

DCA24FA017

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 5

Airport Operations Coordinator Interview Transcript

January 24, 2025

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

*

HAWKER 800 COLLIDES WITH CESSNA *

CITATION MUSTANG AT THE WILLIAM P. * Accident No.: DCA24FA0017

HOBBY AIRPORT IN HOUSTON, TEXAS *

ON OCTOBER 24, 2023 *

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Interview of: SARA AMEHDAR,
Airport Operations Coordinator - Airside
Houston Airport System

Houston, Texas

Thursday,
October 26, 2023

APPEARANCES:

SHAWN ETCHER, Aviation Operational Factors Investigator
National Transportation Safety Board

KATHERINE WILSON, Human Performance Investigator
National Transportation Safety Board

STARR BLUM, Aviation Accident Investigator
National Transportation Safety Board

TODD GENTRY, Investigator
Federal Aviation Administration

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I N T E R V I E W

(2:43 p.m.)

MR. ETCHER: Well, good afternoon, it is October 26th at 14:43 local time and we're here talking with Sara with the Houston Airport Authority.

MS. AMEHDAR: System.

MR. ETCHER: System. See, I knew, that's why I have you here, to make sure I get the right term -- as she witnessed the event as it occurred, so we're here to get her statement, as well.

My name is Shawn Etcher, I'm an operational factors investigator with the NTSB. All that means is I look at everything forward of the cockpit door, so don't think it has anything big to it. And I'll go around the room and let everybody introduce themselves for the recording, as well, and I think they'll have questions later.

MS. WILSON: Katherine Wilson, I'm a human performance investigator.

MS. BLUM: Starr Blum with the NTSB and I'm also operational factors.

MS. AMEHDAR: Okay.

MR. GENTRY: And I'm Todd Gentry with the FAA in the accident investigation division.

MR. ETCHER: So that's everybody that's going to be talking to you today. Is there anybody besides me that you don't want in here? I'm just kidding, but is there anybody you don't want in

1 here?

2 MS. AMEHDAR: No.

3 MR. ETCHER: All right. So we are going to record this and
4 have it transcribed, are you okay with that?

5 MS. AMEHDAR: Yes.

6 MR. ETCHER: Okay, thank you very much. And just for the
7 record, I have to at least let you know you are -- you can have a
8 representative with you at this time, I saw you didn't come --
9 have one come in with you and that's okay, but if you do have a
10 question that you need to talk to somebody about, just say so and
11 we will take a pause or break and let you call a friend or
12 whatever you need to do. All righty.

13 INTERVIEW OF SARA AMEHDAR

14 BY MR. ETCHER:

15 Q. So the tough questions are always first, can you state your
16 full name and spell your last for the record?

17 A. Sara Amehdar, A-m-e-h-d-a-r.

18 Q. All right, perfect. And what is your job title?

19 A. Airside Ops Coordinator.

20 Q. For?

21 A. For Houston Airport System.

22 Q. All righty, perfect. And we understand, and please correct
23 us if we're incorrect, that you were working the day of the event
24 and you actually witnessed it?

25 A. Yes.

1 Q. So could you kind of start wherever it's easy for you, when
2 you got the call, where you were at, just kind of help us
3 understand where you were, what you saw, and I'll sit over here
4 and be nice and quiet and listen to you.

5 A. So the way it works, when I hear we have an alert, it usually
6 rings first, the crash phone, which we have in the office, ARFF
7 picks it up, ANC (ph.) picks it up, we just hear it in the office.
8 I was not in the office, I was in the restroom, came back to the
9 office and then one of my supes was like hey, Sara, you have an
10 alert. Usually after that, it will ring on my radio, that's how I
11 usually get the -- that's how I get notified of alerts when I'm
12 not in the office. I was like well, I didn't hear it. He's like,
13 no, it hasn't come through the radio yet. It's a Southwest, it's
14 about 15 minutes out. I was like, okay.

15 So I was heading out and I start hearing -- because I'm
16 usually on tower because I was going to cross 1-3 Delta Echo and I
17 was hearing a controller with the -- with the Mustang and the
18 Hawker, I heard when he says "Alpha," I didn't hear the entire
19 call, but it was "Alpha Alpha, stop" the first time and then
20 "Alpha Alpha, stop" the second time. Then there was a pause and I
21 was like oh, something's going on, it must be bad, I'm not going
22 to cross, so I can either cross 1-3 Delta Echo and wait over
23 there, or I can just take the service phone and wait on
24 (indiscernible) 1-3 Right Golf. I was like oh, the Southwest is
25 15 minutes, I can just go around. So I went around and I heard

1 twice, "stop, stop" and then no one was talking and then I heard
2 other plane, other pilot asking for clearance to land. No one was
3 responding, so I was like something must be going on. So I heard
4 when he asked Southwest flight to cancel landing and just climb
5 again, so I thought maybe that's the Southwest and I was like
6 well, I mean, he's 15 minutes out. So I called tower, I was like
7 hey, what's going on and tower was like, that plane right there --
8 oh, sorry, I forgot.

9 I heard when the Hawker pilot was like oh, you guys lost
10 someone as I was about to take off and we hit them, and to come
11 back to the airport and tower was like, right now, and he's like
12 yeah, immediately. So I was like wait, that's not a Southwest,
13 that's why, but let me just call tower to see what's going on. So
14 I was like hey, what's going on and he goes, that plane right
15 there is your (indiscernible) Southwest and he goes we have two
16 emergencies, we have two that hit each other and we have a
17 Southwest, we're busy right now.

18 I was like okay, and he was like that's your plane, follow
19 it. So the plane landed, the Hawker landed, I followed it because
20 that's what we usually do, we follow the plane to make sure they
21 didn't drop any debris or anything anymore, so I followed it, we
22 stayed behind. So I was like up to the intersection of 4-1 and
23 1-3 Right because our runways intersect (indiscernible), I see all
24 the parts, I'm like oh, my God, what's this? So I was like,
25 tower, should airfield close, and when I -- like there's a lot of

1 debris on intersection of 4-1 and 1-3 Right. I also closed entire
2 airfield because that much debris, I was like well, maybe he went
3 to 1-3 Left, maybe he went on the taxiway, so I just -- all right,
4 that's a crash, I'm just shutting down the airfield. And then
5 somebody was calling me on the phone about that Southwest plane
6 and I'm like they can't land here, there is debris, they're not --
7 they can't land on 1-3 Left because Southwest never lands there,
8 it's just a short runway and our biggest runways, we have debris
9 on intersection, there's no way.

10 So they sent out Southwest to IH (ph.) and then the Hawker
11 exits on November and then AR-2-1 and 2-6, 2-7 were with the plane
12 and they were talking, but I didn't hear what that conversation
13 was because I was on the phone telling Robert hey, the airfield is
14 closed right now and we have parts everywhere. So then the Hawker
15 started texting me and then that's when I got on the phone, I was
16 like the Hawker cannot text, he needs to stop, because AR-2-1 did
17 not know that that's the plane that crashed.

18 So I went to AR-2-1, I was like that's the plane that clipped
19 with the other plane, he needs to stop right here because that's a
20 crash. So he stopped and I walked to the plane and I asked the
21 guy, are you okay and he was like yes. I'm like is every one of
22 you okay, he's like yes. I'm like how many passengers do you have
23 on board, he was like four people. I was like well, what
24 happened, he goes I don't want to make any scene and I don't want
25 to talk. I'm like okay, but we kind of need to know what happened

1 because we just want to know. He was like I hit that plane, that
2 plane I hit. I'm like where is the other plane, and like oh, it
3 went to Wilson Air, I guess. So I was like okay, well, just stay
4 right here, someone will come here, let me go and make eye contact
5 with the other pilot. So I go to Wilson Air, I'm like where is
6 the -- I see the plane. I'm like oh, my gosh. I go inside and
7 I'm like where is the pilot and he goes I'm right here. He was
8 smoking a cigar, he was scared, he was like -- I'm like are you
9 okay, he's like yes.

10 I'm like how about your passengers, like they're all
11 right here and I'm like what happened, he's like that pilot hit
12 me. There was another pilot right there who was behind him, who
13 was just like what's wrong with that pilot, like what's wrong,
14 like what happened and he's like that -- like he hit that plane.
15 I'm like okay. So I heard stories from other pilots and what they
16 saw, like he wasn't cleared to take off and he was just kind of
17 like zig-zagging when he was about to take off.

18 I was like okay, well -- and then the FAA command center
19 called, saying to go (indiscernible) the airfield out. I was like
20 just give me a minute, the airfield is closed, I just need to
21 settle certain things because like -- and then that's when Ross,
22 my boss, came and airside, too, came because I was dealing with
23 all of that by myself, we kind of like notified FSDO, I tried
24 calling, but no one was answering because it was after 4:00 p.m.,
25 so I just let him deal with that, he called and issued a NOTAM for

1 Echo 4 (ph.). I told the pilot for the Hawker, did he want me to
2 take the passenger to Signature, he was like he's fine. I'm like
3 they're coming, they said that they're coming but we don't know
4 when. He's like, he's fine. I'm like, okay. Went back, came 30
5 minutes like, you sure you want to keep the passenger, then the
6 passenger said no, I want to go to Signature, so we took him to
7 Signature, all the people was there.

8 I think the copilot came and asked me, he's like can we
9 leave, I'm like you're -- I mean, the pilot needs to stay on FSDO,
10 but I think your passengers, you are free to do what you want to
11 do. The pilot said no, no, no, we just want to know. I'm like,
12 FSDO is on their way, they're the one who's going to decide. And
13 that was it.

14 Q. Okay. So let's go back to the beginning just a little bit.
15 You were going out preparing for the Southwest emergency. Were
16 you anywhere -- did you actually see the airplanes collide? Let
17 me ask that first.

18 A. No, I did not.

19 Q. Okay.

20 A. Probably, it was in front of me, but I did not pay attention
21 because I heard it, I was going by Gate 5, I keep hearing "stop,
22 stop, stop," but I didn't see 4-2-2. I didn't see them collide.

23 Q. Okay.

24 A. I saw the video of it, but no.

25 Q. Okay, perfect. And then you said when you were out there,

1 before you closed the airfield, you saw a lot of debris.

2 A. Um-hum.

3 Q. Where was that debris, just kind of help me visualize where
4 it was, was it on the runway, in the grass or all over --

5 A. Runway.

6 Q. Runway.

7 A. This is 4, this 1-2 Right --

8 Q. Okay.

9 A. -- and this is 4, I mean, it was on intersection, like 4-2
10 Right and 4. And if I saw that debris before, I wouldn't have let
11 that Hawker in, but I did not. I did not, I was -- tower told me
12 -- I was holding short, they never said anything, he was like
13 that's your plane, follow it. So once I followed it, then I saw
14 the debris, then I shut down the airfield. I don't know how he
15 landed on that debris, but I --

16 Q. And one last question from me and then I'll go around and
17 make sure everybody else -- other people can ask questions, as
18 well. How many emergencies do you get here on a day, on a week,
19 on a month, a year? Very many, tons?

20 A. I would say sometimes we'll get one every week, sometimes we
21 get (indiscernible), like we had one on Saturday and then one that
22 day, Tuesday and then one just right now, it's just -- sometimes
23 we'll go two weeks, three weeks with no alert and then sometimes
24 just boom.

25 Q. So it's just who knows, huh?

1 A. Who knows.

2 MR. ETCHER: Okay, perfect. Let me ask if anybody else has
3 questions.

4 Ms. Kat?

5 MS. WILSON: Maybe. Come back to me because I wanted to read
6 through my notes again.

7 MR. ETCHER: Okay.

8 Ms. Starr?

9 MS. BLUM: No, I don't have any questions, thank you.

10 MR. ETCHER: All righty.

11 BY MR. GENTRY:

12 Q. I just have a couple. How long have you worked for the
13 airport ops systems? How long here?

14 A. Five years.

15 MR. GENTRY: Five years, okay. That's all I got for now.
16 That's it.

17 MR. ETCHER: Okay.

18 MR. GENTRY: I want to make sure (indiscernible).

19 BY MS. WILSON:

20 Q. Is there a procedure or a manual that you follow when there's
21 an accident?

22 A. Um-hum. We go by the ACM.

23 Q. Okay. And is that -- are there some memory items, so to
24 speak, do you know or do you immediately, like, open a book? How
25 do you know what to do?

1 A. So we -- it's standard, basically.

2 Q. Um-hum.

3 A. Alert 1 if we have a plane that is on the ground with issues,
4 Alert 2 is a plane that is coming with an issue, and Alert 3 is
5 once it crashes.

6 Q. Okay.

7 A. So basically, it was an Alert 2 because it was Southwest.
8 Then once I heard that they clipped, I'm like it's no longer an
9 Alert 2, it's an Alert 3 that involved one Cessna and one Hawker.
10 And then once it was fire safe, I downgraded it to Alert 1 because
11 it's on the ground. So usually, we -- once we get, usually -- I
12 mean, even though we hear in the office if we're there, but we
13 have to wait and see, kind of like crash in all Hobby, yes, we
14 have this and this and this and we -- I classify the alert and
15 then I go and I wait. The runway where it's landing, I hold short
16 if they need because I follow it and make sure it doesn't drop
17 anything.

18 And then usually AR-2-1 and 2-6 will catch (ph.) the plane
19 and then 2-7 is all the way beyond once it rolls. So once AR-2-1
20 and 2-6 starts rolling, I stay behind. The reason why I do that
21 is because our runway intersects so I have -- everything is
22 closed, once an aircraft with an emergency lands, everything is
23 closed and I clear it. So like 1-2, I go, like once I cross
24 4-2-2, show it clear, that's how we'll let someone else in,
25 they'll take off on 4-2-2. Then once we all exit, I turn around

1 and make sure all people are out of the plane in our safety area,
2 then I open that runway back. And then AR-2-1 and 2-6, 2-7 work
3 with the plane and once they declare it fire safe, they'll let me
4 know to AOC, then the plane can taxi to where they're going.

5 Q. How long did that all take to get the airport back open?

6 A. It started at 3:30 and then we finished around 7:10. Or it
7 was before 3:30, I guess.

8 Q. In your job as airside ops coordinator, like what does that
9 mean, what does -- what are your duties and responsibilities in
10 that role?

11 A. Well, the main one is to make sure that the aircraft land
12 safely and take off safely, so we do runway inspections, we do
13 taxi inspections once a shift, make sure you walk through in the
14 right way. If we find any issues, we issue NOTAMs. Maybe issue
15 AC (ph.) work orders. If there was any, basically, work on the
16 airfield, like painting a marking or something, whatever, we have
17 to sign off on it and make sure it goes, but then once they're
18 signed, then we'll sign it off on it.

19 Issue NOTAMs, (indiscernible), response emergencies, alerts,
20 those skills (ph.). If there was a breach, that is people go
21 decide to move an area, to pick work. I oversee projects. That's
22 what I do, it's mainly airside stuff.

23 Q. Um-hum, okay. And in your role, I mean, you did, so I'm just
24 clarifying, but like -- so you have the authority to shut down the
25 airport based on what you see?

1 A. Yes. So Airside 3 is the lead --

2 Q. Okay.

3 A. -- is in charge of the airfield, like anything that goes
4 down, he's basically in charge of what goes wrong. He sign off on
5 it and we talk to tower all the time and we coordinate with tower
6 orders, close runways, close taxiways, open them up, back up, that
7 stuff.

8 Q. Okay. Are there other -- how many people do your job?

9 A. Usually, we'll have someone with me, but they're like Airside
10 4 or 5.

11 Q. Um-hum.

12 A. They don't do anything but support me if I need help, but
13 right now there is -- someone is Airside 3 and I just support if
14 they need me, but all the calls go through Airside 3 and he
15 decides.

16 Q. Okay.

17 A. They kind of just one person in charge who makes decisions,
18 not too many.

19 Q. Who was Airside 3 that day?

20 A. Me.

21 Q. Oh, you were Airside 3.

22 A. Uh-huh.

23 Q. Got you.

24 A. And I was by myself because someone called off sick.

25 Q. And how many people, when you're Airside 3, are reporting to

1 you? Are people reporting to you, the -- like AR-21, 26, what is
2 that?

3 A. Those are ARFF units.

4 Q. Oh, ARFF, I missed that. Okay.

5 A. So AR-2-1 is just basically the chief and then you have
6 Trucks 2-6 and 2-7 --

7 Q. Um-hum.

8 A. -- that have water and (indiscernible).

9 Q. Okay.

10 A. Stuff like that.

11 Q. Okay, so you were just from the airport operation side, you
12 were the only one out there, that's what you were saying?

13 A. Um-hum.

14 Q. Okay. So who called AR-2-1 and them to come out?

15 A. So like I said, once tower picks up, once -- I think they get
16 an alert, sometimes by the pilots or sometimes by approach, it's
17 (indiscernible). And then tower has this crash phone that they
18 call and then our phone, since they will have to respond, saying
19 this is ARFF and then AOC holds it and then they notify them of
20 what's going on.

21 Q. And they were already out there because of the Southwest
22 flight?

23 A. Um-hum.

24 Q. Okay. It's all coming together for me, this is why we need
25 survival factors, our airports people, they know all this stuff.

1 A. So where they usually -- so we have a diagram where if
2 they're landing 1-2 Right, AR-2-1 and 2-6 has to be here and 2-7
3 has to be here. So AR-2-1 and 2-6 was at Kilo, 1-3 Right and then
4 2-7 was at November, we cannot oversee that, so if they're not on
5 their (indiscernible) location, we kind of have to report that.

6 So I told tower can you make sure to let them know that it's
7 a Hawker, because they're expecting Southwest. So they told them
8 hey, it's a Hawker, not the Southwest, because everyone was
9 expecting that it was the Southwest.

10 MS. WILSON: Okay, that's helpful. Can you think of any
11 other questions that if we get airports involved might --

12 BY MS. BLUM:

13 Q. I have just one. So you said ARFF was at Kilo and November,
14 were they there when the Cessna and the Hawker collided? Were
15 they standing by in the taxiway?

16 A. Yeah, some of them told me that they saw what happened.
17 People on 2-6 saw what happened. Like when they were rolling,
18 that's what they say, because they have -- they have a bay and
19 then they all come out of the bay at 2-1, 2-6, 2-7, then they deal
20 with ground to get their taxi instructions to go, because tower
21 knows where they need to send them. They saw what happened,
22 that's what they told me.

23 BY MS. WILSON:

24 Q. Okay. You mentioned that when you got, I believe, to Wilson,
25 you saw the pilot, he was smoking a cigar and then there was

1 another pilot there who said they saw the Hawker taking off and
2 they said that they weren't cleared to take -- cleared to take off
3 and that they were zig-zagging.

4 A. Um-hum.

5 Q. Do you know who that pilot was that was saying that?

6 A. He was wearing a red shirt.

7 Q. That'll narrow it down.

8 A. I'm so sorry.

9 (Laughter.)

10 MS. WILSON: Okay. That's okay, I'm just --

11 MS. AMEHDAR: I did hear that --

12 (Crosstalk.)

13 MS. WILSON: That's okay.

14 MS. AMEHDAR: -- said you were going to interview a pilot and
15 I think it's him because --

16 MS. WILSON: Okay.

17 MS. AMEHDAR: -- he was the one who told me, he was like I
18 was behind him.

19 MS. WILSON: Okay. Oh, perfect. All right. Then it's
20 probably the same one.

21 MS. AMEHDAR: And he was wearing --

22 MS. WILSON: Okay.

23 MS. AMEHDAR: I know he was wearing a red shirt.

24 BY MS. WILSON:

25 Q. Okay. That's good. If he said he was behind, it's probably

1 the same contact that we have, then. I just was like oh, I want
2 to know more about this zig-zagging. Was there anyone else who
3 maybe saw it or someone else that you think that we should talk to
4 who might have some other insights on this?

5 A. There was this captain (ph.), one or -- but I know at the
6 time and he said he was 5 miles out when it happened and he just
7 said that tower was kind of busy a lot.

8 Q. Okay.

9 A. And he said that he was asking for clearance three times when
10 he was within 5 miles out and he heard what happened --

11 Q. Um-hum.

12 A. -- and he went to (indiscernible), he did say that he saw the
13 Hawker when the people left and they were kissing ground, that
14 they were a lot.

15 Q. You may or may not know this. When these emergencies, Alert
16 2's, are inbound, do you notice that air traffic control tries to
17 like rush people in ahead of them or rush people out, you know, to
18 get them -- kind of clear out some of the traffic before an
19 emergency comes in, do you have any insights on that, do you
20 notice that in what you do?

21 A. So this tower, it's -- I know it's an Index C (ph.) airport,
22 but it's a very busy airport because we have like 51 to 55 percent
23 of our traffic comes from (indiscernible) six FBOs, then you have
24 the Southwest. So it is a very busy FBO and I know that they're
25 having also issues with staff, like their full staff, management

1 staff. Usually, you will have the supervisor and then you will
2 have ground and then you will have tower and then you will have
3 the clearance, they're fully like that. And then sometimes you
4 will have the helicopter person because we also have HPD
5 helicopter, things like that. At 8 o'clock in the morning it's
6 ground and tower combined.

7 After 8:00, that's when they split up and then after 10:00
8 p.m. they only have two people, one supervisor and one guy that's
9 ground and tower. Sometimes we might have clearance, sometimes we
10 do not have clearance. Then after that, it's -- after 10:00 p.m.
11 it usually slows down. They might deal with three or four
12 Southwest planes that are delayed, medical helicopters, but that's
13 about it.

14 But sometimes they are busy and they are overrun and we do
15 have orders. Like right now, I mean, I don't know, it just --
16 because our -- see, the problem is that our runways intersect with
17 each other, so it's not like we're like Bush, where they have ILS
18 (ph.), so you always have to have like one landing, one taking off
19 and sometimes it does get stressful.

20 Q. Um-hum.

21 A. I'm not going to lie. But usually, they're really good,
22 they're really good controllers.

23 Q. Do they normally use one of the runways for landing and one
24 for the departure?

25 A. Um-hum. It's usually that way.

1 Q. Um-hum. Do they ever use different frequencies with the
2 tower, like for landing and departing or it's always the same
3 frequency?

4 A. Eighteen point seven for tower and then 121.9 (ph.) for
5 ground and then the emergency one that they use, but it's usually
6 that one.

7 Q. Okay.

8 A. Like they don't ever change.

9 MS. WILSON: Okay. That's all I have for now.

10 MR. ETCHER: All right. Do you have anything else?

11 MR. GENTRY: Uh-uh.

12 BY MR. ETCHER:

13 Q. I have just a few, thank you so much. I know that you said
14 the day of the event you were the only one working, somebody
15 called in sick on you.

16 A. Yeah, but there were supervisors there, it was -- it was
17 Robert, it was Dorita (ph.), they're all room qualified --

18 Q. Okay.

19 A. -- trained to do what we do, they're just supervisors. And
20 in hours, I think we do two hours of work, but the rest is just to
21 inspect the airfield and make sure everything goes well and --
22 because it's a busy airfield and now there's six FBOs and it's not
23 like -- I'm really -- I'm grateful for my job.

24 Q. Okay. I just wanted to make sure that that was --

25 A. Because when things happen, it's just things happen.

1 Q. Right. I just want to make sure it wasn't so much that one
2 person couldn't handle it.

3 A. Oh, no, one person can handle any emergencies and if they
4 need backup, like I said.

5 Q. Okay.

6 A. Usually only one person has to inspect, like tower does not
7 have to track to the airfield, the only -- airside needs one
8 person to track.

9 Q. Okay. So because this was -- you went to an Alert 3 real
10 quick and then you came back to an Alert 1, is there -- was there
11 stuff in your training and your policies that worked well, things
12 that didn't work well, that need to be changed, maybe?

13 I mean, I always look at every -- every time there's an
14 event, did it all work well, what didn't work great and can be
15 changed, did you have anything like that?

16 A. No, I think I just followed what the ACM says --

17 Q. Okay.

18 A. -- and what the AAP (ph.) says and it just worked out. I
19 mean, sometimes things don't go as planned, but likely all the
20 pilots, they were kind of -- they complied. The (indiscernible)
21 but pilots don't want to comply, but they all complied, I mean,
22 the first one had a little bit of attitude, but he listened and he
23 stayed.

24 Q. Okay. And is there anything in your guidance that you guys
25 do as airport ops when you're talking to the pilots right off the

1 bat, that you say -- do you ever ask about their cockpit voice
2 recorder, the CVR? No?

3 A. It's not my job.

4 Q. Okay. I wasn't sure if you guys had it in there to ask them
5 like hold the brake or anything, I just wanted to make sure there
6 was nothing like that.

7 A. No. Usually when something like that happens, tower will
8 take that recording and send it to Sue Frankie (ph.), who's the
9 chief, and then if you have any questions, you ask now, but that's
10 what usually happens.

11 We're only getting (indiscernible) incursions, like a
12 (indiscernible) incursion or especially the mechanics, they will
13 call hey, we had an incursion and when it comes to mechanics, we
14 have to go and let them know hey, you got an incursion, you can't
15 be on the movement area. Pilots, they deal with Southwest when --
16 because with over-movement, we do movement driver training.

17 MR. ETCHER: Okay, perfect.

18 Anybody got anything else?

19 (No response.)

20 MR. ETCHER: You definitely helped us a lot. I mean, I
21 didn't realize how much there is that you guys do and all this
22 entails, so I appreciate you taking the time to educate me. But
23 do you have anything else you can think of that needs to be added?

24 (No audible response.)

25 MR. ETCHER: Then we can call this concluded at 15:12 local

1 time. And again, I appreciate it.

2 (Whereupon, at 3:12 p.m., the interview concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: HAWKER 800 COLLIDES WITH CESSNA
 CITATION MUSTANG AT THE WILLIAM P.
 HOBBY AIRPORT IN HOUSTON, TEXAS
 ON OCTOBER 24, 2023
 Interview of Sara Amehdar

ACCIDENT NO.: DCA24FA0017

PLACE: Houston, Texas

DATE: October 26, 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.

A solid black rectangular box used to redact the signature of the transcriber.

David A. Martini
Transcriber