23 160 just to get a -- see if there anything more I can see.

24 Q. In cruise, do you ever adjust the tilt out of the zero
25 position?

- 1 A. Have I personally? No.
- 2 Q. Is it fair to say it's automatic for the radar --
- 3 A. Yes.
- 4 Q. It's a fair statement?
- 5 A. It's a fair statement.
- 6 Q. Okay. In the descent do you ever change the tilt out of
- 7 zero?
- 8 A. At that -- on that day?
- 9 Q. No. Any day.
- 10 A. No.
- 11 Q. Did you that day?
- 12 A. (No audible response.)
- 13 Q. When you went through A330 training did you in the simulate
- 14 -- it's kind of hard to simulate weather and the use of the radar
- 15 in the sim. Did you ever get simulator training on the radar?
- 16 A. Simulator training?
- 17 Q. Yes.
- 18 A. Negative. Not that I recall.
- 19 Q. Is there a module, a round scale module on radar that you
- 20 recall?
- 21 A. I don't recall.
- 22 Q. So most of your radar training is in the airplane?
- 23 A. Yes, yes specifically.
- 24 Q. When you're flying as you were that day are you making the
- 25 radar changes if -- as executing them or anything like that or

1 does the captain usually run the radar or who is responsible for
2 the radar when you're flying?

3 A. We both have our own radar on each side, and if the pilot
4 flying needs to tilt it, there's a tilt rotary knob if he feels
5 that he has to do that.

6 MR. ABRAMS: All right. That's all the questions I've got
7 right now. We're going to have a second round of questions for
8 you at that time. I'm going to turn it over to Todd, and Todd
9 will ask his questions now. Thank you. Thanks, Ron.

10 MR. DE LEON: Sure.

11 BY MR. GENTRY:

12 Q. You mentioned dispatch sent you a SIGMET notice.

13 A. Yes, sir.

14 Q. When in the flight did that happen? When during the flight?
15 Want to make sure I understood.

16 A. I believe it was right around ETP. I mean, I think it was
17 before. I don't know if it was dispatch first. I forget or
18 message from ATC. I can't remember which first.

19 Q. Okay. That's fine. What your ETP was that day, how many
20 miles out from Honolulu do you think that was, just guessing?

21 A. ETP?

22 Q. Yeah.

23 A. 12, 13 hundred maybe.

24 Q. Okay.

25 A. So 1300 max, I think.

- 1 Q. A few hours.
- 2 A. Yeah.
- 3 Q. Okay. And the SIGMET was just turbulence or do you not --
- 4 A. I don't know if it was turbulence or thunderstorms, but I
- 5 remember it saying it's moving northeast at 5 knots tops --
- 6 Q. Okay. So as you got closer to the let down or to the top of
- 7 descent, did you see any visually lightning?
- 8 A. No -- nothing at all.
- 9 Q. And so you saw the column you mentioned at 11 o'clock?
- 10 A. Yes, sir.
- 11 Q. So it's across cockpit from you, right?
- 12 A. Yeah, correct, on --
- 13 Q. Did you discuss it with the captain or did anybody mention it
- 14 or was there a conversation about it at all?
- 15 A. Well, the column came up so fast because as we approached and
- 16 -- abeam it kind of just -- I mean, there was no time to discuss
- 17 anything.
- 18 Q. Okay.
- 19 A. By the time I noticed that, that bump it was within seconds
- 20 already. So --
- 21 Q. So to clarify this was within seconds of you noticing the
- 22 column visually as to when the turbulent event happened?
- 23 A. Yes.
- 24 Q. Okay.
- 25 A. So in other words we weren't -- it's not like we saw it, and

1 then said, hey, let's deviate.

2 Q. Okay.

3 A. It's just we're flying along and boom all of a sudden just
4 happened.

5 Q. You didn't have -- nobody talked about it?

6 A. No.

7 Q. Okay. This scale of 320 is it possible that --
8 (Crosstalk)

9 Q. So is it possible that the captain could run a different
10 scale from you?

11 A. Yeah.

12 Q. So --

13 (Crosstalk)

14 Q. -- he could run whatever he chooses on his display, and you
15 could run yours?

16 A. And I could run mine.

17 Q. Okay. And but you, you maintained yours at 320?

18 A. Yes.

19 Q. Okay. And can he change the tilt on his side only? Is that
20 possible or is it -- or when you change the tilt on the radar does
21 it affect both sides?

22 A. There's one, there's one knob for the tile.

23 Q. Right.

24 A. So I think when -- if he changes his tilt it changes mine.

25 So -- sorry. I'm just trying to think of --

1 Q. That's okay. I'm not -- this is not a radar class. I'm not
2 trying to --

3 A. No, no, no.

4 Q. -- but I didn't know the answer.

5 A. So please say the question again.

6 Q. So if the captain changes the tilt on the radar controller
7 does it affect both sides of the display?

8 A. Let me just say yes.

9 Q. Okay.

10 A. It's not in my experience it's not -- so that's why I'm
11 saying I believe so.

12 MR. GENTRY: Yeah. I think that's it for now. Just trying
13 to clarify. Appreciate that.

14 MR. ABRAMS: All right, Kent, can you answer that question?

15 MR. FUJIMOTO: Yeah, I can. Am I allowed to?

16 MR. ABRAMS: Yes. Thank you for withholding your comment or
17 your answer, but for the education of all of us in the room will
18 you answer -- can you answer that question, please?

19 MR. FUJIMOTO: Yeah. So it's kind of a two-part answer I
20 think. First part of it is most of the radar systems we have --
21 330 don't even have the tilt which -- or it does a 3D model. It
22 tilts it -- and creates its own 3D thing. But there are a few
23 planes in the fleet that does have a tilt down. So in that case
24 if you do tilt it, yes, it affects both sides, yes.

25 MR. GENTRY: I was referring to the elevation knob.

1 MR. FUJIMOTO: Okay.

2 MR. GENTRY: So it wasn't the tilt. I'm sorry. The
3 elevation knob is what I meant.

4 MR. FUJIMOTO: -- that tilts -- yeah, I think you're right as
5 far as a 3D model, it paints a 3D model picture of everything.

6 MR. ABRAMS: All right, Kent, I think it's your turn to ask
7 questions. Thank you.

8 MR. CRABBE: Sorry. For the elevation mode on his it is
9 independent for the elevation versus the tilt --

10 MR. DE LEON: Yes.

11 BY MR. GENTRY:

12 Q. Would it be fair to -- where he said it will, it will adjust
13 the path so it will automatically essentially tilt or follow your
14 flight path to --

15 A. Yes.

16 Q. Does that depend on if it's all on path --

17 A. Correct.

18 Q. Then it kind of adjusts the coordinate?

19 A. Yes.

20 Q. Okay.

21 MR. ABRAMS: Okay. Let's get back to the subject at hand.

22 BY MR. FUJIMOTO:

23 Q. So that was actually one of my questions, Ronnie, is what
24 setting did you have your radar on? Was it --

25 (Crosstalk)

1 Q. Okay. So since we're on the radar theme here just throughout
2 the whole flight if you can recall did you, did you see returns at
3 any points during the flight --

4 A. Negative.

5 Q. -- it was always just black?

6 A. Yeah.

7 Q. Okay. When you had the first pitch excursion right where you
8 banked left and down, you recovered the plane manually -- at that
9 time. Was there any other pitch or bank excursions after that or
10 was it just the one?

11 A. Just the one.

12 Q. Okay. Was there a -- did you have traffic -- was there
13 aircraft ahead of you?

14 A. There was an aircraft I remember going towards Bambo. I
15 think they were at Bambo, but, yes, there was somebody. I forget,
16 but there was someone in front of us, ahead of us, and someone to
17 our left I remember.

18 Q. And then as you were approaching the dome base -- you said
19 you were about 3 to 4,000 feet above it.

20 A. At least that.

21 Q. At least that. Okay. What about, like, just distance, do
22 you generally -- you have any guess how far away it was?

23 A. It's kind of hard at 40,000 feet to translate that, but it
24 was within seconds. I want to say maybe inside of three miles if
25 I were to make a guesstimate on that. So three miles is within

1 seconds.

2 MR. FUJIMOTO: That's all the questions I have for now.

3 MR. ABRAMS: Beg your pardon?

4 MR. FUJIMOTO: That's all the question I have for now.

5 MR. ABRAMS: Okay. Thank you. Thank you, Kent.

6 John.

7 MR. CRABBE: Thanks. Yeah, I got a couple of questions.

8 BY MR. CRABBE:

9 Q. During that event of the upset were you in VHC at all times?

10 A. Yes.

11 Q. Did you ever enter any weather data?

12 A. No.

13 Q. And I -- was the seatbelt sign on?

14 A. Yes.

15 Q. Yeah. Okay. When you said you received the SIGMET from the
16 dispatcher Suavez (ph.), ATC, you plotted it on the PID?

17 A. I did.

18 Q. Is that correct?

19 A. Yeah.

20 Q. Was it always completely clear of your flight path or did it
21 enter your flight path?

22 A. It intersected our flight path.

23 Q. It did intersect?

24 A. It was -- 8,000 feet.

25 Q. Okay. So you were -- it wasn't in your flight path because

1 you were above it?

2 A. We were above it, yes, sir.

3 Q. Yeah, yeah. Okay, okay. Did that ever change, like when you
4 were vectoring -- did that ever, ever --

5 A. No.

6 Q. -- so you never did enter that, if you recall?

7 A. I can't recall.

8 Q. Okay.

9 A. Was just covering about, just about -- 38,000 feet below us,
10 but, yes, the SIGMET did cross our flight path, our course.

11 Q. But you were above the --

12 A. We were above all of that, yeah.

13 Q. So, okay. Chatter, did you get any chatter from any other
14 planes or any, any right before --

15 A. (No audible response.)

16 Q. How about the ATC?

17 A. No.

18 (Crosstalk)

19 A. There was not chatter or chirp of any sort --

20 Q. Okay. And at what point did you -- on your descent?

21 A. I think between 30 and 35 probably thousand.

22 MR. CRABBE: I think that's all I have.

23 MR. ABRAMS: Thank you, John.

24 BY MR. ABRAMS:

25 Q. Ronnie, how are you doing?

1 A. Okay.

2 Q. We just have a few more questions. So we just go around the
3 table one more time, but not nearly as extensive as we've just
4 had. So I just have a few. With the seatbelts you said the
5 seatbelt sign was turned on.

6 A. Yes.

7 Q. Am I correct in the 330 or with Hawaiian's 330s that there's
8 an automated message that goes off that says return to your seat
9 or make sure your seatbelt's fastened?

10 A. Yes.

11 Q. There is a -- was -- is that operational?

12 A. In our -- yes.

13 Q. Okay. So the passengers were advised through the automated
14 seatbelt sign to return to their seat, and make sure their
15 seatbelt was fastened?

16 A. Yes. Well, usually when you turn on that seatbelt sign you
17 can hear the -- you can hear it from cockpit. I don't remember
18 that day if I heard it, but there's an audible message saying that
19 captain has turned on the seatbelt sign, please return to your
20 seats or something to that --

21 Q. Okay. Does your radar have a turbulence mode?

22 A. Yes.

23 Q. Do you ever use it?

24 A. Yes. Once you turn on the radar it -- and that's always on.

25 Q. Okay.

1 A. Yes.

2 Q. So the old air -- old the Boeing airplanes that Todd flies
3 you have to -- the turbulence mode doesn't work in the 320 or 360
4 or 160-mile range. It has to be in a smaller range because in
5 your case the -- the 330 it works on all of the, all the different
6 ranges, the turbulence mode?

7 A. I believe it goes up to 40 miles -- miles. It scans at 40
8 miles, yes.

9 (Crosstalk)

10 MR. ABRAMS: You got the right answer. So -- it's 40-mile
11 range is what I'm familiar with as well. So, okay, you got the
12 right answer. So good.

13 MR. ABRAMS: So that's all I have. Thank you, Ronnie.
14 Todd.

15 BY MR. GENTRY:

16 Q. Yeah. I just have one follow-up question. Do you remember
17 if there was a call to the flight attendants to take their seats
18 prior to the event?

19 A. Just seconds prior to the event, yes.

20 Q. Who made that call?

21 A. The captain.

22 Q. Oh, the captain did. Do you remember what he said? I mean,
23 can you hear? You probably can't. I don't know if you can.

24 A. He said -- I can't remember. He said something like we're
25 about to -- we're about to hit some turbulence in one second,

1 something to, something to that extent.

2 Q. He was talking to who?

3 A. The first flight attendant.

4 Q. First flight attendant. Where is that person located?

5 A. Just behind the cockpit.

6 Q. Okay.

7 A. In the forward galley, I think.

8 Q. Okay.

9 MR. GENTRY: That's it.

10 MR. ABRAMS: Thank you, Todd.

11 Kent, questions?

12 BY MR. FUJIMOTO:

13 Q. Ronnie, just real quick. The -- when you had the left bank
14 and pitch down, right, so at that point when you -- and all that
15 stuff, right, you -- that's when you just -- the autopilot, right,
16 and brought the plane back up?

17 A. It disconnected on its own. Just completely disconnected on
18 its own.

19 Q. Got it.

20 A. And, yeah, again, it was a violent bank to the left at least
21 45 degrees, at least. Because I think in the Airbus if it goes
22 beyond 45 degrees the autopilot automatically kicks off and it
23 goes into thrust lock.

24 Q. Okay, okay. Sounds good. So then you recovered it, and
25 turned off the autopilot?

1 A. Yeah. I recovered full right side stick. And I remember
2 like holding it pretty tight, and it was still kind of doing that,
3 and that's -- recovered soon after that. So and reengaged
4 everything. It was, like -- yeah. Just reliving it, it just -- I
5 don't wish it on anybody. So --

6 MR. FUJIMOTO: Thank you.

7 MR. ABRAMS: Thank you, Kent.

8 John.

9 BY MR. CRABBE:

10 Q. Ronnie, I got a couple of questions. After the event and you
11 reported it to ATC you continued to babble, correct?

12 A. Continued babble?

13 Q. You --

14 A. Yes. Gye was reporting it to ATC.

15 Q. Okay.

16 A. And I was just, you know, wide-eyed.

17 Q. Sure, sure.

18 A. Just a little bit just trying to get passed it and -- there
19 at Bambo. But I had to -- Bambo because it put us heading --

20 Q. At any point during the descent or anything after did you
21 hear anybody else getting vectored after that? Did they say --
22 did ATC report anybody, hey, --

23 A. No, not at all.

24 MR. FUJIMOTO: That's it. That's all.

25 BY MR. ABRAMS:

1 Q. Ronnie, I've got one more question here. Did you get the
2 dual input. Did Gye check all the controls with you or --

3 A. I don't remember. It was so violent that when that happens
4 you kind of just block everything out, and just I didn't hear any
5 kind of dual input from -- he might have --

6 Q. Yeah.

7 A. I mean, when you've been shaken so violently it's -- you
8 don't -- your senses are just -- for me at least.

9 MR. ABRAMS: Gentlemen, questions?

10 BY MR. GENTRY:

11 Q. Ronnie, is there anything we didn't ask you that you would
12 like to tell us? I'm serious when I say this. You're all geared
13 up, and anticipating questions, and you don't sleep, and, you
14 know, what are they going to ask me? So is there something that
15 we didn't ask you that you would like us to know about?

16 A. No. Like I think, I was just wondering through my head as we
17 were going along I think every question asked that I wanted
18 answered. So --

19 Q. Do you -- when I used to give rating rides in my former life
20 I'd asked them if they would like to do anything else in the
21 simulator, and if they said, oh, yeah, I'd like to see this, this
22 and this, I'd say remember we grade you on good judgment the
23 captain. So when the guy said, no, I don't want to see anything
24 else on the rating ride, I said you passed --

25 Ronnie, I want to thank you. Seriously, I want to thank you

1 for your time, and I appreciate you coming in today. Thank you
2 very much.

3 MR. ABRAMS: Tom, if you can -- time and stop the recording.

4 COURT REPORTER: Yes, sir. It is 2:53 p.m., Eastern, and we
5 are off the record.

6 (Whereupon, the interview was concluded at 2:53 p.m., on
7 April 4, 2023.)
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CERTIFICATE

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

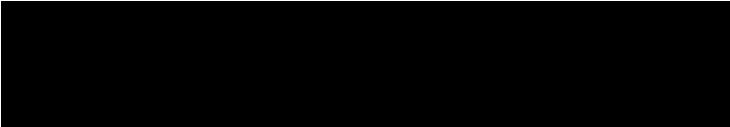
IN THE MATTER OF: HAWAIIAN AIRLINES AIRBUS A330
 ACCIDENT NEAR KAHULUI, HAWAII
 ON DECEMBER 18, 2022
 Interview of Ronald De Leon

ACCIDENT NO.: DCA23LA096

PLACE: via Microsoft Teams

DATE: April 4, 2023

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.



Katherine Motley
Transcriber

DCA23LA096

FLIGHT CREW INTERVIEW ERRATA

Group Chair's Factual Report - Errata

Attachment 1

November 21, 2024

A. ACCIDENT

Location: Kahului, Hawaii
Date: December 18, 2022
Time: 1007 Hawaii Standard Time (HST)
2007 coordinated universal time (UTC)
Airplane: N393HA, A330-243, SN 1422

B. PURPOSE OF ERRATA

Additional and clarifying information was added to the transcript of first officer Ronald De Leon.

C. FACTUAL REPORT CORRECTIONS

Page 1 of 3

Addendum to the NTSB Interview of Ronald de Leon
Re Hawaiian Airlines Flight 35
Date of Event: December 18, 2022

Through this Addendum, Ronald de Leon adds to and amends the transcript of his NTSB interview on April 4, 2023.

The transcript is amended as follows:

1. Page 8, Line 12: replace "About - -" with "About 8500 hours"
2. Page 8, Line 19: correct "hire" to "hired"
3. Page 9, Line 17: replace "quite a" with "a career"
 - a. ("It was actually *a career* change for me.")
4. Page 9, Line 19: replace "- -" with "at"
 - a. ("I got my ratings *at* Lagoon Drive")
5. Page 9, Line 23: replace "Ameriflight, the cargo in the Beech 99. So just over a year - -" with "Ameriflight, and flew cargo in the Beech 99 for just over a year."
6. Page 9, Line 24: delete "overnight"
7. Page 10, Line 2: replace "about over a year as well, the Beech 99 - - the King Air 90" with "about over a year as well in the King Air 90"
8. Page 10, Line 4: replace "Dash 8-100 ATR 72 as a captain" with "Dash 8-100. And ATR72 and Q400 as Captain."
9. Page 10, Line 13: replace "It was the first of December" with "It was the first week of December."
10. Page 10, Line 25: replace "- - he" with "know me. He"
11. Page 11, Line 1: delete ", but not know - -"
12. Page 13, Line 3: change "adequate" to "adequately"
13. Page 13, Line 21: replace "that" with "the" and "- -" with "iPads. Also"

- a. (“And once we get *the* email we upload it to our *iPads*. Also when”)
- 14. Page 13, Line 22: replace “- - the weather, all that,” with “the flight plan and the weather, all that.”
- a. “we get to the plane there’s a packet of *the flight plan and* the weather, all that.”)
- 15. Page 13, Line 23: replace “the - - are usually sitting in our jump seat - -” with “The envelope is usually placed on our jump seat.”
- 16. Page 13, Line 25: delete “- - or somewhere”
- a. Page 14, Line 9-11: replace “No. Well, I remember looking at the weather one of the - - string charts, have little string charts, and there was a - - there’s a jet stream in the first - -” with “No. Well, I remember looking at the weather *at the prognostic charts and there was a jet stream in the first half of the flight.*”)
- 17. Page 14, Line 13: replace “- -” with “Tops”
- a. “Tops at 38,000.”
- 18. Page 15, Line 6: replace “You use IPEX - -” with “You use iPad?”
- 19. Page 15, Line 16: replace “(No audible response)” with “Negative.”
- 20. Page 15, Line 25: replace “the spread” with “FL 380.”
- a. “5 knots at FL 380.”
- 21. Page 17, Line 10: “- -” with “half”
- 22. Page 17, Line 13: replace “40” with “FL400”

Page 2 of 3

- 23. Page 17, Line 14: “replace “40 - - ETP” with “FL400 past ETP”
- 24. Page 17, Line 15: replace “at - - the coordinates just to get the whole - - of things” with “the coordinates just to get the whole big picture of things.”
- a. (“the coordinates just to get the whole *big picture* of things. Did you”)
- 25. Page 17, Line 21: replace “seatbelts - -” with “the seatbelt sign was on, unlimited visibility.”
- a. “We’re at 40,000 feet, and *the seatbelt sign was on*, unlimited visibility.”
- 26. Page 17, Line 22: replace “to forward, left and right, except there was a kind of a cirrus” with “In front of us and to the left and right, there was a kind of cirrus”
- 27. Page 17, Line 23: replace “stratus there clouds at least 3 to 4,000 feet below us.” with “stratus clouds at least 3 to 4,000 feet below us.”
- 28. Page 17, Line 24: replace “Radar was, was black.” with “Radar was black.” Delete “Was” at the end of Line 24.
- a. (“couldn’t tell you when it started. Radar *was* black.”)
- 29. Page 17, Line 25: Replace “nothing on radar. Nothing of concern. And just cruise like just” with “There was nothing on radar. Nothing of concern. We were in cruise.”
- 30. Page 18, Line 1: replace “smooth unturbulent” with “Flight was smooth with no turbulence.”
- 31. Page 18, Line 10: replace “Radar is still pinging black.” with “Radar is still black.” And replace “- -” with “passing it”
- a. (“Radar is still *black*. But at the moment of *passing it*”)
- 32. Page 18, Line 11: replace “- -” with “passing it,”
- 33. Page 18, Line 17: replace “that” with “it” and replace “because” with “against”
- a. (“And as soon as *it* happened I hit my head and my shoulder *against*”)
- 34. Page 18, Line 18-19: replace current Lines 18-19 with “my side of the cockpit window pretty violently.”
- 35. Page 18, Line 24: replace “- -” with “pitched”
- a. (“bank, and then I *pitched* to the horizon. All the ECAM messages were”)
- 36. Page 18, Line 25: replace “, figured out that just” with “and figure out what just happened.”
- a. (“going off. I wanted to fly the plane *first and figure out what just happened.*”)

37. Page 19, Lines 1: replace "fly the plane" with "And fly the plane"
38. Page 19, Lines 3-8: replace Lines 3-8 with "Autopilot kicked off. Auto thrust was in thrust lock, meaning the thrust setting was locked in its current setting. To reengage the autopilot I took it out of the thrust detent, pressed autothrust, and put the thrust back into the climb detent. Then I had to go re-direct to Bambo."
39. Page 19, Line 17: replace "left" with "let"
40. Page 19, Line 24: replace "- -" with "top of descent"
41. Page 19, Line 25: "- -" with "IMC"
42. Page 20, Line 1: replace "- - the ILS. So a continuous chop on the way" with "on the ILS. It was continuous chop on the way"
43. Page 20, Lines 5-8: replace current Lines 5-8 with "It felt like a shove against the window on my side of the cockpit. I wasn't hurt nor did I feel any pain so it didn't phase me. My priority was to get past that and fly the airplane first."
44. Page 20, Lines 10-14: replace current Lines 10-14 with "No, not at all. It was so violent that it shook both of use to the point where we couldn't process the ECAM initially. Once we recovered and reengaged the automation and went direct Bambo again all the ECAM messages just disappeared."
45. Page 21, Line 15: replace "Out tile is in its neutral position so zero on - -" with "Our tilt is on the neutral position so zero on the rotary knob."
46. Page 21, Lines 22-23: replace "I'll go to 160. I'll reach cruise - - 160 just to get a - - see if there anything more I can see" with "I'll go to 160 if anything comes up on radar to get a closer look."
47. Page 22, Line 1: replace "Have I personally? No." with "Yes, if I see that I need to."
48. Page 22, Line 10: replace "No" with "Yes, if I see that I need to."
49. Page 22, Line 12: replace "(No audible response)" with "No."
50. Page 23, Line 4: replace "know" with "knob"
51. Page 24, Line 5: replace "- -" with "at FL380"
52. Page 24, Lines 16-17: replace current Lines 16-17 with "passed abeam it. There was no time to discuss anything."
53. Page 25, Line 22: replace "tile" with "tilt"
54. Page 26, Line 8: replace "Let me just say yes" with "Yes"
55. Page 26, Lines 10-11: Delete
56. Page 29, Line 9: replace "VHC" with "VMC"
57. Page 29, Line 24: replace "8,000" with "38,000"
58. Page 30, Line 21: delete "probably"
59. Page 31, Line 12: replace "- -" with "aircraft"
60. Page 31, Line 17: replace "- -" with "announcement"
61. Page 33, Line 25: replace "off" with "on"
62. Page 34, Line 2: replace "like holding it pretty tight, and it was still kind of doing that" with "holding it pretty tight, and it was still banking left"
63. Page 34, Lines 3-5: replace current Lines 3-5 with "and it recovered soon after that. So I reengaged the autopilot and autothrust. I don't wish it on anybody."
64. Page 34, Line 11: replace "babble" with "Bambo"
65. Page 34, Line 12: replace "babble" with "Bambo"
66. Page 34, Line 19: replace "at Bambo. But I had to - - Bambo because it put us heading - -" with "at Bambo. But I had to redirect us to Bambo because it put us in heading mode"
67. Page 35, Lines 7-8: replace "I mean, when you've been shaken so violently it's - you don't -- your senses are just -- for me at least." with "I mean when you've been shaken so violently it all becomes a blur and you don't remember anything at that moment. Your senses are just neutralized, for me at least."

68. Page 35, Lines 16-18: replace current Lines 16-18 with “No. I was thinking of other questions as the interview progressed but I have no further questions.”

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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HAWAIIAN AIRLINES AIRBUS A330 *

ACCIDENT NEAR KAHULUI, HAWAII *

ON DECEMBER 18, 2022 *

*

* * * * *

Accident No.: DCA23LA096

Interview of: SHANDA MICHELLE VAUGHT, Pilot
Hawaiian Airlines

via Microsoft Teams

Tuesday,
April 4, 2023

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

TODD GENTRY, Investigator
AVP-100
Federal Aviation Administration

KENT FUJIMOTO, Director, Airbus Standards
Hawaiian Airlines

JOHN CRABBE
ALPA

BRETT ECKELBERG, Representative for Shanda Michelle
Vaught
ALPA

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I N T E R V I E W

(5:43 p.m. ET)

MR. ABRAMS: Okay, two minutes early. Thank you very much.

How are you today?

MS. VAUGHT: I'm good. Thank you.

MR. ABRAMS: Good. As I said earlier, I'm Warren Abrams, I'm the NTSB Ops Group Chairman for this event. And we're just trying to figure out what went wrong. And since you were in the cockpit the day of the event, we're going to talk to you, and we're also going to talk to Mark Holland, the two jump seat riders who were there. I realize you're not flying the airplane. You don't sign for the airplane. It was not your airplane you were riding. But you were there. So we want to hear from you what you saw, and what took place on -- as a jump seat rider as a 330 pilot.

To help us with this investigation figuring out what goes out we create groups of our party members, and that's FAA, obviously, Kent from Hawaiian, and then ALPA is represented by John Crabbe. But anyway we're going to go around the room and introduce ourselves to you, if you don't mind. So --

MS. VAUGHT: Sure.

MR. GENTRY: My name is Todd Gentry. I work in accident investigation for the FAA. So it's a little bit different than most people think about FAA. We're only focused on safety. So we help the NTSB or assist them in investigating any incidents or accidents. But nothing that we do ever will be a part of the

1 disciplinary thing or -- we just cannot do that. So everything
2 you say today will be confidential with me and this group of
3 people. It won't go outside of us. So I want you to feel free to
4 talk -- as much as you want because you know -- people in this
5 room.

6 MS. VAUGHT: Thank you.

7 MR. GENTRY: That's it.

8 MR. ABRAMS: Thanks Todd.
9 Kent.

10 MR. FUJIMOTO: Kent Fujimoto representing the company side.
11 Official title is Director of Air Bus Standards, for Hawaiian.

12 MR. ABRAMS: Thanks, Kent.

13 John.

14 MR. CRABBE: John Crabbe.

15 MR. ABRAMS: Thank you, John.

16 You're allowed to have somebody represent you. Do you have a
17 representative today?

18 MS. VAUGHT: I do.

19 MR. ABRAMS: And who is that?

20 MS. VAUGHT: It's Brett Eckelberg.

21 MR. ABRAMS: Brett, if you'll introduce yourself please.

22 MR. ECKELBERG: My name's Brett Eckelberg. I'm labor -- the
23 senior labor relations counsel for ALPA, and Shanda's
24 representative for today.

25 MR. ABRAMS: Good. Thank you.

1 Tom, will you appear and introduce yourself, please?

2 COURT REPORTER: Yes. My name is Tom Bowman. I'm the court
3 reporter. My job is to record the entire proceeding, and then I
4 will upload the audio files which will record in audio only. I
5 will upload those audio files to the production people, and those
6 transcriptionists will create the transcripts of the interview.
7 Thanks.

8 MR. ABRAMS: Shanda, this is the only recording. I'm not
9 recording anything. Brett's not recording. No one else in the
10 room is recording although I've got my computer open, I'm not
11 playing solitaire, but still, anyway. This one recording, and
12 that's it. I was saying it jokingly earlier that if Tom's
13 recording doesn't go through we'll have to do it all over again.
14 So --

15 INTERVIEW OF SHANDA MICHELLE VAUGHT

16 BY MR. ABRAMS:

17 Q. So Shanda we're going to -- I'm going to start off with some
18 call it softball questions. Just kind of name, rank, serial
19 number, those kind of things. Then we're going to go around the
20 table, and ask a series of questions. Kent's going to start us
21 off today with the meat and potato portion after my little
22 softball questions, and then John will go, I'll go, and then Todd
23 will go, will ask question. But we're not going to go onezie-
24 twozie. It will be a series of questions that Kent will ask you.
25 it will be a series of questions that John will ask you. And

1 stuff like that. At any time with these question you don't
2 understand the question, ask us to repeat it. So we're happy to
3 do so. If you don't know the answer, just say I don't know.
4 That's a perfectly acceptable answer. So kind of understand?

5 A. Yes, sir.

6 Q. All right. Thank you. You ready?

7 A. Yes.

8 Q. All right. If you would be so kind, Shanda, tell us your
9 full name, and spell your last name, please.

10 A. Shanda Michelle Vaught. Last name Victor Alpha Uniform Golf
11 Hotel Tango.

12 Q. Thank you. And how old are you?

13 A. 41.

14 Q. And when did you get hired at Hawaiian?

15 A. 12/14 of '15.

16 Q. And what are you flying now?

17 A. A330 FO passenger --

18 Q. And are you going to -- when do you think you're going to
19 upgrade?

20 A. I could have held it on the last vacancy bid, but I'm very
21 much enjoying my senior schedule. So probably not for a couple
22 years.

23 Q. Okay. Seniority has got its privileges. Where did you work
24 before you got hired with Hawaiian?

25 A. I spent a year and a half in Ohana employed by Empire. And

1 prior to that about nine years at Mesa Airlines -- entire system
2 from the East Coast through the Hawaii operation.

3 Q. What did you fly at Mesa?

4 A. CRJs, 200, 700, and 900.

5 Q. And give us a, give us a little background of your flying
6 training. Where did you get your commercial -- multi-engine
7 before you got hired with Mesa? And I'm assuming that you went --
8 after that you got -- Mesa was your first job. That may be an
9 incorrect assumption on my part. So fill us in, please.

10 A. I, like, got my private with my dad when I was still -- and
11 after that he sent me off to Pan Am in Phoenix out of Dear Valley
12 for the rest of my ratings. I'd say that there was a -- maybe
13 about six months at Mesa's Pilot Development Program, and I was
14 hired directly into Mesa as first officer on the CRJ 200 initially
15 based in Philadelphia, and then DC, and then in O'Hare, and
16 Phoenix, then Honolulu, Charlotte. By that time I had moved to
17 Hawaiian, and was working up here living in the Islands, and Mesa
18 pulled me back to Charlotte. I started looking for my options,
19 and I was hired on as a street captain flying Ohana.

20 Q. Okay. Excellent. Thank you. You have bounced around a
21 little bit haven't you?

22 A. Little bit.

23 Q. Approximately total time from your dad giving you -- with you
24 with your private how much flight time do you have approximately?

25 A. Approximately 8,000 hours total. It could be a little more.

- 1 Q. And approximately how much time do you have in the 330?
- 2 A. I think about 4,000.
- 3 Q. Okay. And when you take your medical either first class or
- 4 second class medical?
- 5 A. First class.
- 6 Q. And do you have any limitations on it?
- 7 A. Negative.
- 8 Q. Okay. When is the last time you went to recurrent training
- 9 for CQ?
- 10 A. It was October.
- 11 Q. Did they do anything you hadn't seen before?
- 12 A. Standard, standard stuff. I hadn't seen that particular CQ
- 13 before, but it was --
- 14 Q. Only one -- and everything else?
- 15 A. Yeah.
- 16 Q. Okay. Who is in your chain of command? In other words who
- 17 is your chief pilot?
- 18 A. My chief pilot is Peter Clark.
- 19 Q. Do you know Peter Clark?
- 20 A. I've spoken to him. I don't -- go to his house or anything,
- 21 but I could say hi to him in the hallway.
- 22 Q. Okay. Would he know you as Shanda?
- 23 A. He would.
- 24 Q. Okay. Very good. ASAP reporting or PSAP reporting, FOQA,
- 25 SMS -- did you file a PSAP report after the turbulence event?

1 A. Negative.

2 Q. Okay. Have you ever been contacted by the FOQA gatekeeper?

3 A. Negative.

4 Q. Have you ever called in fatigued from a flight?

5 A. Affirmative.

6 Q. When was that?

7 A. That was at Mesa.

8 Q. And approximately how many years ago was that?

9 A. 10.

10 Q. Anything stand out about calling in fatigued?

11 A. I was extremely tired. I was so tired I laid down on the
12 bench at Minneapolis Airport and refused to move.

13 Q. Okay. All right. Those are the softball questions that I
14 was going to ask, and now we're going to flip to Kent, and he's
15 going to ask you a series of questions down there.

16 BY MR. FUJIMOTO:

17 Q. Pressure. All right, so Shanda, let's talk about just the
18 date of event, right? So when you showed up to the airplane as a
19 jump-seater then -- roughly how, how early were you in the jump in
20 the cockpit prior to departure?

21 A. Not very early. It was a very full flight, and they were
22 waiting to see if they were going to be seats, and it didn't look
23 like there were going to be seats. And we finally just went up
24 and -- let's just -- we'll take the jumps if they're still
25 available. So we got on at the very last minute or boarding.

1 Q. So did you guys have -- did you have an opportunity to hear
2 any crew briefings or discussions --

3 A. No. I was not there for any of the briefings.

4 Q. Sounds good. Once you guys took off, did you stay in the
5 flight deck the whole flight or did you --

6 A. No. I left as soon as we left. It was very early in the
7 flight. Probably at top of climb.

8 Q. Okay. So just based on the short period of time that you
9 were up front during the flight during the -- any, anything
10 abnormal or any --

11 A. No, nothing at all.

12 Q. And then when did you come back up to the flight deck?

13 A. We came back up shortly before top of descent. They were
14 already on with HCF because you could hear the radio in the
15 background, but I couldn't tell you exactly what time.

16 Q. Okay. So if we're to, if we're just to use the turbulence
17 event that's like the marker, right, roughly how, how much into
18 that -- of that did you --

19 A. I would say maybe 10 minutes. Had time to sip a cup of
20 coffee which luckily was gone by the time the turbulence event
21 happened. It was not very, it was not very much prior to the
22 event.

23 Q. Okay. Would you mind just talking us through basically from
24 when you came up front 'til, 'til the event to maybe following
25 that? Can you just walk us through?

1 A. Yeah. So I returned to the cockpit prior to top of descent
2 so we'd be in our seats for the descent landing phase. It was a
3 pretty normal looking day. It was clear, and I was drinking a
4 coffee with no problems. The captain took a bathroom break. When
5 we came up, I think, the first officer declined a break at that
6 time. Just sat there making small talk. The speakers were on.
7 You could hear the HCF chatter in the background. No one was
8 really asking for -- or talking about anything concerning about
9 the ride. Clear and on top there was a layer maybe 2 or 3,000
10 feet below us. It was a -- kind of thick layer. You can't see
11 through it, but it wasn't like fear, concerning in any way. It
12 was a pretty normal day. And then at some point the flat layer
13 started to make a little protrusion, a small -- right off the 11
14 o'clock, right in front of the aircraft. All the -- all, all four
15 people in the cockpit kind of looked at that. Hmm. And then it
16 was clearly growing, and there was some discussion, brief
17 discussion about that's, that's going to make a bump. That's --
18 there's no way to avoid that. And the captain called back to the
19 first flight attendant to tell her to make sure everyone's seated,
20 and then we hit the bump, and it was maybe a couple seconds, maybe
21 5, 10 seconds of moderate turbulence, the kind when you kind of
22 you kind of like -- I was in the second jump seat -- kind of
23 raised against the wall, and kind of airplane was flopping around.
24 And then all of a sudden it was like, it was just like the upset
25 recovery event in a sim. You know the one where they like

1 suddenly violently turn you upside down basically. It was like a
2 hand slapped the airplane, and not only the nose was down, in the
3 brown, and the speed tapes were coming together. Sitting back
4 here in my chair holding on, and hoping that the crew can recover
5 from this, and again they did a really nice recovery, but the
6 nose, like, fell. The plane rolled. They recovered. Everything
7 went off, all the ECAMS, all the sirens are going off, all the
8 bells and whistles. The autopilot was off. The auto thrust was
9 off. The flight directors were off. It was just pure raw data.

10 And then the FO was flying he recovered. I think the captain
11 may have helped a tiny bit. I could hear dual input. And then,
12 yeah, regained his altitude, and called back to see if everyone
13 was okay, and okay.

14 Reported the severe air turbulence, and then it would be a
15 medical emergency. It got really busy from then on. I think the
16 captain was engaged with dispatch on the SAT phone, and the FO was
17 talking to ATC. And there was a lot of weather -- getting vectors
18 around that --

19 At some point I switched seats with the other jump-seater
20 because I'm current and he's not. So we thought it would be
21 better backing them up if I was in the middle jump seat where I
22 could see what was going on. And there was -- the flight
23 attendants were calling out from the back. They weren't able to
24 answer that phone because they were both on other phones. So I
25 started answering that, trying to coordinate. It was just kind of

1 a mass confusion in the back.

2 And then -- nice approach. It was actually a real approach
3 like an ILS down to almost minimums because the weather was -- and
4 then they landed, and went in, and they had other things in the
5 way. So we had to -- sitting there. We parked, and the medical
6 personnel came on and saw everyone that was back there.

7 Q. Great. Thank you. Do you recall -- I know it's probably
8 hard to see from your -- that fourth jump seat, but do you recall
9 if there was -- if you saw anything on the radar display?

10 A. The radar was up. It was doing its little sweep. There was
11 greens. There was maybe an occasional yellow, but the kind that
12 would like come and then go away on the next sweep. So it wasn't
13 anything that you would be concerned about. I didn't look to see
14 what the range was or what the intensity they had it set to. It
15 was just a not concerning day over all.

16 Q. Just the random greens?

17 A. Yeah. Just the random greens coming and going as it sweeps
18 back and forth.

19 Q. Can you talk a little bit more about the cloud itself right,
20 the lump? So the lump itself was below the aircraft just --

21 A. Yes.

22 Q. -- what you're saying? Okay. But you could see it may be
23 potentially growing?

24 A. Initially the cloud layer was just flat.

25 Q. Yeah.

1 A. And we were above it by -- it's hard to tell, but probably 2
2 to 3,000 feet I would say at that point. And then just a little
3 part of it started to poke up. Not quite sure -- is that -- was
4 that there? And then it's poking up more and more. Oh, no,
5 that's growing. If that's moving that fast it's definitely going
6 to cause a bump near it. So that was what prompted the concern
7 because --

8 Q. And where was the bump or the cloud in relation to the
9 airplane? Was it directly in front or was it --

10 A. It was -- I would say 11 o'clock. It was almost off the
11 nose, but it was slightly to the left, and it was like right in
12 front. It was not, it was not like ahead enough that you would be
13 able to maneuver around it or anything.

14 Q. Okay. And the -- when you guys saw the bump from the time
15 you saw the bump until the turbulence event how long?

16 A. Maybe four to five seconds. We saw it, and then he called
17 back, and he said like prepare for a bump in one second. It was
18 that close.

19 MR. FUJIMOTO: I think that's all I have. Thank you.

20 MR. ABRAMS: Thank you, Kent.

21 John.

22 BY MR. CRAPE:

23 Q. At any point during that upset were you guys --

24 A. I believe we did go IMC during the upset. I was looking more
25 at the screens than out the window at that point because there was

1 a very concerning picture on the screens. I think that we did --
2 I want to say it probably came up to meet us because I think we
3 were too high above it. We didn't lose terribly much altitude. I
4 think that it was just growing so fast that it came up and got us
5 basically.

6 Q. Okay. And after the recovery were you IMC or --

7 A. Yeah. We were IMC after recovery, yeah.

8 MR. CRABBE: Okay. That's it.

9 MR. ABRAMS: Thank you, John.

10 BY MR. ABRAMS:

11 Q. Shanda, you said -- you gave us a little explanation with
12 your hands. Which way did the airplane roll?

13 A. It rolled left.

14 Q. It rolled left. And --

15 A. -- because the first officer's head bumped against the window
16 on the right-hand side.

17 Q. Was he okay?

18 A. He was fine.

19 Q. When you took off from Phoenix, did you have a headset on?

20 A. No.

21 Q. When you landed in Hawaii did you have a headset on?

22 A. No.

23 Q. Did they have the overhead speakers on?

24 A. They did.

25 Q. Since you're current on the 330, how has your experience been

1 with the weather radar on the 330?

2 A. It's not the greatest radar. I mean, it's fine, but it often
3 shows something that -- you'll be clear, and it will show a little
4 thing, you know, just watch it. A little green lump right in
5 front of you, and then you don't see anything, there's nothing
6 there. But it's pretty good with more severe weather, I think.
7 If you, if you really get into it, if you see something in front
8 of you, and you -- can really go down like each level and get
9 elevation and look at each level, I think you can get a pretty
10 good picture of what the weather is.

11 Q. Do you ever run an -- do you have elevation on all the time?

12 A. No. I usually fly with ALL (ph.). It shows you the --
13 weather and it shows you the -- weather with like hash marks
14 through it.

15 Q. Okay.

16 A. And then if you see something in front of you, then you
17 switch it to elevation, and you start investigating, and try to
18 figure out how -- exactly it is.

19 Q. Try to figure out.

20 A. It's not an exact science.

21 Q. Understood. Have you ever flown through turbulence that
22 severe before?

23 A. No.

24 Q. I realize this would be an observation on your part, and you
25 don't -- you didn't -- aren't responsible for the engine, the

1 logbook write-ups, but did -- do you know if the crew wrote up the
2 severity of the turbulence in the logbook?

3 A. They did, yes.

4 Q. Do you know -- since you know that, do you know how they
5 described it?

6 A. I believe they just wrote up encountered severe turbulence.

7 Q. Okay.

8 A. There was some question about how to write it up, and they
9 called for advice from -- I forget. It was someone higher up,
10 that I can't -- that was the recommendation for that the aircraft
11 would get the appropriate inspections before its next flight.

12 MR. ABRAMS: Okay. Thank you. Shanda, that's all I have at
13 this time.

14 Todd.

15 MR. GENTRY: Thanks.

16 BY MR. GENTRY:

17 Q. Were you in the cabin for most of the flight then? Is
18 that --

19 A. I was, yes, sir.

20 Q. Okay. So when was the seatbelt sign?

21 A. You mean as on or off or --

22 Q. Yeah. On and off.

23 A. It was on for most of the flight.

24 Q. Okay. Was there any turbulence or anything or just on?

25 A. There was turbulence on and off. I don't know it wasn't

1 terrible severe, but it was, it was bumpy enough, and there was at
2 least twice the flight attendants came through, and they were
3 checking seatbelts. I remember lifting up my iPad that I was
4 using so they could see that I had my seatbelt.

5 Q. That was really where I was going with that. Just -- they
6 checked it or not --

7 A. Yes.

8 Q. -- that was perfect example of that they're checking. And
9 you did not --

10 A. I did not, no.

11 Q. Was there any discussion with dispatch prior to the event
12 from the crew itself?

13 A. There's no indications as far as I saw that there was going
14 to be turbulence and that. There was no, there was no aircraft
15 waiting or asking for deviations or complaining about routes or --
16 I mean there could have been prior to me coming up to the cockpit,
17 but when I was up there I didn't hear anything like that which you
18 normally would if you're expecting turbulence.

19 MR. GENTRY: I don't think I have anything else Warren, if
20 you want to finish up.

21 MR. ABRAMS: Go back with Kent.

22 MR. FUJIMOTO: Yeah. I was trying to think of another
23 question, but I can't think of anything right now. Okay.

24 MR. ABRAMS: John.

25 MR. CRABBE: Yeah, I got one, one last question.

1 BY MR. CRABBE:

2 Q. When they started their descent do you remember at what point
3 you entered IMC?

4 A. I do not.

5 Q. Okay. But at some point --

6 A. At some point, yeah, because when those storms are around the
7 island as we were going they were getting vectors around. As we
8 came into the island, the terminal area, there was -- and we were
9 getting vectored around, and I remember being slightly concerned
10 because the airplane had just taken a structural beating and --

11 MR. CRABBE: That's all I have.

12 MR. ABRAMS: Thank you, John.

13 Shanda, thank you very much. I appreciate you coming in
14 today talking with us. It's all about safety, and you were there
15 so we wanted to hear from you what you, what you observed, and
16 what you saw, observed. But to tell us in your words what
17 happened, we appreciate it very much. So thank you.

18 Go ahead.

19 MR. GENTRY: Is there anything that we didn't ask that you
20 would want to tell us?

21 MS. VAUGHT: The only thing that stands out to me is that it
22 was such a normal day, and I didn't see any signs that that was
23 going to happen. I've been sort of paranoid now when I fly along
24 over a cloud there. It was just such a normal day. I didn't see
25 any signs that would happen. Very concerning.

1 MR. ABRAMS: Thank you, Shanda.

2 Tom, if you will sign us off, I'd appreciate it.

3 COURT REPORTER: Okay. We are off the record at 6:08

4 Eastern.

5 (Whereupon, the interview was concluded at 6:08 p.m., Eastern
6 Time, on April 4, 2023.)

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CERTIFICATE

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

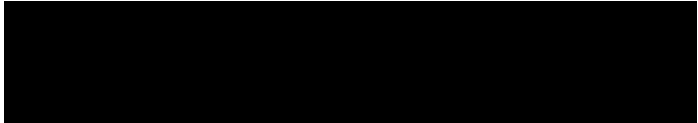
IN THE MATTER OF: HAWAIIAN AIRLINES AIRBUS A330
 ACCIDENT NEAR KAHULUI, HAWAII
 ON DECEMBER 18, 2022
 Interview of Shanda Michelle Vaught

ACCIDENT NO.: DCA23LA096

PLACE: via Microsoft Teams

DATE: April 4, 2023

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.



Katherine Motley
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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HAWAIIAN AIRLINES AIRBUS A330 *

ACCIDENT NEAR KAHULUI, HAWAII *

ON DECEMBER 18, 2022 *

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Accident No.: DCA23LA096

Interview of: MARK HOLLAND, Captain, 717
Hawaiian Airlines

via Microsoft Teams

Tuesday,
April 4, 2023

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

TODD GENTRY, Investigator
AVP-100
Federal Aviation Administration

KENT FUJIMOTO, Director, Airbus Standards
Hawaiian Airlines

JOHN CRABBE
ALPA

BRETT ECKELBERG, Representative for Mark Holland
ALPA

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I N T E R V I E W

(6:34 p.m. ET)

MR. ABRAMS: You ready Mark?

MR. HOLLAND: Yes.

MR. ABRAMS: Thank you for coming today. I appreciate it.

MR. HOLLAND: Thanks for coming back out.

MR. ABRAMS: Glad to do it. And it wasn't all about the frequent flyer miles either. So --

MR. HOLLAND: Paid vacation.

MR. GENTRY: For one day.

MR. ABRAMS: But anyway, as I said, I'm Warren Abrams, the Ops Group Chairman for the NTSB on this investigation. And we're just trying to figure out what went wrong or what happened, and you were in the cockpit the day of the turbulence event, and we'd like to hear your story what you observed, your thoughts, and things like that of what took place.

So we got a whole list of questions to ask you. But first of all I want to go around the room and introduce everybody to you, and let themselves introduce themselves actually.

So Todd if you'll start us off, please.

MR. GENTRY: I'm Todd Gentry. I'm with the FAA out of Headquarters in DC. I work in a group called Accident Investigation and Prevention; very small group, only six of us. We only do accident investigations, and help prevent stuff in the future. So we work a lot with the NTSB a lot, and we also have no

1 authority for disciplinary action whatsoever, and we don't care
2 about that stuff. Our only job is safety. That is our only job.
3 So we're one of the few people in the FAA who can say that. We
4 have zero to do with anything but safety.

5 So because of that anything you tell me today is
6 confidential, doesn't go outside of this room, the people in this
7 room, and you can say whatever you want. I want you to feel open
8 to be open, honest. I work for the FAA, but I'm definitely not
9 one of the people who have oversight over anything. So I want you
10 to feel free to talk as much as possible. Thank you for --

11 MR. HOLLAND: Yeah. You're welcome.

12 MR. ABRAMS: Kent.

13 MR. FUJIMOTO: Kent Fujimoto. I'm representative of Hawaiian
14 Airlines, and official title for Hawaiian Airlines Director, Air
15 Bus Standards.

16 MR. ABRAMS: Thank you Kent.

17 John.

18 MR. CRABBE: John Crabbe. Good to see you.

19 MR. ABRAMS: Mark, you're allowed to have somebody represent
20 you. Do you have a representative today?

21 MR. HOLLAND: Brett.

22 MR. ABRAMS: And, Brett, will you introduce yourself, please?

23 MR. ECKELBERG: Brett Eckelberg, Senior. I'm labor relations
24 counsel for ALPA, and Mark's representative for today.

25 MR. ABRAMS: Good. Thank you.

1 And, Tom, when you finish writing if you'll introduce
2 yourself.

3 COURT REPORTER: Yes, hi. Tom Bowman, the court reporter.
4 My job is to record this proceeding. It's only being recorded
5 audio. Then I will upload the audio files, and the production
6 team will have transcriptionists type up the transcripts for the
7 interviews.

8 MR. ABRAMS: Thank you, Tom.

9 MR. ABRAMS: So Mark we're going to go around the room and
10 ask questions. It's the protocol that we use. John is going to
11 start us off -- well, I'm actually going to start us off today. I
12 have some softball questions, name, rank, serial number, things
13 like that. John is going to drill down into the meat and potatoes
14 a little bit, then I'll have some questions, Todd will have some
15 questions, and Mark will ask questions. So that's kind of the
16 protocol we work with. One person to ask questions and Q&A at
17 that time. It's not just onezie-twozie and pick and choose.

18 We ask you a question that you don't understand the question
19 or you don't know the answer to it, just tell us. I mean, I don't
20 know is a perfectly acceptable answer. Please rephrase if that
21 didn't make sense. We usually get that glassed over look from you
22 that you didn't understand the question. So we can kind of
23 rephrase based on your facial expressions at times.

24 Need to take a break, feel free to, but we're just going to
25 get your thoughts and observations of what took place in the

1 cockpit. So --

2 MR. HOLLAND: Sounds good.

3 MR. ABRAMS: You ready?

4 MR. HOLLAND: Yep.

5 INTERVIEW OF MARK HOLLAND

6 BY MR. ABRAMS:

7 Q. If you would, please, Mark if you will state your full name
8 and spell your last name please.

9 A. Mark Norman. Last name Holland, H-o-l-l-a-n-d.

10 Q. Thank you. And, Mark, how old are you?

11 A. 30 -- this keeps flying by, I'll be 30 -- 44 in May.

12 Q. 44 in May, all right. And how long have you been flying for
13 Hawaiian?

14 A. Almost 10 years.

15 Q. And what is your current job title?

16 A. I'm a captain on the 717.

17 Q. And where does the 717 fly?

18 A. Inter-island.

19 Q. Inter-island?

20 A. Yeah.

21 Q. And have you ever flown the A330?

22 A. Yeah. I got hired on to the 330. Spent four years, four
23 years on the 330 before I upgraded.

24 Q. Are you type rated on the 330?

25 A. Yes.

1 Q. Are you a line check airman on the 717?

2 A. Negative.

3 Q. Approximately how much flight time do you have all total from
4 your private pilot to sitting here today approximately?

5 A. We all get -- stop worrying about that stuff. But I would
6 say I had a couple thousand hours when I got hired here, and 10
7 years here. So it would probably put me somewhere between 5 and
8 10 thousand hours. Probably on the higher side. Probably closer
9 to 9,000 hours.

10 Q. When you fill out your medical every six months what do you
11 put down for that?

12 A. Well, that's easy because it's one year, right? So looking
13 what the year was prior to that, if I add -- to it, I can get you
14 a specific number.

15 Q. Approximate was just fine.

16 A. I would say 10,000 hours.

17 Q. All right. Who did you fly for before you got hired with
18 Hawaiian?

19 A. My 121 experience with Mesa that's who I was with before I
20 got hired here.

21 Q. Okay. Did you have any other 135 or part 91 experience?

22 A. Flight instructing. Prior to Mesa I had flight instructing
23 for a little bit.

24 Q. And did you get your private, commercial, multi-engine in
25 Arizona or where did you get that?

1 A. The University of North Dakota used to have a satellite
2 school here in Honolulu, TUH. So I was fortunate to be able to do
3 a two-year degree here in Honolulu that got me up to my instrument
4 -- CFI. And then I went to Grand Forks in two years to finish off
5 the four-year degree.

6 Q. When you -- just mentioned your medical a minute ago. Do you
7 have any limitations on your medical?

8 A. Contact lenses.

9 Q. Were you wearing your contact lenses at the time of the upset
10 event or the --

11 A. Yes.

12 Q. When did you last have recurrent training or CQ?

13 A. December.

14 Q. I call it ASAP. I understand they call it PSAP here. It's a
15 confidential program. Did you fill out ASAP before and after the
16 event?

17 A. Yes.

18 Q. FOQA, FOQA -- called you and asked you about an event?

19 A. No.

20 Q. Who is your chief pilot?

21 A. Peter Clark -- chief pilot still. So that's who I would look
22 to.

23 Q. Does he know you?

24 A. Yeah. I'd say Peter's got a pretty good memory. I try to
25 stay under the radar, but I've had him bump into me, and call me

1 by name so --

2 Q. Well, that was next question -- by name if he saw you in the
3 hallway?

4 A. I'm impressed.

5 Q. All right.

6 A. I wouldn't want to --

7 MR. ABRAMS: Mark, those are the softball questions. I'm
8 going to turn it over to John, and he's going to ask you the
9 serious questions.

10 MR. HOLLAND: Sure.

11 Hey, John.

12 BY MR. CRABBE:

13 Q. Thanks Mark. Thanks for coming out, man. Couple questions.
14 We're just trying to get the story --

15 A. Sure.

16 Q. -- what went down. First off you were jump seat on that
17 flight, correct?

18 A. Yes.

19 Q. At what point did you actually arrive in the cockpit?

20 A. So I spent most of the flight -- I want to start by saying I
21 did a very detailed description of the events immediately after
22 it. Were all you guys able to read that?

23 Q. I was.

24 A. Okay. Because, I mean, my memory now, unfortunately, with
25 the delay we've had some of the details of what I give you guys

1 today might be exactly what's on my written statement, but the
2 written statement I put a lot of time and energy into doing that
3 as accurate as possible. So if there's anything that conflicts, I
4 would reference the written statement. That being said, I spent
5 the majority of the flight in the lower rest module.

6 Q. Okay. I'm sorry. For the initial check-in when you got to
7 the cockpit --

8 A. Oh, okay.

9 Q. -- prior to departure.

10 A. Oh, prior to departure? Like how long prior?

11 Q. Yeah.

12 (Crosstalk)

13 A. I think they let us -- I don't think we -- we didn't pre-
14 board because it was a full flight. So we were hoping to get a
15 seat.

16 Q. Sure.

17 A. So we waited, didn't get a seat. There was another commuting
18 pilot who we were worried -- because I was traveling with Shanda
19 who was my partner, and we were both hoping to get on the flight.
20 And when we saw -- when we saw the other pilot we were thinking we
21 might not get on. So it was, it was after everybody boarded.

22 Q. Okay.

23 A. So --

24 (Crosstalk)

25 A. I would say -- before closing the door type of day. Normal.

1 I don't remember there being any --

2 Q. Okay.

3 A. -- any rush or delay associated with that.

4 Q. Did you get to hear any pre-flight briefings, departure
5 briefings?

6 A. By the time we got up there, I think most of that stuff was
7 complete, and I don't recall.

8 Q. From the departure point up to the event itself was there
9 anything abnormal during that portion?

10 A. No. No.

11 Q. At what point did you --

12 A. Yeah. It was the normal way we always do it. When the crew
13 gets snack box type of thing.

14 Q. Roughly about top of climb?

15 A. Yeah. So it probably would have been top of climb.

16 Q. Okay. And at what point did you return?

17 A. I set an alarm, and again this is in my written statement --

18 Q. Sure.

19 A. -- which is more accurate than what I'm telling you today,
20 but I set an alarm for -- time before landing. I want to say it
21 was like 45 minutes before landing to come back up.

22 Q. And how soon prior to the event?

23 A. I would say Shanda and I both went back up to the cockpit at
24 the same time when we arrived on the flight deck, flight crew did
25 their last after break.

1 Q. Okay.

2 A. So I do remember for sure that the captain -- it was after
3 break. I don't remember for sure if the FO did. And then he
4 returned, got rid of the snack box, did that normal stuff, and
5 then at what -- it was a very short period of time it seemed after
6 that, 10 to 15 minutes after he returned. And my recollection we
7 had some small talk just hanging out, and then the event happened.

8 Q. And you were in the center jump seat?

9 A. Yes.

10 Q. Okay. Prior to that event did you see outside the window any
11 environment weather-wise?

12 A. Yes.

13 Q. What was it?

14 A. So we were flight level four zero zero, still in cruise
15 above. There was, there was a scattered layer below. I would
16 call it like a stratus layer. I detailed this in my written
17 description.

18 Q. Sure.

19 A. Gave a little bit more detail when my memory was fresh. But
20 there was no sign of any convective activity. There was just a
21 flat cloud layer below us, which is very common, which was
22 obscuring, you know, me thinking about the events, and with
23 airmanship how to avoid this type of situation looking back at it,
24 the stratus layer below us is obscuring anything below. You can't
25 tell if there is -- so, yeah, we were just cruising, smooth air,

1 above the layer, and, yeah, everything was normal.

2 Q. Any communication on the radio? Did you hear anything --

3 A. Yeah. They were talking -- they were already talking to HCF
4 when Shanda and I came back up to the flight deck. So they were
5 in communication with HCF. So it was getting close to starting
6 down type of thing. And, no, I did not hear anyone talking about
7 weather conditions, thunderstorms, turbulence. No.

8 Q. No. Now, prior to the actual upset itself what was the
9 conditions prior to that? Was there any --

10 A. Perfectly smooth.

11 Q. Okay.

12 A. There's been no bumps. Just the whole flight I don't
13 remember there being any --

14 Q. Okay.

15 A. Even when I was down at -- I don't remember there being any
16 turbulence. I came back up onto the cockpit. It was a laid back
17 cruise type of demeanor. They were -- nobody was talking about
18 weather. I did notice the -- I mean, we'll get to that later, but
19 I did notice that the weather radars were up. Because when I
20 first came back up to the cockpit you kind of do a scan, right,
21 especially when the captain goes on a bathroom break.

22 Q. Sure.

23 A. Any pilots up there were trying to make sure that we're
24 backing everybody up. So I did notice this, and there was nothing
25 to be of concern that I could see.

1 Q. In the event itself, the upset itself, what did you, what did
2 you witness in the actual upset?

3 (Crosstalk)

4 A. -- the turbulence thing is exactly what we're trained in the
5 sim, like, a high altitude upset recovery. That's what, that's
6 basically what it was. You know, after the fact looking back at
7 it was kind of tricky how well we do simulating these type of
8 events and the recovery. That being said, I mean, I could give
9 you my, my verbal dialog if that's what you're asking for.

10 Q. Yeah. I just want to hear --

11 A. So when we first saw the first hint of something abnormal
12 through the event is that what you're asking for?

13 Q. Yeah. Go ahead.

14 A. Okay. Yeah. So came up to the cockpit. Gye did the
15 bathroom break, came back. We were hanging out having small talk.
16 No sign of any turbulence. It was smooth. There was a smooth
17 stratus layer below us which was obscuring us being able to have
18 unlimited visibility down. When I first returned to the flight
19 deck, I saw that the radar was up because it was painting some
20 greens. It looked like it was on max range. I saw some yellows
21 way out on the max range. So I know the radar was up and
22 functional. And then continuing on small talk. And then there
23 was a bump started to form. Like if you're looking at this table
24 like this that's how it was. There was a layer maybe a few
25 thousand feet below us, and then just a bump started to form, and

1 we all kind of noticed it at the same time, and started talking
2 about it. Oh, wow, look at that. And then we all were under the
3 conclusion -- and this is basically the time line that this
4 conversation took place because we were, like, oh, look at the
5 bump. And they were, like, oh, what do you think? Looks like
6 we're going to top it. Yeah, yeah, I definitely think we're going
7 to top it. But you know what I'm going to call -- Gye was I'm
8 going to call the flight attendant, and tell them to sit down just
9 in case we encounter some turbulence. So he gets on the radio.
10 He calls the first flight attendant which is what I always
11 remember when I was on the 330 that's what the policy was that we
12 always did. You call the first, and then the first calls
13 everybody else, and they all get their cart.

14 So anyway, he does that, hey, hey, we might get some
15 turbulence, there's a little weather, a little bump up ahead here.
16 Want you guys all to sit down.

17 And while he's talking to her that's when I remember seeing
18 the vertical development. It went from just a smooth stratus
19 layer, no sign of convective activity at all, to just a little
20 bump, and we didn't really think that much of it. But then while
21 he's on the phone telling them to sit down, that's when you could
22 actually see the rate of vertical development was significant. So
23 the scene was like just blowing up like right in front of us. And
24 the angle from maybe it was -- the layer was a few thousand feet
25 below, the time element -- and I couldn't tell you what the time

1 element was, but it was fast. Because we had that short
2 conversation. He called the first flight attendant. While he was
3 on the phone I remember, and the CVR would be the best way to get
4 the facts from this, but I remember saying, like, oh, wow, that
5 thing is building fast. And I think the crew did everything that
6 I would have done if I was the pilot. Because there was -- there
7 wasn't really enough time even without a clearance to turn. It
8 still looked like we were going to top it. So I kind of thought
9 the same thing. And then when Gye hung up the phone and, like
10 looked at it, we were all kind of, like, oh, wow. He was like
11 we're still going to clear it. I was, like, yeah. I think we're
12 going to get rocked.

13 And then we all kind of, like, did the whole, like -- our
14 seatbelt type of thing because maybe we were going to clip the top
15 of this, and then that's, that's exactly what happened is -- and I
16 do recall us clipping the top of it. I don't believe that we
17 cleared it. I remember clipping it, and then having that, like,
18 laughter, like, oh, yeah, that's definitely a pothole. Because we
19 hit those all the time. You fly through the clouds, you get a
20 little rocked. Oh, sorry guys, did you spill your coffee? It was
21 like that. Like whoa, whoa, oh, shit, we're getting rocked. But
22 then after the first second or two it wasn't funny anymore, like,
23 like we got rocked. Like the, the plane had a upset. I clearly
24 remember it like dropping a wing. I remember there being a
25 positive negative cycle of Gs, two or three positive negative

1 cycles. Stuff was flying around the pilot. The autopilot
2 disconnected. The chime was going off. I remember verbally
3 saying, like, hey you guys, the autopilot disconnected. But I
4 also heard dual input. So I wasn't saying anything they didn't
5 already know, but just as airmanship I was trying to, like,
6 bringing the information to them that might assist in our
7 recovery. I remember stating guys the autopilot disconnected.
8 And then I hear dual input. And there was a lot of brown on the
9 PFD. So maybe more so bank than pitch. But in the
10 heat of everything happening, I couldn't tell you, like, what our
11 pitch or bank angle was. But I do remember that it was a
12 significant, like, positive negative G cycle. It felt like an
13 unusual attitude, like a wing dropping type of scenario. And I do
14 remember flying losing outside visibility. Like we were actually
15 in IMC, and I remember hearing like particulate on the air frame
16 like ice or hail. And the whole thing happened in like 5 to 10
17 seconds. Like from when we were, like, oh, guys, I think we're
18 going to get rocked. Oh, look, we're going to clip this cloud.
19 But when we clipped, and the turbulence first began 'til we flew
20 out the other side was like 5 seconds, 10 seconds. It was so
21 fast. It was like whop, whop, whop, oh, shit, oh, crap, out the
22 other side, perfectly smooth. So it just clipped the bottom. And
23 then we were just all in disbelief. It was like we fly through
24 stuff that looks less significant and that all the time, and
25 nothing happens. But what happened, the difference is we're at

1 40,000 feet. A small convective buildup doesn't reach 40,000
2 feet. If you clip the top of a cumulonimbus cloud at 40,000 feet
3 this is a cloud that even if we hadn't seen it -- this is me now
4 telling you my opinion. Even if it hadn't protruded through the
5 stratus layer that was like 2 or 3 thousand feet below us, I
6 firmly believe that we would have experienced the exact same
7 thing. Because you can catch the turbulence off of a cumulonimbus
8 like 5,000 feet above the top of the cloud.

9 So it was lucky that we saw it, and we were able to say
10 something to the crew, but I firmly believe even if it hadn't have
11 broken through that stratus layer we would have got rocked just as
12 bad. It just would have been clear air. And I, I'm kind of
13 surprised that there wasn't more sign of it on the radar. Because
14 I know that they had it up, and I -- we've all been talking about
15 this on the line since then, and I can't tell you how many
16 conversations I had on the 330 people saying, like, yeah, man,
17 sometimes it just doesn't ping.

18 Q. So after the recovery, what did you see outside? Were you
19 still IMC or --

20 A. No, no. It was just like, yeah, it was just like there's
21 this tiny little, tiny little mushroom finger cloud sticking up,
22 and we were far on top. My best estimate is 3,000 feet above the
23 cloud layer. I guess it could have been a little closer. That's
24 what it looked like to me. So we clip this thing for like 5 to 10
25 seconds. Out the other side perfectly clear. There was no --

1 other than that one thing there was no sign of any convectivity,
2 thunderstorms, weather. I had -- talking on my radio. I didn't
3 hear anybody talking about weather. But, again, I was only on the
4 flight deck from when I returned to my break. So I can't tell you
5 about it prior to that.

6 Q. Okay. And after the recovery what was the -- do you remember
7 what the first item was by the crew?

8 A. The first thing was Gye called the -- well, I mean, the first
9 thing was recovery of the plane. So we flew out of this, and we
10 were, like -- and then I've been out of the airbus now for, like,
11 six years. So it's a little bit foggy. But I do remember that
12 the autopilot tripped off. It might have had some sort of mode,
13 mode reversion or something. Because I remember when we came out
14 I think it was in thrust lock, the autopilot was off. So I do
15 remember the flight crew like resetting all the modes.

16 Q. Sure.

17 A. Getting everything back to normal, and reengaging the
18 autopilot.

19 Q. Okay.

20 A. And then we were just all, like, holy shit.

21 Q. Right.

22 A. And then the first thing he did after, after that was he
23 called the first.

24 Q. Called the first.

25 A. And he was, like, oh, my god, guys, I'm so sorry. Are you

1 guys okay? And they said no we're not okay. It's super bad back
2 here. And then he said, oh, what's up? And then he goes lots of
3 injured people, it's bad.

4 Q. Okay.

5 A. And then he said, okay, and then that started the ball in
6 motion as if you're in the --

7 Q. Okay.

8 A. Yeah.

9 Q. All right. And then at top of descent, at top of descent
10 were you still --

11 A. I don't know.

12 Q. Okay.

13 A. The rest of the flight is a blur. The only thing I remember
14 the rest of the flight I do -- like, we did all the sim type of
15 things, reported severe turbulence --

16 Q. Sure.

17 A. -- we got priority handling. And so we were hustling down,
18 like we got priority handling in. And I do remember that the
19 weather was pretty bad around the state of Hawaii. I don't
20 remember much. There was no other serious turbulence that I
21 recall at all, but I do remember that the weather was poor around
22 the state of Hawaii. I think he did a -- ILS approach to minimums
23 -- was looking at the FO -- was the FO's -- I was looking at
24 Ronnie, like, oh, good job man, had to deal with that turbulence,
25 all the adrenaline and everything that's going on, and then he

1 fricking flew ILS -- minimums with like a good cross-wind, like
2 perfect landing. And I was like good job. Because it wasn't --
3 the rest of the flight wasn't just like a VFR walk in the park or
4 anything.

5 MR. CRABBE: Okay. All right. Thanks Mark. That's all I
6 got. Appreciate it.

7 MR. ABRAMS: Mark, you've got quite a story to tell there.
8 Just a question or two, very short questions.

9 MR. HOLLAND: Sure.

10 BY MR. ABRAMS:

11 Q. On a two-man cockpit, A330, you're always a man short in any
12 kind of emergency situation. I say emergency situation, a
13 critical situation. Did you and the other jump seat rider pitch
14 in, and work radios or do any -- help them in any way with the
15 airplane?

16 A. Shanda did. I've been out of the 330 for six years. So for
17 me getting -- whatever, I'd be fumbling around. So I do recall
18 switching seats with Shanda so she could have the center jump seat
19 where she could assist. And I don't know if she did very much.
20 She might have like -- or pulled some performance numbers. I
21 think she might have maybe called ramp or something on the ground.
22 I'm not sure. But I know that she was trying to assist where she
23 could, and I felt that it was prudent to switch seats with her
24 being that she's current and typed flying that equipment.

25 Q. All right. Did you wear a headset at any time during the --

1 A. I didn't.

2 Q. Okay.

3 A. The speaker was on. So I was in a loop.

4 Q. Okay. But you knew what was going on up there?

5 A. Yeah.

6 Q. Other than it's bad back here as far as injuries, did the
7 flight attendants keep the cockpit updated on the injuries or --
8 (Crosstalk)

9 A. -- initial call, like, right after the incident, like Gye
10 kind of apologizing and seeing if they were okay. So that's what
11 we got. That was the response. No. But, yeah, as the flight
12 progressed, we were coordinating and talking to everybody. There
13 was several calls from the flight deck to the back of the cabin.

14 Q. Did the back of the cabin tell the cockpit how many injuries
15 or approximately how --

16 A. Yeah, they did. They estimated.

17 Q. Okay.

18 A. And I don't remember what it was.

19 Q. Okay. Just situational awareness on your part.

20 A. Yeah.

21 Q. In the cockpit.

22 A. I recall it being like 20 or 30 people injured, estimate.

23 MR. ABRAMS: All right. Thank you, Mark. That's all I have
24 right now.

25 Todd.

1 MR. GENTRY: I don't have any questions.

2 MR. ABRAMS: Kent.

3 MR. FUJIMOTO: You guys asked all these questions.

4 BY MR. FUJIMOTO:

5 Q. I think the only question I was going to ask, and -- if you
6 didn't have a chance to look at it, but you just mentioned how
7 initially it was smooth stratus layer, and then a little bit of
8 bump, and you guys saw the vertical development.

9 A. Right.

10 Q. Do you recall or did you get a chance to look at the radar at
11 that point? Did something --

12 A. Nothing was, nothing was pinging.

13 Q. Yeah.

14 A. Yeah. Like green what you would normally see light greens.

15 Q. Yeah. Okay.

16 A. We were all looking at it because as we saw this bump form,
17 we were looking, you know, flipping around on the radar, like, it
18 wasn't -- it was green, it was just greens. The only yellow that
19 I remember seeing on the radar was when I first came up to the
20 flight deck from my break, and it was on max range. With a piece
21 of paper and 10 minutes, I could probably give you a 20-minute
22 estimate at our ground speed, max range, how far out the yellows
23 were, but I couldn't tell you off the top of my head. I did see a
24 little bit of yellow, but mostly greens. And as we got closer
25 there was no -- there was just green showing on the radar. And I

1 don't know -- I remember the crew saying that they had it on ALL,
2 but I've been out of 330 too long to remember what the best
3 setting is for the radar looking for weather, but I do remember
4 seeing that they -- at least one of them saying they had it on ALL
5 -- wasn't pinging.

6 Q. So that yellow you saw you said was kind of close to that 300
7 328 mile range?

8 A. Right. Like way out. Which is like kind of normal. If
9 you're at cruise, VFR on top which 330 thankfully we go 40, 41,
10 always above the weather, it's not unusual way out to see, like,
11 some greens or yellows. And as you get closer you play with the
12 level. You try to see if there's anything to worry about. But,
13 yeah, I didn't see anything.

14 MR. FUJIMOTO: Okay. That's all the questions. That's all I
15 have.

16 MR. HOLLAND: One thing -- and question whether I should say
17 this or not because it, you know, the rumor mill, but after this
18 incident happened talking to the pilots on the 330 and crew and
19 stuff, guys are, like, yeah, -- that radar has been written up so
20 many times. Like that's what guys are telling me. That specific
21 330 -- number the radar had been -- for exactly that not pinging
22 weather. So and I have no idea if this is just pilots enjoying
23 banter, making up, making stuff up or if it's a fact, but this
24 would be easy to tell just go look at the maintenance logs, figure
25 out if the -- or this situation or not. And if that is the case,

1 like, I think that's significant because the pilot's ability to
2 rely on its weather radar would have 100 percent avoided this
3 scenario. We had four pilots up there on the flight deck. We
4 were all paying attention, looking for anything that could have
5 been a sign of -- and there was no sign of it until it was much
6 too late. I mean, I would have -- the time element of that bump I
7 wouldn't have tried to go around it. Even without a clearance I
8 don't think I would have tried to go around it. It was clear that
9 we were going to top it until we saw the speed of the development,
10 and then at that point in the bank at 40,000 feet, I think I would
11 have done the same thing they did, just -- so, yeah, I mean, I'm
12 glad I was jump seated and not flying the plane. It's a stressful
13 situation to be in.

14 MR. ABRAMS: John.

15 MR. CRABBE: That's it for me.

16 BY MR. ABRAMS:

17 Q. Mark, this is a question I should have asked you six years
18 ago. How many radars, weather radars are on the 330?

19 A. I believe it's, I believe it's separate. I believe there's
20 on one each side, but maybe -- no, it -- I would say that there's
21 one -- let me think. I think there's one weather radar, but I
22 don't know because I know that you can change the modes on the
23 left and right side. So that would indicate two radars if you can
24 change the altitude levels on each side. So I know the flight
25 crew has the ability to look in different elevations, change

1 settings, and all that. So that made me think that it's two
2 independent radars or not. I don't know. I'm not a radar -- I
3 don't remember that from my, from my studies. Maybe it's one.

4 (Crosstalk)

5 Q. I think we can get the correct answer -- but there are two
6 radars, correct? And they're really just the RT units, the black
7 boxes. You're switching between the left RT unit and the right RT
8 unit.

9 MR. FUJIMOTO: Yeah. Only one is operational at a time.

10 MR. HOLLAND: Only one is up at a time?

11 MR. ABRAMS: Yeah.

12 MR. HOLLAND: Well, what if the pilots have a different
13 setting? Like one, what if one pilot has it on ALL, and one has
14 it on like 3,000 feet below?

15 MR. FUJIMOTO: Yeah, create that 3D model all together, and
16 then depending on which setting each pilot has it will just take
17 whatever slices of that 3D model, and --

18 MR. HOLLAND: Using both, using both radars?

19 MR. FUJIMOTO: No. Using one radar.

20 MR. HOLLAND: Okay.

21 MR. FUJIMOTO: Yeah.

22 UNIDENTIFIED SPEAKER: So that was a trick question. Two
23 radars, but only one is being used at a time. So that enables you
24 to set different game settings, different altitude.

25 MR. HOLLAND: Yeah, got it.

1 MR. ABRAMS: Tom, if you'll put the stake in the ground.

2 COURT REPORTER: Yes. We are off the record at 7:07.

3 (Whereupon, the interview was concluded at 7:07 p.m., Eastern
4 Time, on April 4, 2023.)

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CERTIFICATE

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

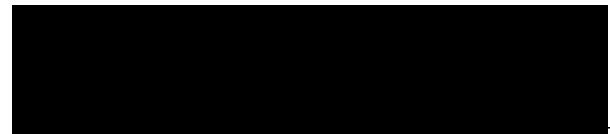
IN THE MATTER OF: HAWAIIAN AIRLINES AIRBUS A330
 ACCIDENT NEAR KAHULUI, HAWAII
 ON DECEMBER 18, 2022
 Interview of Mark Holland

ACCIDENT NO.: DCA23LA096

PLACE: via Microsoft Teams

DATE: April 4, 2023

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.



Katherine Motley
Transcriber