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Field Office
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Tuesday,
December 16, 2025

Interview of: RONALD GREEN, DFW IFO Principal Operations
Inspector

APPEARANCES:

JOSH YOUNG, Air Safety Investigator, NTSB

POCHOLO CRUZ, Lead Aerospace Engineer, NTSB

CAMILLE CASTILLO, FAA Aviation Tort Litigation
Group, Interviewee's Representative

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P R O C E E D I N G S

(8:51 a.m.)

MR. YOUNG: All right. Good morning. It is 8:51 Central Standard Time, we're past Daylight Savings, on Tuesday, December 16th, 2025. We are here at the Dallas International Field Office with the FAA, with Mr. Ronald Green. Good morning.

My name's Josh Young. I'm an Investigator with the National Transportation Safety Board and the Group Chair for the Operations Group for the X-Ray Alpha Uniform Charlie India Med Jets Learjet 55 accident that occurred in Philadelphia, Pennsylvania on January 31st, 2025.

Our role here is to learn what we can to assist the investigation, hopefully prevent a recurrence of an accident similar to this. As part of our investigation, we invite our parties to participate and none of them could be present today, but they will have the chance to review this. And also with me today is Pocholo Cruz. Pocholo, if you want to go ahead and introduce yourself.

MR. CRUZ: Yes, hello. My name is Pocholo Cruz with the NTSB. I work in the Engineering Division of the NTSB in Washington, D.C.

MR. YOUNG: Great. Cool. So as part of this

1 process, we're recording this interview. We'll have
2 transcripts made. They normally take about two weeks
3 to get them back to us. Sometimes it takes longer.
4 Once we get it back, we'll review it just for
5 accuracy, send it to, to you, Camille.

6 You can pass it along to Ron just to review for
7 accuracy, make sure they didn't mischaracterize
8 anything you said or something like that. If you
9 notice anything or if you notice any typos or anything
10 that we missed, if you could just put them on a blank
11 document.

12 We'll attach them as an errata onto the bottom of
13 the transcript, which will then become part of the
14 public docket as part of this case.

15 So as part of our regulations, you're welcome to
16 have one representative of your choice in attendance,
17 Mr. Green. And is Ms. Castillo who you'd like to
18 represent you?

19 MR. GREEN: She can represent me.

20 MS. CASTILLO: Thank you.

21 MR. YOUNG: All right. Thank you very much. So
22 during this interview, if you don't understand any of
23 the questions, please ask us to clarify and we'll
24 certainly do that.

25 MR. GREEN: Okay.

1 MR. YOUNG: If you don't completely understand
2 the answer, I'll do the same, just ask for some
3 clarification. And also just remember, if you don't
4 know the answer, if you don't have a good answer, you
5 can just say "I don't know," and that's perfectly
6 acceptable. Also, if at any point you need a break,
7 go get a drink of water, use the restroom, anything
8 like that for anyone here, please let us know.

9 MR. GREEN: Mm-hmm.

10 MR. YOUNG: We'll pause things and go have a
11 break. So, Ms. Castillo, if you could introduce
12 yourself and Mr. Green, you as well, and then we'll
13 get started with the questions.

14 MS. CASTILLO: And I am Camille Castillo. I'm
15 with the FAA Aviation Tort Litigation Group.

16 MR. GREEN: And I'm Ron Green. I'm a Principal
17 Operations Inspector here at the Dallas-Fort Worth
18 IFO.

19 MR. YOUNG: All right, awesome. Well, thank you
20 so much. Before we get started, any questions?

21 MR. GREEN: I got nothing.

22 INTERVIEW OF RON GREEN

23 BY MR. YOUNG:

24 Q All right, cool. So we're going to start off
25 with just some basic questions about yourself, about

1 the IFO operations. That will be kind of our first
2 round of questions, and then our second round will go
3 into actually the operator that was involved in this
4 accident.

5 A Okay.

6 Q All right. So we'll just start out, if you could
7 just spell your name phonetically for me so that
8 transcript folks can get it.

9 A Sure, yeah. So Ronald Green is my name. Romeo
10 Oscar November Alpha Lima Delta, R Romeo, Green, Golf,
11 Romeo Echo Echo November.

12 Q All right. Thank you. And Mr. Green, how old
13 are you?

14 A I am 51.

15 Q All right. And what's your official title here
16 at the Dallas IFO?

17 A So the official title is Principal Operations
18 Inspector.

19 Q Okay. Awesome. All right. And then do you hold
20 any airman certificates or type ratings?

21 A I do. They are the -- I'm an ATP, helicopter
22 rotorcraft and on my commercial airplane, single
23 engine land and instrument airplane ratings, along
24 with certificate of flight instructor.

25 Q Okay, awesome. I also am a former CFI doing this

1 now.

2 A Very nice.

3 Q All right, cool. Well, we'll get into our kind
4 of first round of the questions.

5 A Yeah.

6 Q Starting with, how long have you been with the
7 FAA, just in total? Not necessarily here at the IFO,
8 but the FAA?

9 A So I've been with the FAA just over six years.
10 It was six years in August.

11 Q Oh, okay. Awesome. And how long with the actual
12 IFO here in Dallas?

13 A IFO's been about two and a half years. I started
14 in June of '23.

15 Q Okay. And what were you doing before you came to
16 the IFO?

17 A So before the IFO, I was a General Aviation POI
18 at the Reno FSDO, the Flight Standards Office in Reno.

19 Q Okay. And you were doing that for the full, what
20 would that be, three and a half years?

21 A It would be just, yeah, just about three years.

22 Q Oh, okay. And what is the role of the IFO inside
23 the FAA in the NAS?

24 A So the IFO is designed to provide oversight of
25 the international operators that are going to be

1 coming into the United States.

2 Q Okay. And how about your role as a POI inside of
3 the IFO?

4 A So as a POI, I am looking at the operational side
5 of these international carriers and operators, things
6 such as pilot certificates, training. Yeah, stuff
7 along those lines.

8 Q Okay. And how many operators do you oversee
9 currently?

10 A So are we talking Part 129 operators or Part 91s,
11 because we manage both here at the IFO.

12 Q Both, and then we can break it down to 129 and
13 91.

14 A Okay. So, yeah. So Part 129, I think I have 18
15 in my portfolio right now, and Part 91, if I had to
16 guess, just because there are many of them and they
17 don't get as much attention as the Part 129s do.
18 Probably 30, give or take.

19 Q Okay. So about 50 operators.

20 A Sure, yeah.

21 Q Something around that?

22 A Mm-hmm.

23 Q Okay. So could you just describe the difference
24 between a 91 operator and a 129 operator?

25 A Sure. So, and I'll start with the easy one

1 first. So a Part 91, as a foreign operator they are
2 operating FAA-registered aircraft and flying into the
3 United States, typically under Part 91. Part 129 is a
4 little bit of a deeper dive. They're more regularly
5 scheduled, most if not all of my Part 129s, they are
6 certificated within the country of origin.

7 And then from the IFO side, we verify that that
8 home country, that home state has done their due
9 diligence in ensuring that they meet the requirements
10 of that home state that are also kind of commensurate
11 with our regulations here in the United States, to
12 allow the 129 authorization to come into the United
13 States.

14 Q Okay. And we'll focus on 129 operators. This is
15 a 129 operator that had the accident. Do you have --
16 do they break out, you know, scheduled, non-scheduled,
17 charter, ag or anything like that? Or is it all under
18 one Part 129?

19 A So unlike a typical like a 130 -- I think you're
20 referring to like a 133 or 137 --

21 Q Right.

22 A -- sort of certificate, not necessarily. They
23 don't do that at the international level, at least not
24 that I've seen.

25 Q Okay.

1 A So they have scheduled and unscheduled operations
2 in the United States.

3 Q And would you say most of your 129 operators are
4 scheduled or unscheduled?

5 A The majority of them are unscheduled.

6 Q Okay. Okay. And then could you describe what an
7 agent for service is? I've heard that term a few
8 times.

9 A Sure, yeah. So the agent for service is a U.S.
10 representative that the foreign operator has to
11 maintain to allow Part 129 operations here in the
12 United States, and they act or they can act as a go-
13 between, between the FAA and that operator.

14 Q Okay. And so every 129 has to have this agent
15 for service?

16 A Correct.

17 Q Is that just like -- is it like a firm, like a
18 law firm or is it just any -- can it be anyone, any
19 kind of Joe Blow, like Cousin Joe who lives in Miami?

20 A It could be -- it could be a cousin Joe, okay.
21 The only requirement that I'm aware of is that they
22 have to be based in the United States as that agent
23 for service.

24 Q Oh, okay. And do they have to have knowledge of
25 the operations and the operator and all that?

1 A Yes.

2 Q Okay. How do you conduct surveillance on foreign
3 operators when they are in the United States?

4 A So as far as conducting surveillance on the
5 foreign operators, we're limited to doing ramp
6 inspections, okay. So unlike Part 135 or Part 121,
7 where we can also do en route inspections, since the
8 aircraft is owned by the home state, we as FAA
9 inspectors are not allowed to fly on them.

10 But we can do ramp inspection in the traditional
11 sense as in inspect pilot documents, inspect aircraft
12 documents, observe passenger loading, observe baggage
13 loading. But as far as flying on the aircraft
14 themselves, we're not allowed to take part in that.

15 Let's see. For scheduled operators, we can
16 conduct that as part of their operations. It's so,
17 you know, take for instance like Aeromexico, which is
18 one of our operators here in the office. They have a
19 scheduled flight to and from Dallas on a regular
20 basis.

21 So we would do a traditional ramp inspection on
22 Aeromexico or Copa or Lufthansa or whatever.
23 Unscheduled, the unscheduled operators are required
24 through their OpSpecs that we issue to them to notify
25 us in advance of their arrival in the United States.

1 And based on their arrival point, we can conduct a
2 rapid inspection on an unscheduled operator.

3 Q Okay. So you can't -- so let's say they are
4 doing, one of your operators is doing a flight from
5 Dallas to Santa Fe or Dallas to Reno or Reno to
6 Dallas.

7 A Mm-hmm.

8 Q You couldn't sit in the jump seat like you would
9 on a 135 operator?

10 A Correct, correct.

11 Q Okay. So you wouldn't be able to observe
12 pre-flight actions in flight, anything like that?

13 A Correct. So to your point, we have their
14 documents. So we have their aircraft operations
15 manual and access to their training programs. We know
16 what they are supposed to know, but we can't actually
17 independently verify.

18 Q Gotcha. Okay. And then do you have to do those
19 ramp inspections yourself? Do you have other
20 resources you can use, because obviously international
21 operators, unscheduled stuff, they can go anywhere in
22 the NAS per se.

23 A Mm-hmm.

24 Q Obviously if they say "Hey, tomorrow we're going
25 to be in Boston," It's quite a burden to go up there.

1 Can you use like say the FSDO or another IFO or anyone
2 like that to help you do surveillance?

3 A You are correct, mm-hmm.

4 Q Okay. And have you ever done that before, used a
5 FSDO or other office to assist in your surveillance
6 operations?

7 A I have not.

8 Q Okay. Is there any requirement to perform these
9 ramp checks or other surveillance on the operators
10 that you oversee? Are you required to once a year,
11 twice a year do a ramp inspection?

12 A Oh, I'm not sure.

13 Q Okay. Does the type of operation change the
14 surveillance that you would perform in your own kind
15 of opinion looking at is it a 91 versus a 129? Am I
16 going to -- am I going to surveil a 129 a lot more
17 than I would a 91 operator? Vice versa?

18 A So typically the 129s will get more attention
19 because they hold -- what am I trying to say here?
20 Because of the type of operations they are conducting,
21 they are more likely to get more surveillance.

22 Q Okay. And then are you able to travel to perform
23 surveillance? Can you, you know, if you get a call
24 that says "Hey, we're going to be in Miami," can you
25 put in for travel to Miami to perform a ramp

1 inspection of one of your operators?

2 A I have not tried.

3 Q Okay. Have you heard of the Heightened
4 Surveillance List or the HSL?

5 A I have.

6 Q Okay. Could you tell me what that is?

7 A Sure. So, based on the, I want to say actions,
8 but that's not the word I'm looking for, based on the
9 history and events that might be taking place within a
10 particular operator's business or home country or
11 something like that, they may be put on the Heightened
12 Surveillance List. Which basically indicates to us at
13 the IFO or other, you know, FSDO-CMO, these are
14 operators that need more attention focused on them.

15 Q Okay. And how does an operator get added to the
16 HSL? Is that something you have to do as the POI?
17 Can anyone submit a petition to have them put on it?

18 A So that is more driven by another department,
19 another entity within the FAA. It's not the IFO that
20 puts them on that list, but it is another entity
21 within the International Division AFS-50. But as far
22 as what the requirements are or what drives the
23 decision, I'm not sure.

24 Q Okay. And do you oversee any operators that are
25 on the HSL that you know of?

1 A I do not.

2 Q Okay. And do you have a way to view which
3 operators are on it? Do you get a notification when
4 you get assigned an operator, "Hey, they are on this
5 Heightened Surveillance List"? How would you know
6 that an operator is on that list?

7 A So there was a time when we would be notified,
8 but I have not received any notifications of that sort
9 lately.

10 Q Okay, okay. Is there anything that would prompt
11 you as a POI to reach out to AFS-50 and be like guys,
12 this operator needs to be put on this Heightened
13 Surveillance List. So all the, you know, all the
14 other offices know, if you see them, go give them a
15 ramp check.

16 A Sure. I make the -- so I hear what you're
17 saying. So the -- what would drive the request to put
18 an operator on the HSL would probably be behaviors I
19 see within their operation, okay? So if we get, say
20 an anonymous complaint from somebody saying "Hey, I
21 saw these folks doing weird things over the line,"
22 okay, now I'm going to start asking questions, you
23 know, and usually I'm kind of like the first line.

24 Q Okay.

25 A So if I got a complaint or a notification saying

1 "Hey, something funny is going on," I'm going to go to
2 the operator first and say "Hey, what's the deal? Why
3 am I getting, you know, some call from somebody on the
4 line somewhere that, you know, your tire's low or
5 something like that"? Oh yeah, it was low and we did
6 the maintenance.

7 Okay. Send me the maintenance action. Show me
8 what you did to independently, you know, make sure
9 that this might just -- maybe somebody's just ticked
10 off at you, I don't know. But if they can't provide
11 documentation or they go radio silent and I don't hear
12 from them, well that's an indication to me that
13 something's amiss and we still need to dig deeper.

14 At that point, I'm bringing management in
15 potentially going through AFS-50, but that's not
16 usually my avenue. So usually I'm going through the
17 chain of command to work the issue.

18 Q Gotcha, okay. So you'd, yeah. Someone calls in
19 and says "Hey, this is really funky." You reach out,
20 they don't respond. You'd go then to your management,
21 "Hey guys, this is what's going on. What are our
22 options," and you kind of work with them?

23 A Correct, mm-hmm.

24 Q Gotcha. Okay. Once an operator is on that
25 Heightened Surveillance List, is there any additional

1 surveillance that's required, or is it just a
2 notification that goes out to within the FAA of hey,
3 this person's on this list. If you see them, consider
4 doing a ramp check. What's kind of the -- what's
5 the -- what does that HSL addition to the operator do?

6 A Okay. So I don't remember off the top of my
7 head, okay? And I have not had operators on the HSL.

8 Q Okay.

9 A So I'm probably not the best source for how to
10 manage that, okay. Because if I'd had one, I'd be
11 deeper in the process.

12 Q Right.

13 A But I can't really effectively answer your
14 question, I don't think.

15 Q All right. No worries. Thank you. Have you
16 experienced any struggles communicating with the
17 operators you oversee?

18 A No. By and large, the operators that I'm working
19 with, they are very forward-leaning with -- as far as
20 communications go, and when I reach out to them, they
21 touch base back with me pretty readily.

22 Q Okay, good. And, you know, when you reach out
23 for documentation, things like that, respond pretty
24 quickly?

25 A Yes, sir.

1 Q Good deal. Do you feel that you can go to your
2 management for support and guidance when you're having
3 issues with an operator?

4 A Absolutely.

5 Q Awesome. When you have questions, things like
6 that, you go to them, they'll help you out?

7 A Yep.

8 Q Perfect. And then do you feel like you're given
9 all the necessary resources to perform your duties
10 adequately?

11 A I do, yeah.

12 Q Awesome. And to excel in your job?

13 A Yeah, mm-hmm.

14 MR. YOUNG: Perfect. That's all I have for the
15 first round. Pocholo, got anything?

16 BY MR. CRUZ:

17 Q Yes, I do. You mentioned that you've been in IFO
18 for three years, right?

19 A Mm-hmm.

20 Q What type of training did the FAA give you to
21 become an IFO inspector?

22 A Okay. So I've actually -- it'll be three years
23 for me next summer. So about like the two and a half
24 year mark right now. So when I came into the FAA, I
25 went through the Strings (phonetic) syllabus. I don't

1 know if you've heard about this one. So we go through
2 almost a training syllabus at the Academy at Oklahoma
3 City, that kind of brings us up to speed of what FAA
4 does and how to do our jobs and so on and so forth.

5 So with the -- when I came in, I went through the
6 General Aviation syllabus, and then when I came into
7 IFO, I went through an Air Carrier syllabus. Does
8 that answer the question?

9 Q Yeah. Is that -- is there anything else more
10 specific to your actual job right now in the IFO that
11 you went through, what training?

12 A So after Air Carrier syllabus, there are -- there
13 were a few classes. I don't remember the exact number
14 that are international operations-specific. Yeah,
15 that discusses how to conduct ramp inspections on
16 international aircraft, about how the International
17 Division of the FAA works within the FAA and then with
18 the outside operators. Those are the ones that kind
19 of stand out.

20 Q Did the FAA educate you into how a surveillance
21 plan for these operators are to be conducted or
22 developed?

23 A I don't remember.

24 Q Okay. So your typical annual surveillance
25 plan --

1 A Mm-hmm.

2 Q -- is it the IFO that determines that and you do
3 it? Or do you develop the plan, give it to IFO for
4 their concurrence?

5 A I don't remember.

6 Q For this past year, you just had this fiscal year
7 2025 or '26 now.

8 A Mm-hmm.

9 Q In September were you supposed to develop a
10 surveillance plan for all your operators?

11 A So we've recently brought the foreign operators
12 into our Safety Assurance System, the SAS application,
13 and that is in turn driving the surveillance of these
14 Part 129 operators.

15 Q Okay.

16 A But up until this past September, we didn't have
17 a specific surveillance plan, at least not on the
18 Operations side.

19 Q Would that go as well in the 2025 fiscal year,
20 that you didn't have basically a surveillance plan for
21 operators that was developed for you?

22 A There was no specific tasking as far as
23 surveillance for the operators guild (phonetic) that I
24 recall receiving.

25 Q Okay. So you have 18. According to what you

1 previously said, you're overseeing 129 or 18 carriers
2 for 129 operations, right?

3 A Correct.

4 Q And you didn't have -- well, from what you're
5 telling me, correct me if I'm wrong, that you didn't
6 have a surveillance plan for each of those 18
7 carriers?

8 A Not specifically.

9 Q So if it's not specific, what was the
10 surveillance plan per se?

11 A So I communicate on a regular basis with these 18
12 carriers.

13 Q Okay.

14 A Okay. And the -- based on my interactions with
15 these 18 carriers I would -- if they needed more
16 attention, I would pay more attention to them. But if
17 they were doing what they were supposed to be doing,
18 we all kind of -- there was no reason for me to dig
19 deeper, if that makes sense. Okay.

20 Q So you have 18 carriers that are Part 129?

21 A Mm-hmm.

22 Q What do you put in their PTRS for each of those
23 carriers then, as far as surveillance?

24 A So when they get ramp inspections, not
25 necessarily by me but other offices, they would go

1 into the PTRS system, those surveillance records. And
2 then as -- whenever they come to me with requests to
3 modify operations, either through a new OpSpec or
4 whatever, then we review their documents to make sure
5 they are staying in compliance with their home state
6 regulations and our regulations here.

7 Q Okay. So you've had other offices do ramp
8 inspections on your behalf then for these 18 Part 129
9 carriers?

10 A Not all 18.

11 Q But you've had some?

12 A I have, yes.

13 Q Okay. And how does the -- how does that
14 interaction between you and another office as far as
15 doing ramp inspections are concerned? How does that
16 work?

17 A So sometimes we can request them. Other times
18 they are already there on the line with the -- that
19 foreign carrier, and they'll do a on-the-spot ramp
20 inspection, I'll call it, as opposed to a pre-planned.

21 Q Is there a difference -- you said the majority of
22 all your operators that you do surveillance for are
23 non-scheduled; is that correct?

24 A Correct.

25 Q Are all of them, I'm talking about specifically

1 129.

2 A Mm-hmm.

3 Q They're all non-U.S.-registered aircraft;
4 correct.

5 A So I have one Part 129 that has U.S.-registered
6 aircraft.

7 Q Okay.

8 A But everybody else has non-U.S.-registered
9 aircraft. They're all foreign-registered.

10 Q Is there a difference with your surveillance for
11 a non-U.S.-registered aircraft versus a registered
12 aircraft?

13 A I don't remember. Yeah, I don't recall.

14 Q So as an inspector what -- this is very general.

15 A Mm-hmm.

16 Q What must the foreign carrier operator, scheduled
17 or unscheduled, do to be able to conduct operations in
18 the United States?

19 A So they have to be authorized under Part 91 or
20 Part 129. And then based on the -- for the Part 91,
21 it's relatively easier. So the Part 91 we verify here
22 at the IFO all the requirements of that aircraft and
23 that operator to operate safely here within the NAS.

24 Part 129 is a little different. So Part 129, if
25 they want to fly to the United States for the first

1 time, that home state, that home country has to be
2 vetted by the International Aviation Safety Assessment
3 team, also called IASA, which vets that home country's
4 civil aviation authority that they are meeting the
5 standard that we would want to see here across ICAO.

6 So it's ICAO-driven, but they basically act as
7 the FAA's authority, if you will, okay, to make sure
8 that that foreign CAA is -- would be in compliance
9 with our regulations here. And these teams, it's
10 another division of 50. I think it's 52. It's part
11 of -- it's the IASA team.

12 They go out to the different countries, interact
13 with that foreign CAA to make sure they are meeting
14 the standards that ICAO puts forth and that we kind
15 reflect in our regulations here. As long as that home
16 country is up to the standard, then that gives
17 the -- gives us at the IFO, when we receive these
18 requests, that lets us know that hey, the IASA team
19 has verified that this home state is okay.

20 So we can take their documents and know they are
21 probably not forgeries. They're going -- these
22 documents are good, these aircraft are good, these
23 pilots are good because everything's been vetted
24 already by that foreign civil aviation authority.
25 Does that answer the question?

1 Q Yeah. I mean --

2 A Okay. All right.

3 Q So which FAA organization is responsible for
4 granting foreign carriers to fly in the U.S.?

5 A Organization within the FAA?

6 Q Yeah.

7 A So that falls to the IFO.

8 Q Okay. So for a foreign carrier to fly in the
9 U.S., what do they need from the FAA prior to flying
10 here?

11 A So they have to have a set of 129 OpSpecs or a
12 Part 91 letters of authorization.

13 Q Okay. And from the OpSpecs part for foreign
14 carriers what -- for scheduled or non-scheduled,
15 right?

16 A Mm-hmm.

17 Q What OpSpecs does the FAA typically give foreign
18 carriers?

19 A So it varies from carrier to carrier. They'll
20 have, an A001, which is the general issuance. They'll
21 have an A004, which are all the authorizations that
22 are allowed, an A003, aircraft authorized and A006,
23 which is management personnel, agent for service, ops
24 rep, responsible state government official.

25 After that, it depends upon what OpSpecs they've

1 been granted by their home country, okay. So we had
2 this IASA we talked about earlier. They have an air
3 operations certificate and a set of OpSpecs, and as
4 part of the authorization process for Part 129, we'll
5 ask the question what OpSpecs are you trying to get?

6 And then we verify that what they are requesting
7 matches the OpSpecs that they have, And we are not
8 allowed to give them any additional authorizations
9 beyond the OpSpecs that they are issued in their home
10 country. So for instance, RVSM, okay. If they are
11 not qualified to RVSM in home country, they are not
12 qualified to do RVSM here.

13 Q So if their home country allows them to do
14 OpSpecs, not just A but other OpSpecs, does the FAA
15 grant them those other OpSpecs as well if they apply
16 for it?

17 A If the -- if there's an equivalent OpSpec that we
18 have on the FAA side that they are already issued per
19 their home country OpSpecs, then we will do that.

20 Q Okay. So prior to granting a certificate, I know
21 you kind of mentioned this and maybe something you've
22 said previously.

23 A Yeah.

24 Q Is there a difference -- you mentioned IASA does
25 all the background work specific to that foreign

1 carrier.

2 A Mm-hmm.

3 Q Is that different? Is there a different type of
4 background work done, whether it's a U.S.-registered
5 or non-U.S.-registered or scheduled versus
6 non-scheduled type of operation?

7 A Can you say the question one more time?

8 Q So IASA does a lot of the background work ahead
9 of time for -- on behalf of the IFO?

10 A Right.

11 Q Is there any background work with regards to a
12 U.S.-registered versus Non-registered that's
13 different? Similarly, is there one, is there one for
14 non-U.S.-registered versus registered?

15 A So the first part, difference between Part 91 and
16 Part 129, in so many words, right?

17 Q Okay, sure.

18 A I mean I'm just trying to make sure I'm getting
19 all this.

20 Q Yeah.

21 A So Part 91 versus 129, the 91s will come directly
22 to the IFO, okay. So they'll put a request in for a
23 letter of authorization through the IFO. And then
24 that Part 91, also a november-registered aircraft,
25 U.S.-registered aircraft, they have to provide all the

1 documents that they would need for that letter of
2 authorization for that N-registered aircraft, okay.
3 As far as scheduled versus unscheduled, that's the
4 second part of the question. Okay. Scheduled versus
5 unscheduled, there's no difference in whether --
6 there's no difference in the authorization process.

7 Q For every IFO foreign work that you guys do, does
8 the office assign specific inspectors discipline? I'm
9 talking about discipline as far as for each of the
10 foreign carriers?

11 A They do.

12 Q And who are those people that's assigned to each
13 of the foreign carriers?

14 A So all the foreign carriers will get -- will have
15 a team of a POI, a PMI, principal maintenance
16 inspector and a principal avionics inspector, PAI.

17 Q From your standpoint, should the -- since you
18 find you do a lot of your surveillance, if you find an
19 issue that arises during your surveillance, how
20 does -- how do you communicate that back to the
21 foreign authorities?

22 A So if we find an issue as part of the
23 surveillance, we will usually reach out directly to
24 the responsible state government official, or if we
25 know who the foreign -- our foreign counterpart would

1 be. So sometimes it's a general email box. But in
2 some cases we have counterparts like a POI, PMI, PAI
3 on the foreign carrier side. And we may reach
4 directly to them, depending upon if we have that
5 information or not.

6 Sometimes it might be a who's your POI for thus
7 and such, because we have an issue. When we reach
8 back out to the general inbox or phone call or
9 whatever to find out who we should talk to directly
10 to. Hey, you need to do some work with this
11 particular operator.

12 Q Do you contact the agent for service for that
13 particular operator and let them know the issues? Or
14 does it go straight to the foreign -- the CAA?

15 A I haven't contacted the agent for service
16 directly in the past.

17 Q How does that foreign carrier contact the FAA or
18 let the FAA know that the issue has been resolved?

19 A So when I've had instances of issues with a
20 foreign carrier, I usually get an email from the
21 carrier themselves, saying "Hey, this was brought to
22 our attention. Here's what we found is the problem.
23 Here's what we've done to fix it."

24 Q Does the FAA IFO require ASIs to visit foreign
25 carriers' facilities in and out of the U.S.?

1 A No.

2 Q And I think you mentioned this before. Is there
3 an expectation that the foreign carrier will notify
4 the IFO principals when flying in the NAS?

5 A For the unscheduled folks, yes. There is a
6 requirement within their OpSpec A001 to provide
7 notification to the IFO before they conduct their
8 unscheduled operation. The schedules, those are --
9 those just keep going in perpetuity. The unscheduled
10 folks who don't have a specific location, they are
11 supposed to notify the IFO before they arrive.

12 Q And that's part of A001?

13 A Yes, sir.

14 Q It's specific to say that you will notify us when
15 flying in the NAS?

16 A Correct.

17 Q All right. Thank you, Josh. Thank you.

18 A Yeah, you bet.

19 BY MR. YOUNG:

20 Q Just one quick follow-up. IASA.

21 A Yes.

22 Q Do they just vet the foreign authority or do they
23 vet operators prior to them requesting OpSpecs or a
24 LOA

25 A A good question. It's the foreign authority.

1 Q Okay. So then do they then provide a list saying
2 these are the foreign authorities that do pass the
3 ICAO standards? These are the ones that don't?

4 A They do.

5 Q Okay. And you have easy access to that?

6 A Mm-hmm.

7 Q Okay. So then when you receive a request, does
8 that come directly to the IFO from an operator that
9 wants to operate in the United States? Do they submit
10 the request directly to the responsible IFO, or who
11 does that go through to wind up on your desk?

12 A So usually by the time it gets to me, it's
13 already gone through whoever they are going through.
14 I'm not sure if it goes to the -- my IFO inbox or a
15 general IFO inbox. It shows up in my, in my work
16 queue, say "Hey, we have a request for this Part 129.
17 It's within our IFO's area of authority. Please
18 execute."

19 Q Oh, okay. And that comes in from like your
20 management?

21 A Mm-hmm.

22 Q Okay. All right. Cool. All right. I think
23 that's all I have for that bit. Before we go into the
24 second round, do you need a break or anything like
25 that? Are you good to keep going?

1 A I think I'm good, yeah.

2 MR. YOUNG: All right. Pocholo, are you good
3 too?

4 MR. CRUZ: Yeah.

5 MR. YOUNG: Ms. Camille?

6 MS. CASTILLO: Yep. Actually, do you mind if I
7 take a five-minute break to just run to the ladies?

8 MR. YOUNG: No, absolutely. I'll go ahead and
9 pause the recording real quick at 9:33.

10 (Whereupon, a brief recess was taken.)

11 MR. YOUNG: All right. We're going to resume at
12 9:38 our interview with Mr. Green here at the Dallas
13 IFO.

14 BY MR. YOUNG:

15 Q So for this next part, we're just going to get
16 into the actual operator. I'm going to just refer to
17 them as Med Jets, if that's okay.

18 A Okay, perfect. Yeah.

19 Q So we all know who we're talking about. It's the
20 operator that had the accident there in Philadelphia.
21 So to just kind of start off with, were you the POI at
22 the time of the accident in January of 2025?

23 A I was, mm-hmm.

24 Q Okay. And are you still the POI for Med Jets?

25 A I am.

1 Q Okay. And how long have you been their POI?

2 A I've been their POI since I came to the IFO.

3 Well, after I finished training I was assigned Med
4 Jets.

5 Q Okay. So about two years?

6 A Let's see. So it would've been fall of '23.

7 Q Okay.

8 A So, yeah. About two years at this point, yeah.

9 Q And do you know who the PMI and the PAI are for
10 Med Jets?

11 A Let's see. The PMI is Joel Rodas, and maybe I
12 should go back and look to see who the PAI is.

13 Q And based on your interactions with the company,
14 how would you describe them?

15 A They've always been very responsive when I've had
16 issues with them in the past.

17 Q Have you had any issues with them?

18 A I've had a couple pilot deviations, but nothing
19 outside what I would, you know, perceive to be
20 extraordinary. Then nothing, nothing that really
21 raised my eyebrow or cause a red flag for me saying
22 that they have a systemic problem.

23 Q Okay. How do you mainly interact with the
24 company? Is it through the agent of service, their
25 CEO, Director of Operations?

1 A So usually it's directly with their CEO account
2 manager, Carlos Salinas.

3 Q Okay. Have you spoken with anyone else at the
4 company, their Director of Ops, safety, anything like
5 that?

6 A I have not. I've spoken with their agent for
7 service as part of the accident though.

8 Q Okay. And have you ever been to either of their
9 facilities in Mexico or Miami?

10 A I have not.

11 Q Okay. Did you know either of the pilots on
12 board?

13 A I did not.

14 Q And do you know how many, if any, accidents the
15 company's been involved in prior to the accident last
16 year?

17 A No, no.

18 Q Okay. Is that something you normally would look
19 at when you get assigned an operator to vet before
20 issuing a 129?

21 A Yes, mm-hmm.

22 Q Okay. How are operators assigned to inspectors
23 at the IFO?

24 A You'd have to talk to management.

25 Q Okay.

1 A I'm given my list by the management. Here you
2 go. Okay, great.

3 Q Okay. And do you feel you're adequately able to
4 oversee the number of operators that you have?

5 A I do, mm-hmm.

6 Q Okay. When you get assigned an operator, you
7 start looking at them, if you feel this isn't really
8 my wheelhouse, I don't think I can adequately oversee
9 these guys, do you feel you can go to your management
10 and be like this is just -- this is over my head.

11 This is, you know, something I'm not familiar
12 with. Can I get maybe either some help with it or
13 could you assign it to someone else and maybe I'll
14 follow along and the next one that comes in, I can
15 work that? That's something that's --

16 A Yeah. I'm very comfortable going to management
17 for support, and then also working within the team
18 here at the inspector level to try to find answers and
19 solutions to problems.

20 Q Okay. So you work with the other inspectors in
21 the IFO?

22 A I do.

23 Q If you have questions about stuff. Hey, have you
24 seen this, have you seen that?

25 A Correct.

1 Q Okay. So you kind of already answered this, but
2 I just want to ask again. How are the OpSpecs that
3 you issue from the FAA side issued? Is that solely
4 based off of what they have from their foreign
5 authority? Or how do you basically decide what
6 OpSpecs are you going to issue to an operator?

7 A So when operator comes to us with a request,
8 either initial or to add more OpSpecs to their list,
9 we have to make sure that they are vetted properly by
10 that foreign civil aviation authority, that they are
11 qualified or able to have these OpSpecs they are
12 requesting.

13 And as we kind of discussed, the IASA process
14 helps us determine that, yeah, the foreign CAA is of a
15 decent authority to actually authorize these
16 particular requests. They are coming to us, authorize
17 these OpSpecs that they want us to mirror on the U.S.
18 side.

19 Q Okay. So then do they -- do they bring you the
20 OpSpecs that they want issued, or do they bring you
21 all of their OpSpecs? You go through them and say,
22 all right, we're going to issue these ones, these
23 ones, these ones.

24 A So the second one. So what they'll do, as the
25 interaction goes, they'll say -- either I'll ask or

1 they'll say "Hey, we want this OpSpec." Let's use one
2 for an example. So, what is it? I think it's C060,
3 the Cat 2-Cat 3 approach and landing mins.

4 We have to vet that the OpSpecs that they have
5 from their foreign CAA actually has the ability for
6 them to do Cat 2-Cat 3 approaches and the associated
7 minimums that go along with that. And we won't at any
8 time go below the mins that are already authorized by
9 that home state.

10 Q Okay. Okay. Do you speak any foreign languages,
11 anything like that for the International? I'm sure
12 that would be a plus. Or do you have access to things
13 to help you with translations if you get things that
14 are in a different language, documents, things of that
15 nature?

16 A Okay. So I'm not -- I don't speak any other
17 foreign languages. I speak a very small amount of
18 Spanish, just enough to get me through ninth grade.

19 Q Me too.

20 A So that's the extent of my Spanish. But if we
21 have issues with translations, usually the first stop
22 is the agent for service at that point, to provide the
23 translation. If they can't provide the translation,
24 but I haven't run into an issue where they have not
25 been able to do that for me, now I would elevate that

1 concern to management. All right, what do I -- what
2 do I do now?

3 Q Okay. Okay. So you have ways to get documents
4 translated if you need to.

5 A Mm-hmm, I do. Mm-hmm.

6 Q Okay. So you've mentioned a couple times that
7 for OpSpecs A001, that written notice is required for
8 unscheduled operators --

9 A Yes, sir.

10 Q -- when they are going to operate in the U.S.

11 A Mm-hmm.

12 Q Did Med Jets generally comply with those written
13 notices?

14 A They did.

15 Q Okay. And did they for the accident flight?

16 A So amazingly enough, no.

17 Q Okay. When they make those notices, so for this
18 we'll just use the accident trip we'll say.

19 A Mm-hmm, yeah.

20 Q They were, you know, a normal trip for a flight
21 crew, a couple days. They are in and out of the
22 United States. Do they have to make a notice for each
23 time they are entering the U.S., each time they land
24 at a U.S. airport? How does that -- what does that
25 notification entail?

1 A So typically it comes to me as a flight plan or
2 in so many words it's an in-house form that we've come
3 up with, and it details where they start, where they
4 are starting, and then each landing point along the
5 way within the United States, until they depart the
6 United States airspace.

7 Q Okay. So if one day you were going to fly, I
8 don't know, from Mexico up to Albuquerque to Dallas,
9 and then you're going to end your day in, I don't
10 know, the Dominican.

11 A Mm-hmm.

12 Q Next day, you're going to go from the Dominican
13 back into the U.S., fly around and then go back to
14 Mexico. Would those be two separate notifications
15 because they left the U.S. and then came back in? Or
16 could that all be encompassed into one notification?

17 A That's a good question. It could be all
18 encompassed into one notification, if they wanted to
19 do that.

20 But if they changed their plans along the way, I
21 would expect another notification saying "Hey,
22 we've -- instead of going from, let's see, Mexico,
23 Mexico to Albuquerque, Albuquerque to Dallas, Dallas
24 to Dom Rep, next day we're going to go from Dom Rep up
25 to Hartford. But no, we changed your mind. We're

1 going to go to New York City now."

2 Okay. Well, let me know you've changed your
3 destination, and then after New York, you're bouncing
4 back to Dom Rep or the Bahamas or whatever. Okay. So
5 you're in New York at whatever time and then you're
6 departing. Okay. That would be typically how that
7 would go.

8 Q Okay. Okay. Is there any time constraint on
9 when they have to provide this notice?

10 A There is not.

11 Q Okay. And so they don't notify you. They
12 operate in the U.S. and let's say they get a PD or
13 something like that that brings your attention that
14 they were in the U.S. I assume you're not watching
15 every flight track for every operator that you oversee
16 every day.

17 A Mm-hmm.

18 Q What can you do as the POI? What is the
19 consequence for not notifying you that they are
20 operating in the U.S.?

21 A So if this instance happened as you had
22 described. So they fly into the United States without
23 a notification, they get a pilot deviation, and then
24 we found about the pilot deviation. So we work the
25 pilot deviation from the IFO side.

1 We find out that they weren't supposed to be here
2 in the first place. At that point, going back to the
3 foreign CAA to notify them that these operators not
4 being in compliance with their A001 requirement that
5 we have here in the United States.

6 Q Okay. So that's really the only -- really all
7 you can do is notify the other foreign CAA. You can't
8 like pull OpSpecs. I assume something, you know,
9 dramatic would have to happen. And is that something
10 that you have the authority to do?

11 A So we can suspend the OpSpecs if we want.

12 Q Okay.

13 A And we can even terminate them. But we have to
14 have cause to do that. And depending upon what the
15 response from that foreign CAA would be, would then
16 drive my decision as to whether, you know, we're
17 suspending or terminating your 129 OpSpecs.

18 Q Okay. Do you have a way to give warning,
19 something like that to the operator?

20 A Mm-hmm.

21 Q Of hey, this is the second, the third time, if
22 you do it again. Is that something that you can do,
23 or do you rely on the foreign authority to do that?

24 A So it would be a collaborative effort between us
25 and the foreign authority, because we don't want to

1 just go in and randomly, you know, yank OpSpecs
2 without notifying the home state that we're going to
3 do this.

4 But, yes. We have letters, previously
5 established template form letters to let them know
6 that this is what has happened. You might be under
7 investigation, and then we have suspension and
8 termination templates as well.

9 Q Okay. And through your three years here, if you
10 were guessing, how many times do you not get the
11 notifications? Is this a regular occurrence? Is it
12 something that's very rare that you don't get the
13 notification?

14 A So up until the accident, I'd always receive
15 A001s from the Med Jets folks.

16 Q Okay.

17 A So when the accident took place, it came as a
18 surprise to me for sure, and that was the first and as
19 far as I know only indication that there'd been a
20 problem.

21 After that point in time, now knowing that, you
22 know, somebody might be doing something, you know, not
23 in compliance with the OpSpecs, now every time Med
24 Jets sends me a notification, I'm going to Flight
25 Tracker to follow up on them.

1 Q Okay.

2 A And it's not just Med Jets. It's all of my folks
3 now too.

4 Q Gotcha.

5 A Are they doing what they are saying they are
6 supposed to be doing, because I'm not going to get bit
7 by this again.

8 Q Right.

9 A And even some days randomly, I'll just go and see
10 where other aircraft are. So that's, that's where I'm
11 at now.

12 MR. YOUNG: Okay. It looked like you had a
13 question, Pocholo.

14 MR. CRUZ: No.

15 MR. YOUNG: Like you had something along that
16 line.

17 BY MR. YOUNG:

18 Q All right. So as POI, if you find an operator's
19 not complying with their OpSpecs, what are all of your
20 options available to you to basically try to get, make
21 sure that those are enforced or what are your options
22 available to you if you notice that someone's not
23 complying with their OpSpecs?

24 A So if we have a operator who's not complying with
25 the OpSpecs, my first stop will usually be the foreign

1 CAA and/or the operator themselves, okay. If the
2 situation, you know, is deemed appropriate or I feel
3 like the operator can't adequately address this
4 discrepancy within their OpSpecs, regardless the
5 foreign CAA is going to get notified, because now they
6 have one of their operators that the IASA team's
7 verified that the CAA's doing their job.

8 Well, one of your operators isn't doing their
9 job, foreign CAA, you know. Some action needs to be
10 taken to get them back in compliance and keep them
11 safe. Depending upon what the response is from the
12 operator and/or the foreign CAA, that in turn will
13 drive the decision hey, do we keep them operating?

14 Do we send them a -- not a letter of reprimand.
15 I forget the technical name for it. We have a letter
16 we can send saying "Hey, we noticed this, that and the
17 other thing. Fix it." Or we can suspend, or we can
18 terminate their OpSpecs.

19 Q Okay. So obviously, you know, we've kind of
20 established that they didn't make their notification.
21 Have you had any other issues other than, you know, a
22 few PDs you described.

23 A Mm-hmm.

24 Q With Med Jets on the OpSpec side, where they
25 weren't following or complying with them?

1 A Not since then, no.

2 Q Okay. So when an operator applies to come fly in
3 the U.S., and we can use Med Jets, were they required
4 to provide a copy of their operating documents, their
5 GOM, their SOPs, safety program, anything like that?

6 A I'd have to go back and look in their file,
7 because I haven't looked at it since January as to
8 what specific is in there. I know that their AOC is
9 in there for the air operator certificate OpSpecs.
10 The manuals are in there, but I'm not sure what
11 manuals are in there.

12 And the training program, training program's in
13 there, but I have to go back and see what else is
14 actually in that file. But I think we sent everything
15 your way.

16 Q I think so.

17 A As part of the initial request.

18 Q Okay. And then how often do you review those?
19 Is it just when they come in? Is it when they make
20 updates? Are they required to send them to you if
21 they make an update?

22 A If they make an update, I don't recall if they
23 are supposed to send us a request or not.

24 Q Okay. And then was Med Jets, or really this can
25 be just kind of general. Are 129 operators required

1 to have any sort of SMS program or safety programs?

2 A That is determined by the state of -- the home
3 state of the country, or the home state of the
4 operator.

5 Q Okay. But the FAA doesn't require one to fly
6 into the U.S. --

7 A Not that I'm aware of. Not that I'm aware of.

8 Q Okay. And did you perform any ramp checks or
9 surveillance on Med Jets?

10 A I did not.

11 Q Okay. And do you know of any ramp checks that
12 were performed by another FSDO or anything, any other
13 office?

14 A Not that I'm aware of.

15 Q Okay. Do you have a way to find that out? Are
16 you able as their POI to go in and say "Oh, they've
17 had three ramp checks and they passed them all,"
18 they've had none?

19 A I have a way to look at that, but I have not
20 looked at it.

21 Q Okay.

22 A Yeah.

23 Q Is that something that you would normally check
24 with your operators to see if they are getting ramp
25 checks, either by FSDOs other offices if you haven't

1 done any yourself, to make sure that someone's taken a
2 look at their planes and operations

3 A So, yeah. So not typically.

4 Q Okay.

5 A So usually it's one of those if there are issues
6 that are found, we hear about them from the other
7 FSDOs. But if there's no issues found, we usually
8 don't hear about it.

9 Q Gotcha. Okay. So you're not like going in the
10 system once or twice a year and going "All right.
11 Have they got any ramp checks? Oh man. Look, they
12 got three. They passed them all" --

13 A No, I have not done that.

14 Q Okay. And do you recall any safety issues with
15 Med Jets that were brought to your attention?

16 A No.

17 Q Okay. And do you know if Med Jets had any sort
18 of SMS or safety program?

19 A I don't know.

20 MR. YOUNG: Okay. All right. I think that's all
21 I have. Pocholo?

22 BY MR. CRUZ:

23 Q Yep. Since the accident, were there any changes
24 with -- oh, you said you communicated with, is it
25 Carlos Salinas or the agents of service more often?

1 A Mr. Carlos.

2 Q And he is in where?

3 A He's in Mexico.

4 Q Okay. So when the airplane's going to fly from

5 Mexico to the U.S., it's Carlos that sends you the

6 notification?

7 A It's either him or somebody in their dispatch.

8 Q Okay. Which is in Mexico?

9 A Yes, sir.

10 Q So what does -- what is the role then of Miami

11 Med Jets to you being -- just being the agents of

12 service? What do they do for you? Or do they -- do

13 they communicate with you? Do they --

14 A Miami Med Jets. I don't understand.

15 Q Is there a Med Jets facility in Miami?

16 A I know they have a hangar there.

17 Q Is there personnel that work for Med Jets in

18 Miami?

19 A As far as I know, yes.

20 Q Okay. And so what is the relationship with the

21 Miami Med Jets? What does the Med Jets in Miami do?

22 I mean do they communicate with you? I mean kind of

23 clear this up for me.

24 A Yeah. So the hangar in Miami, as far as I know,

25 it is just an overnight spot for the Med Jets

1 aircraft. It's not specifically part of a 129 program
2 I'm aware of. The hangar there is not in and of
3 itself specific to the Part 129 operation, if that
4 makes sense. So I have had no interaction with the
5 hangar there in Miami.

6 Q Okay. What about Med Jets' personnel in Miami?

7 A I have not.

8 Q Okay. You mentioned two other personnel, Joel
9 Rodas, and there's a PAI, right?

10 A Correct.

11 Q Have you had any interaction with those two
12 principals?

13 A From time to time. Like specifically regarding
14 Med Jets or --

15 Q Yes.

16 A Yes. So I talked with Joel a little bit when the
17 accident occurred, to see if he had any information
18 and he did not. And that was -- that was the extent
19 of the conversation revolving around Med Jets.

20 Q And where are these two gentlemen at?

21 A They are here in the IFO with me.

22 Q They're here in the IFO? So they're here.

23 A They're part of the office. I don't know if they
24 are actually here in person, but they are part of the
25 office.

1 Q Okay. So they are part of the office. Okay.
2 The OpSpecs that you sent didn't have any Part D
3 OpSpecs, which is the maintenance portion?

4 A I'd have to go look, but I'm fairly common.
5 There are no Part D OpSpecs for Med Jets.

6 Q So you mentioned that the CAA would basically
7 give you what OpSpecs they were supposed to -- that
8 they had -- that are certificated foreign or foreign
9 country, right?

10 A Correct.

11 Q Was Part D part of that?

12 A I don't recall.

13 Q Have you had any issues or the office had any
14 issues with the Mexican CAA?

15 A So when I came to the office in '23, the Mexican
16 CAA also called AFAC, AFAC and Mexico in general was
17 in IASA Category 2, which is the category where AFAC
18 was not meeting the standards of ICAO. And to that
19 end, we weren't allowed to issue additional OpSpecs or
20 allow additional operations to expand in the United
21 States.

22 Shortly thereafter, I want to say it was late in
23 '23, could have been early '24, the IASA team did
24 another visit to Mexico. They were found to be in
25 compliance with the ICAO and what would be the IASA

1 standard, and they were brought from the Category 2 to
2 Category 1, basically allowing them to once again be
3 issued new OpSpecs, expand operations and so forth.

4 Q You mentioned that you learned about some pilot
5 deviations previously with Med Jets. How did you know
6 about them?

7 A We were notified through the Air Traffic Control,
8 CEDAR program.

9 Q Okay.

10 A Yeah. Are you familiar with how the PD process
11 works or --

12 Q Explain please.

13 A Okay. So when a pilot deviation occurs, Air
14 Traffic Control, makes a note of it. The event is
15 logged and then sent through Air Traffic Control
16 Quality Assurance. If the Air Traffic Control Quality
17 Assurance folks believe there is a -- potentially a
18 pilot deviation did occur, then it's forwarded to the
19 responsible IFO or FSDO.

20 Q Okay. Do you know if you -- the two other
21 principals that's assigned to the certificate has done
22 any surveillance with regards to Med Jets?

23 A I'm not sure.

24 Q Is there a communication between the principals
25 and you as far as any issues with Med Jets?

1 A There is.

2 Q And what type of communication has been
3 transpiring between you and the other principals?

4 A So between me and the other principals, when
5 I -- usually I don't notify them for the A001
6 notifications, like the unscheduled arrivals. So
7 that's Operations. So Maintenance, Avionics are not
8 too concerned about that. If and when there are
9 other, you know, things along the way, not Med Jets-
10 specific but in general, because Med Jets hasn't had
11 any airworthiness or avionics requests or issues that
12 I've been made aware of.

13 But with my other operators when there are, we
14 communicate as the whole team to sort the problem out
15 and find the solution. Whether that's contact the
16 operator, contact the CAA or, you know, revisit
17 OpSpecs.

18 Q How are you made aware that there's airworthiness
19 or avionics issues with the aircraft?

20 A So this is not Medjet-specific, but there was
21 another one of our operators that was having RVSM
22 issues. And there was -- I don't remember if it was
23 an altimeter error or an ADS-B error or something like
24 that, we were notified through I think it's Air
25 Traffic Control that this aircraft was operating RVSM

1 airspace illegally or without authorization. That's
2 probably a better description, without authorization.

3 With the registration number was XA, a Mexican-
4 registered aircraft, they notified us and then we
5 followed up with the operator to correct the problem.
6 They provided us with the -- with the maintenance
7 documentation, finding what the error was within the
8 aircraft systems, and we went -- went on our way.

9 Q So you mentioned you were overseeing 18 129
10 operators.

11 A Mm-hmm.

12 Q Are they all in Mexico?

13 A No.

14 Q Is it -- geographically, where would they be?

15 A So here at this IFO, we manage Mexico and Central
16 America.

17 Q Okay.

18 A And then the Baltic states: Lithuania, Estonia,
19 Latvia and Turkey. And in my portfolio right now, I
20 have Mexican operators, Panamanian operators, Costa
21 Rican. The Costa Ricans for me are Part 91s. I have
22 two or three -- I have some Lithuanian operators. I
23 have some Ukrainian operators and have some Turkish
24 operators.

25 Q Okay. Do you have access -- does the IFO have

1 access to the foreign carriers OpSpecs?

2 A Typically, we get the OpSpecs as part of requests
3 to amend OpSpecs.

4 Q Okay.

5 A But to say we have a direct line to look at the
6 outside country's OpSpecs, there's not one I'm aware
7 of.

8 Q Okay. If there's any revisions to those OpSpecs,
9 how is the IFO made aware?

10 A I'm not sure.

11 Q What assurance does the IFO have, you
12 specifically, that the airplanes are airworthy when
13 they fly in the U.S.?

14 A So our assurance comes from the IASA
15 categorization of that foreign CAA's issuance of the
16 OpSpecs. And as part of that, there's usually an MEL,
17 Minimum Equipment List associated with that and their
18 ability to use the MEL procedures if they have
19 aircraft issues along the way.

20 Q Was Med Jets allowed to use an MEL?

21 A I don't recall. I'd have to go look.

22 Q What is the IFO's position when it comes to
23 non-U.S. registered airplanes with equipment that has
24 been deactivated, but still installed on the aircraft?

25 A Say that one more time.

1 Q What is the FAA IFO's position when it comes to
2 non-U.S. registered airplanes with equipment that has
3 been deactivated but still installed on the aircraft?

4 A I hear you. I understand. I'm not sure.

5 Q Similarly, what is the FAA's position with
6 regards to non-U.S. registered airplanes flying in the
7 NAS with a CVR and an FDR that is installed but not
8 functioning?

9 A I'd have to go look at what the Part 129
10 regulation says specifically about CVR and FDR
11 requirements.

12 Q Okay. Again, I've asked this previously, and I
13 just want to be clear. Prior to the accident, what
14 was developed and approved by the FAA IFO surveillance
15 plan for Med Jets for fiscal year 2025?

16 A I don't recall.

17 Q Were there any surveillance plans being worked at
18 the time of the accident?

19 A Not that I'm aware of.

20 Q Were there any completed surveillance plans prior
21 to the accident?

22 A I don't know.

23 Q Were there any ramp inspections done for the
24 accident airplane?

25 A Not that I'm aware of.

1 Q The other principals, are you aware of what their
2 work program is with regards to Med Jets?

3 A I'm not.

4 Q Is there a time where you and the three
5 principals get together and discuss the Medjet
6 operation?

7 A Outside of those emails that I kind of discussed
8 earlier no, not really.

9 Q Were the three of you basically your management
10 with regards to this particular operator?

11 A No.

12 Q Since the accident, has there been any discussion
13 about Med Jets within the IFO?

14 A I think we've had a pilot deviation, and that
15 would've been the extent of our discussion as far as
16 Med Jets go since the accident.

17 Q Any discussion about visiting their facility?
18 Oh, go ahead.

19 MS. CASTILLO: I'm just trying to understand
20 where we're going here. Are we going into, you know,
21 well -- are we going into things that are in the works
22 or, you know?

23 MR. CRUZ: I guess based off of this particular
24 accident, right. My question is, is from the IFO's
25 perspective, what has been done or have there been any

1 changes with regards to how surveillance is conducted
2 at Med Jets?

3 MS. CASTILLO: To the extent that it -- that it
4 is not pre-decisional, I think that you may answer.

5 MR. GREEN: So ask the question one more time,
6 please.

7 BY MR. CRUZ:

8 Q So since the accident --

9 A Mm-hmm.

10 Q -- has there been any changes to how surveillance
11 by the IFO is conducted on the Med Jets certificate?

12 A So for me, when I get those A001 notifications, I
13 go into the Flight Tracker and follow up, to make sure
14 that they are going where they say they are going.
15 And occasionally, even when I don't have an A001, I
16 will see where their aircraft are. But that's
17 just -- that's not Med Jets-specific, and that's not
18 within the guidance. That's something I do on my own.

19 Q So your management has not told the three
20 principals that this is how we're going to do
21 surveillance with Med Jets after the accident?

22 A There has been no discussion that I've been part
23 of.

24 Q Okay. Is there a reason why principals are
25 assigned to the certificate however they -- there is

1 no Part D OpSpecs, which basically that's what they
2 would surveil is the Part D OpSpecs?

3 A That I -- I don't know the answer to that
4 question. I'm not sure what the reasoning is if there
5 are no Part D OpSpecs.

6 MR. CRUZ: Okay. Thank you. Josh.

7 BY MR. YOUNG:

8 Q Thanks, Pocholo. Just a few quick follow up.

9 A Mm-hmm.

10 Q How do you receive the A001 notifications from
11 the operator?

12 A So typically it'll be via email. There's no
13 specific conduit described in the OpSpecs, just as
14 long as prior notification is made. The email is
15 the -- I think the easiest, but technically there's no
16 prohibition on them phoning, faxing, anything along
17 those lines to provide that notification.

18 Q Gotcha. It's been a while since I even sent a
19 fax.

20 A It's all right.

21 Q But it's still there, right?

22 A We still have fax lines on the OpSpecs.

23 Q Good.

24 A So there we are.

25 Q That's good. There you go. Is there any

1 requirement for them to provide the notification prior
2 to entering U.S. airspace, or is it prior to touching
3 down on the ground?

4 A Oh, I'd have to go look at the verbiage.

5 Q Okay.

6 A Yeah. I don't recall.

7 Q Okay. Do you -- do you know the role of the PMI
8 and the PAI in regards to Med Jets? You know, as a
9 POI you said you look at the operations.

10 A Mm-hmm.

11 Q They don't have any Part D OpSpecs. So what was
12 a PMI doing or PAI?

13 A So they do have the Part C OpSpecs.

14 Q Okay.

15 A So that's where the Avionics inspector would come
16 into play. And the Maintenance inspector, he, in my
17 view as Ron, he's a technical resource. If I have
18 questions about the goings-on, if something came up as
19 part of a ramp inspection, I would go to that PMI with
20 those questions, like this seems kind of off.

21 Q Okay. So since it's not your specialty,
22 Maintenance isn't, you're an Ops guy, that's a
23 resource for you to go to if you did a ramp inspection
24 and something looks funky, but it's a maintenance --
25 you think it's a maintenance issue, you can call.

1 He's your point of contact?

2 A Correct.

3 Q That's kind of -- is that a good description?

4 A That's a good characterization.

5 Q Okay.

6 A Yes, sir.

7 Q Do you know if either of the other principals
8 have had any interactions with Med Jets prior to or
9 after the accident?

10 A I'm not sure.

11 Q Okay. And then did you oversee Med Jets while
12 Mexico was a Category 2 country per IASA?

13 A Maybe for a couple months before they came out of
14 IASA 2 to IASA 1.

15 Q Okay. If the operator is from a Category 2
16 country, what does that change in your purview as the
17 POI?

18 A So if a country has been categorized IASA Class
19 2, from what I recall they are not allowed to apply
20 for additional OpSpecs. They're not allowed to expand
21 operations within the United States, but they are
22 still allowed to continue operations within the United
23 States.

24 We don't just shut everything off. But Mexico
25 has only been -- has been the only IASA class or

1 Category 2 country I've been involved in. As for such
2 a short period of time, I'm not sure what the follow-
3 on effects would be.

4 Q Okay. And was Mexico at that time, is that the
5 only Class 2 country that you oversee?

6 A Correct.

7 Q Okay.

8 A So at the time of the accident, Mexican had made
9 the -- the Mexican CAA had jumped from IASA Category 2
10 to Category 1. So they were still considered -- they
11 were considered, okay we're back in compliance.

12 Q Gotcha.

13 A That was -- I'd have to check the dates. It was
14 late '23 or early '24 when Mexico came out of IASA
15 Category 2 to the IASA Category 1, bringing them in
16 compliance with the ICAO and everything else.

17 Q Oh, okay. I think that's all I have on that one.
18 Just two closing questions that I ask everyone in
19 every interview. Is there anything you expected us to
20 ask you about that we didn't?

21 A I don't think so, no.

22 MR. YOUNG: Okay. And Pocholo, before I do the
23 last one, anything?

24 MR. CRUZ: No.

25 BY MR. YOUNG:

1 Q All right. Anything else that you'd like to add
2 that you think would be beneficial to the
3 investigation?

4 A No, I don't think so. I think I'm good.

5 Q All right. Awesome. Well, with that, thank you
6 so much again for coming out.

7 A Yeah.

8 Q Thank you for your time. I really appreciate it.
9 Thanks for all your help in the beginning stages.

10 A Of course.

11 Q Getting the documentation and everything.

12 A My pleasure.

13 MR. YOUNG: You know, that was a great kickstart
14 and, yeah. So with that it's 10:21 and we'll go ahead
15 and conclude the interview.

16 MR. GREEN: Cool.

17 MR. YOUNG: Thank you.

18 MR. CRUZ: Thank you.

19 MR. GREEN: Yeah, you bet.

20 (Whereupon, at 10:21 a.m., the interview in the
21 above-entitled matter was concluded.)

22 //

23 //

24 //

25 //

CERTIFICATE

CASE TITLE: Dallas International Field Office
Interviews
ACCIDENT NO.: ERA25MA106
LOCATION: Irving, Texas
DATE: December 16, 2025

This is to certify that the attached proceeding before the National Transportation Safety Board 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.

Date: December 23, 2025


Margaret C. Holmes
Official Transcriber
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ERRATA SHEET

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Please sign and date this errata sheet and return it to the court reporting agency indicated below.

Case Name	Investigation of: Dallas International Field Office Interviews Accident No.: ERA25MA106
Date Taken	December 16, 2025
Deposition of:	RONALD GREEN, DFW IFO Principal Operations Inspector

PAGE	LINE	CORRECTION
30	24	CLARIFICATION: During the interview, this question was interpreted by me to be specific to Operations ASIs. While Operations ASIs do not have a requirement to visit foreign carriers' facilities, Airworthiness and Avionics ASIs conduct surveillance visits to foreign Part 145 Repair Stations.
40	24	CLARIFICATION: 'Dom Rep' is shorthand for Dominican Republic (though I used 'Dom Rep' consistently throughout the interview).
43	23-25	CLARIFICATION: Tracking unscheduled Part 129 flights is a technique I use as my workload permits to verify the notification the Part 129 operator has sent is accurate.
58	12-18	CLARIFICATION: Tracking unscheduled Part 129 flights is a technique I use as my workload permits to verify the notification the Part 129 operator has sent is accurate.

DATE: 01/27/2026

SIGNATURE: RONALD RENWICK GREEN Digitally signed by RONALD RENWICK GREEN
Date: 2026.01.27 09:53:02 -08'00'

RETURN TO: JOSH YOUNG, Air Safety Investigator, NTSB

TRANSCRIPT OF PROCEEDINGS

Investigation of:)
)
DALLAS INTERNATIONAL FIELD) Accident No.: ERA25MA106
OFFICE INTERVIEWS)
)

Interview of: GUY FAIRBAIRN, DFW IFO Front Line Manager

Pages: 1 through 73

Place: Irving, Texas

Date: December 16, 2025

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FAA Dallas International
Field Office
Irving, Texas

Interview of: GUY FAIRBAIRN, DFW IFO Front Line Manager

APPEARANCES:

JOSH YOUNG, Air Safety Investigator, NTSB

POCHOLO CRUZ, Lead Aerospace Engineer, NTSB

CAMILLE CASTILLO, FAA Aviation Tort Litigation
Group, Interviewee's Representative

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1 Group is here. So Pocholo, if you want to introduce
2 yourself.

3 MR. CRUZ: Hello. I'm Pocholo Cruz. I'm a
4 Maintenance Investigator for, and Group Chairman for,
5 this particular accident.

6 MR. YOUNG: Okay, cool. So with that, as part of
7 the process, we're going to be recording the
8 interview. It'll get then transcribed and eventually
9 that becomes part of the public docket -- the
10 transcription, not the recordings.

11 MR. FAIRBAIRN: Right.

12 MR. YOUNG: So audio is not going to be part of
13 the public docket, just the transcripts. Once we
14 finish our interviews, these get sent for
15 transcription. That normally takes about two weeks.
16 That's what they tell us. Sometimes it takes longer.
17 I've had it take up to a month.

18 MR. FAIRBAIRN: Mm-hmm.

19 MR. YOUNG: Once we get it back, we'll review it
20 for typos, things of that nature. We're not going to
21 change anything you say or anything like that. And
22 then we'll be sending it to Ms. Castillo and she'll
23 basically go through it with you, make sure they
24 didn't mischaracterize anything you said, make sure
25 there's no typos that you find or anything like that.

1 MR. FAIRBAIRN: Mm-hmm.

2 MR. YOUNG: If you do find anything, let us know.
3 Just put it on a blank document. It'll get attached
4 to the transcript, part of an errata. It'll all go
5 into the public docket.

6 MR. FAIRBAIRN: Okay.

7 MR. YOUNG: So that's kind of the process. Do
8 you have any questions about kind of the interview
9 process, the transcription or anything?

10 MR. FAIRBAIRN: No, I do not.

11 MR. YOUNG: All right. So as part of the
12 regulations, you're welcome to have one representative
13 of your choice in attendance. Is Ms. Castillo who you
14 wish to attend?

15 MR. FAIRBAIRN: Yes.

16 MR. YOUNG: All right. So during this interview,
17 if you have any questions for us about a question, you
18 don't understand it, any clarification, anything like
19 that, just let us know. We'll try to rephrase it or
20 ask it in a different way.

21 MR. FAIRBAIRN: Okay.

22 MR. YOUNG: Also, please remember if you don't
23 know the answer, I don't know is a perfectly
24 acceptable answer.

25 MR. FAIRBAIRN: Okay.

1 MR. YOUNG: So, perfectly acceptable to say "I
2 don't quite know," or "that's not my area of
3 expertise," whatever it is. We just want you to
4 answer to the best of your knowledge. Also, if you
5 need a break to get a drink, go to the restroom,
6 anything like that, let us know at any time. We can
7 pause things.

8 MR. FAIRBAIRN: Okay.

9 MR. YOUNG: And take a break. All right, cool.
10 Before we get started with basically the two rounds of
11 questions, first one's going to be general IFO stuff.

12 MR. FAIRBAIRN: Mm-hmm.

13 MR. YOUNG: Second round is going to be more
14 specifically focused on Med Jets, the actual operator
15 for the accident aircraft.

16 MR. FAIRBAIRN: Okay.

17 MR. YOUNG: Any questions, anyone, before we get
18 started?

19 (No response.)

20 INTERVIEW OF GUY FAIRBAIRN

21 BY MR. YOUNG:

22 Q All right, cool, so we'll just start out. If you
23 could please spell phonetically your first and last
24 legal name?

25 A Sure. Gulf Uniform Yankee, Fox Alpha India Romeo

1 Bravo Alpha India Romeo November.

2 Q All right. And how old are you, sir?

3 A I am -- oh gosh, 54.

4 Q All right. And what is your current job title?

5 A I am a frontline manager at the Dallas-Fort Worth
6 International Field Office.

7 Q Okay. And do you hold an airman certificate or
8 certificates or any type ratings?

9 A I do. I hold a pilot certificate and, oh gosh, I
10 think I have four type ratings.

11 Q Okay. Yeah. And which certificates do you hold?

12 A Like the type ratings or the certificate? The
13 pilot, just a pilot certificate?

14 Q Both.

15 A And I'm -- oh, let's see. I'm typed in a Learjet
16 LR-JET, CE-500, 600 and 604. Challenger 600 and 604.

17 Q Okay. And do you have ATP or commercial?

18 A ATP.

19 Q Okay. Multi?

20 A And flight instructors, multi-engine, yeah.

21 Q Okay.

22 A I've got all the letters.

23 Q All of them, yeah. They need two cards so that
24 you can --

25 A Yeah. I used to actually teach foreign, so I

1 have the JAA authorization as well. I used to teach
2 KLM Flight Academy way back in my younger days, so.

3 Q Nice. Oh, okay. Cool. So we'll get into kind
4 of these general questions.

5 A Okay.

6 Q How long have you been with the FAA?

7 A February 7th, 2016. So ten years coming up,
8 coming up to ten years in the agency.

9 Q Okay. And how long of that with the IFO here in
10 Dallas?

11 A June of 2018.

12 Q Okay.

13 A Whatever that is, seven years, eight years?
14 Somewhere in there, yeah.

15 Q Yeah. Coming up on eight years next year.

16 A Yeah.

17 Q Yeah. What did you do before you came into the
18 IFO with the FAA?

19 A I worked at the Houston FSDO, Flight Standards
20 District Office.

21 Q Okay.

22 A And I was an Operations inspector there.

23 Q And was that for the full two years?

24 A Mm-hmm.

25 Q Prior to coming here?

1 A That's where I came into the agency, was at the
2 Houston FSDO.

3 Q Okay, okay. And what were you doing there? I
4 think you just said that.

5 A Yeah. I was Operations inspector. So the first
6 year you're a paperweight. So I was learning,
7 training.

8 Q Okay.

9 A After that -- so the next year and a half, I was
10 a principal inspector for a few different -- like I
11 remember 135s, probably some 133, which are helicopter
12 operators, some sprayers, just general.

13 Q Yeah.

14 A In the FSDO, you do a whole lot of stuff.

15 Q Right.

16 A You're a jack of all trades, master of none.

17 Q Oh, okay. Gotcha.

18 A That's why we all leave as quickly as we can and
19 go somewhere else.

20 Q Yeah. Did you have any other prior roles here at
21 the IFO before taking the FLM job?

22 A I came in here as a POI, a Principal Operations
23 Inspector.

24 Q Okay. And could you just describe to me the role
25 of the IFO within the FAA and the NAS?

1 A So the IFO's job, there's four IFOs and we are --
2 we divide the world up. So my responsibility is --
3 and when I say "my," I mean the IFO. So the IFO's
4 responsibility is any foreign operator that wants to
5 operate commercially to the U.S. That would be our
6 129s. We also handle 145 repair stations that are
7 based around the world. Any U.S. aircraft -- and if
8 I'm speaking the stuff that you know, you can stop me.

9 Any U.S. aircraft that need maintenance away from
10 America or the U.S., especially if it's a 121 or 135
11 or regulated, right? They would have to do a 145
12 repair station, a U.S. certificated repair station, so
13 we look after those. And then 91s, so any U.S.-
14 registered aircraft that's operating outside of the
15 U.S., we would look after those as well, issuing LOAs
16 or letters of authorization for those.

17 Q Okay.

18 A I talk with my hands, sorry.

19 Q No, you're good. You're good. I do too. Could
20 you then describe your role within the IFO as an FLM?

21 A Sure. So I -- right now we have two units. So I
22 have about 14 or 16 folks under me, both Airworthiness
23 and Operations, and my job is just to help them in
24 their job.

25 So I if any work comes in that they haven't been

1 directly to them, then I will assign that work to
2 them. If they're having issues or if they have
3 personnel problems or whatever they want to do, they
4 come to me. So basically I just look after my unit
5 and then there's -- the other front line in the
6 office, he looks after his unit and then of course
7 there's Wyatt. So I'm just, I'm the buffer.

8 Q Gotcha.

9 A But just to look at the chess board and move the
10 big pieces around.

11 Q Oh, okay. And how long have you been in your
12 role as an FLM?

13 A Let's see. I'm at three and a half years, I
14 think, four years. Let's see. I did a six-month
15 detail and then I'm on two years. I just did that.
16 That's two and a half and I'm three -- so three and a
17 half years.

18 Q Okay.

19 A Yeah.

20 Q Okay. And do you have any direct oversight of
21 operators, or are you just overseeing inspectors?

22 A Yeah. I just oversee the inspectors.

23 Q Okay. And you said about 14 to 16?

24 A Yeah, I'd have to look. We just changed it
25 around and we're actually split out into a third unit,

1 which we're hiring for right now. So, yes. I
2 would -- I want to say I'm 16. I have 16 personnel
3 under me.

4 Q Gotcha, okay.

5 A That report directly to me.

6 Q And are they all Ops folks or are they
7 Maintenance and Avionics?

8 A They're mixed, yeah. So I have -- I have one
9 MPA, which is a ASA -- I hate to use the word
10 secretary, but they're our admin folks, administration
11 folks. So I have one MPA, an AST, which is a safety
12 technician, which are basically one step under an ASI,
13 which is what everybody else is. And then I have -- I
14 think I have two or three Ops and the rest are
15 Maintenance.

16 Q Okay, and no one in Avionics?

17 A They're Maintenance -- like I said, kind of
18 mixed.

19 Q Oh, okay. Gotcha.

20 A So each of our Maintenance personnel work in
21 teams. So I have -- I think I have four or five
22 teams. I maybe have five teams. I'd have to go look,
23 but they're a Maintenance and an Avionics.

24 Q Okay. Gotcha.

25 A So I have -- I have a pretty even mix. So if I

1 have -- if I have five teams, then I have five of
2 each.

3 Q Gotcha. Okay. Do they same folks always work
4 together in the teams?

5 A The Maintenance, yes.

6 Q Oh, okay. Nice.

7 A Yeah. Their primary focus is the 145 repair
8 stations. They're quite busy going over and looking
9 after the 145 repair stations.

10 Q Gotcha. Okay. So what kind of operations do you
11 oversee then? Do your POIs and your PMIs oversee
12 everything 129, 91, 145?

13 A POI is probably the most involved position.

14 Q Okay.

15 A They're the point of contact for any 91 letter of
16 authorization. If there is an LOA that the operator's
17 requesting that involves Maintenance -- which they'd
18 pull out of guidance to tell them if they needed a
19 Maintenance person or an Avionics person -- then they
20 would come to me and say "Hey, I need Avionics," and
21 I'd assign that. But they're the main point of focus.

22 The same with the 129s. The Operations folks are
23 pretty much the point of focus for those and I say
24 that because the majority of the 129s are foreign-
25 registered aircraft. So there's no real involvement

1 of the Maintenance personnel in that. No significant
2 involvement, I'll put it that way.

3 Q Oh, okay.

4 A In those day-to-day operations. So that's -- the
5 POI is probably the -- I don't want to say they're the
6 busiest, because the 145 -- the Maintenance guys are
7 quite busy with the 145s. But they're the most
8 involved in all of the areas. The only thing that Ops
9 people don't get involved with at all is the 145
10 stuff, so the repair station stuff. That's all
11 strictly the Airworthiness folks.

12 Q Oh, okay. And then in the Operations, you know,
13 you have scheduled, charter. Do they -- do you do
14 anything with like ag stuff, anything like that?

15 A Farm? No.

16 Q Okay.

17 A No, no.

18 Q Okay. Could you describe to me just what an
19 agent for service is?

20 A An agent for service is someone that has
21 designated, that has a U.S. address. So they have to
22 be in the U.S. that is nominated to -- and it's not, I
23 won't say oversee because they don't oversee the
24 certificate, but they're a point of contact.

25 So general speak when -- and I'm sure it's

1 nothing that I would direct. So it's what I did as a
2 POI. Whenever I contact the operator and on the A001,
3 you'll have -- A006. I guess it's been many years
4 ago. But A006 has a list of responsible people at the
5 operator. So I would contact the responsible person
6 and the agent for service at the same time. So
7 they're just -- they're a means of contact for anybody
8 that's outside of the U.S.

9 Q Gotcha. Okay. And so when would they -- when
10 would you expect them to be contacted, versus directly
11 to the operator, the foreign operator?

12 A I would always do both.

13 Q Okay.

14 A And I would recommend that if I -- if one of my
15 inspectors came up and asked, that's what I would tell
16 them, do both.

17 Q Okay.

18 A Because that way you're covering both bases.

19 Q Gotcha. How do inspectors conduct surveillance
20 on foreign operators when they're in the U.S.? What
21 are their means of conducting surveillance?

22 A Surveillance is an -- is an interesting word. As
23 an Operations guy, up until very recently in the SAS,
24 we didn't have a whole lot of required surveillance
25 items for a 129. And that -- you've got to remember,

1 the important distinction with the 129 is they are not
2 a U.S. certificated operator.

3 Q Right.

4 A Right. So we don't -- we don't certificate them.
5 The FAA does not certificate them. We give them
6 OpSpecs, which are a contract, and we base that OpSpec
7 on their home AOC. So whatever their home CAA has
8 approved, then we will look at and say okay, we'll
9 parallel approve that here.

10 And I'm talking stuff like ILS approach or
11 different categories of the ILS approaches. But I
12 don't get involved in stuff like extended over-water
13 operations, right, ETOPs. We don't do any of that.
14 That would be a home state approval. So there's some
15 stuff that I would get, some stuff that I won't.

16 Q Okay.

17 A But that's the -- we don't certificate them. So
18 we rely on their home state to approve. So I'm going
19 to -- if they want an authorization, I'm going to ask
20 for their AOC, which I have a general copy. But then
21 when they update it, they should give it to us and
22 we're going to verify that they have that
23 authorization on their home AOC before we would issue
24 it here.

25 Q Oh, okay. So a foreign operator that has a 129

1 certificate comes into the U.S., lands here in Dallas.

2 A Mm-hmm.

3 Q What tools do you have available to make sure
4 that they're in compliance with the OpSpecs that you
5 guys have issued as the FAA?

6 A If they're scheduled, we have ramp check with the
7 Ops guys -- and usually it's the Ops guys. There are
8 some Maintenance responsibilities for ramps. But that
9 falls mainly on the Operations folks. So and they'll
10 do -- I'd have to talk to them, but I know they go out
11 probably once a quarter to whatever airport they're
12 near, in this case, the DFW airport.

13 When I was an Ops guy and I lived in Houston, I
14 used to go out to Bush Airport. And then we will go
15 in and we'll check paperwork and look at the condition
16 of the aircraft. But again, it gets challenging as a
17 FAA with a foreign aircraft, because I have no real
18 power over that aircraft.

19 I can condition tag. You know what a condition
20 tag is. I can condition tag as an inspector. I walk
21 up and I see a problem with an aircraft and I don't
22 think it's airworthy, I can condition tag it. It
23 can't go anywhere.

24 I can't do that to a foreign aircraft. But I can
25 highly encourage the crew that their aircraft may be

1 in violation if they decide to operate it. So it's
2 just we walk on a very fine line.

3 Q Okay, right. Oh, okay. And now is there any way
4 for you them to -- for your inspectors to surveil
5 their operators on their en-route operations or
6 anything like that?

7 A No, because we -- again, so what you're looking
8 at en-route -- if I'm doing an en-route as an
9 Operations guy, I'm looking at their, you know, GOM
10 usage. I'm looking at maintaining regulations. I'm
11 looking at their SOPs.

12 I don't get involved in any of that with foreign
13 operators. That's a home state approval. So that
14 would be -- that kind of surveillance, that kind of
15 would be done by the home CAA.

16 Q Oh, okay.

17 A So I would not get involved in that as an FAA
18 person.

19 Q Gotcha. Okay. So to do like ramp checks, you
20 said that's one of the things your Ops guys can do.
21 Do they have to go out and do that themselves, or can
22 they elicit help from a FSDO? If they get a
23 notification from A001, hey, I'm going to be in Miami.

24 A That's exactly what we do.

25 Q Okay.

1 A We reach out, yeah.

2 Q Gotcha.

3 A Yeah. It used to be -- so up until I want to say
4 I think it was right before COVID, so probably five
5 years ago, it was all done by the FSDOs.

6 Q Okay.

7 A Because, you know, we're such a small -- there's
8 only four of us where we're located and it was hard
9 for us to get everywhere.

10 Q Right.

11 A So it used to be -- and that was one of my jobs
12 at the FSDO, is I was the 129 guy. So once a quarter
13 I'd go out and have Airport Appreciation Day at Bush
14 Airport and I'd spend all day ramping every foreign
15 carrier I could find.

16 Q Oh, okay.

17 A But about five years ago, we brought that back in
18 house, so now it's our guys. Now when I receive a --
19 say I like you said Miami. If I receive a
20 notification, I actually have IFO there.

21 So my first -- they're going to come to me and
22 say hey, I've got an operator in Miami, and then I'm
23 going to reach out to Miami, one of their frontlines,
24 and say hey, do you have anybody that can go do a ramp
25 for me? And we also have a KSN that we do that on now

1 too.

2 So -- but I would do the same process if it was a
3 FSDO to Chicago or somewhere where I don't have an IFO
4 presence. Then we would reach out to a FSDO nearby
5 and say hey, can you spare somebody to go out for us?

6 Q Okay. And is that something you do as the FLM, or
7 is that something you expect your inspectors to do?

8 A No, they would come to me. They would ask me.
9 They would ask for me to -- unless they know someone
10 there. Now there's no requirement.

11 Q Right.

12 A You know, if they've got -- a buddy of theirs is
13 an Ops inspector at Chicago, then I would expect that
14 they would reach out to that guy and say "hey, if you
15 have a chance," but it's going to have to come through
16 management.

17 Q Gotcha.

18 A Because he can't assign work to that Ops
19 inspector.

20 Q Right. Oh, okay.

21 A So if he -- there's nothing that says they can't
22 coordinate it. But I would have to be involved, or at
23 least to the other inspector's frontline would have to
24 be involved to assign the work.

25 Q Gotcha. So, you know, one of your inspectors

1 comes to you. "Hey, my buddy in Boston says he's not
2 doing anything that day. You mind giving his FLM a
3 call, so he can go out and surveil these for me?"

4 A Yep, and we would do that.

5 Q Gotcha. Okay. Cool. So is there any
6 requirement for inspectors to perform ramp checks or
7 whatever other surveillance they see fit on their
8 operators?

9 A Well, there's -- you've got a work program. And
10 again, the ramp checks -- so there's not a requirement
11 on how many ramp checks, but there is a requirement to
12 do some ramp checks. It used to be they used to come
13 out of the Ramps program.

14 It's all changed now into SAS, so it's a little
15 bit different. But there is a requirement to do --
16 they used to be once a year on each and they give us a
17 percentage. And then the HSL is a little bit
18 different. So you get the Heightened Surveillance
19 List, you're supposed to do those once a quarter.

20 But, yeah. So there's no specific number, just
21 the requirement to do them. So, yes. And they'll --
22 at least once a year usually. Sometimes it seems --
23 I'd have to go back and look, I bet you they're doing
24 it once a quarter. They're going out to the airport
25 to do ramp checks on whoever they can get their hands

1 on.

2 Q Gotcha.

3 A We don't particularly care if it's ours or
4 theirs. If they know they're going to get a different
5 office's operators, then we'll reach out to their Ops
6 people just as a courtesy, like hey, are you looking
7 at anything in particular that you want us to look at?

8 Q Gotcha.

9 A So they'll give us a target. Otherwise, it's
10 just a general overview.

11 Q Okay. And is that something that's like a
12 pre-planned day that they've decided I'm going to go
13 out whatever day? Or is it when they get a
14 notification then they might set up a ramp?

15 A Two different -- two different scenarios.

16 Q Okay.

17 A And that would be more of an Ops question than I
18 could answer for you. So I don't direct them. So
19 they would be in charge of their day. They can do
20 that. If they need something different, they would
21 then come to me for approval.

22 But as far as the on demand, that's different and
23 that's going to be -- always going to be a reaction.
24 Because they're not required to tell us until -- and
25 I'd have to look at A001, but it's something similar,

1 like prior to any arrival or departure in the U.S.,
2 they have to notify us. It's very broad.

3 Q Right.

4 A So it doesn't say 24 hours in advance or 36 hours
5 or five hours or two days, right? So in theory, you
6 could -- they could tell us right before they land and
7 they're still within the requirements of that. It's
8 very, very, very broad.

9 Q Gotcha.

10 A And the non-schedules are tough, because as a
11 pilot flying air ambulance for many years when I did
12 that, I may not know my trip's coming until five
13 minutes before I'm climbing into the airplane.

14 Q Right.

15 A So it's hard to put a "well, you've got to tell
16 me 24 hours in advance," because they may not have
17 known.

18 Q Right.

19 A But, yeah. And then we're incumbent on them
20 to -- there's a lot of operators, so it's incumbent
21 upon them to make sure they notify us.

22 Q Oh, okay.

23 A And when we find out they don't, then that's a
24 different story.

25 Q Right. So you mentioned you guys have a lot of

1 operators out there. Under the inspectors that you
2 oversee, how many operators would you say there are?

3 A I think we have about a -- I want to say 110 or
4 so in the office and they're divided pretty equally,
5 probably about 20 per.

6 Q Okay.

7 A That's shooting from the hip. I don't know.

8 Q Right.

9 A Yeah.

10 Q Okay. So and it does sound like -- so does the
11 type of operation that the foreign operator is
12 conducting change the way the surveillance is
13 conducted? So scheduled versus on demand? Sounds
14 like that's going to be obviously different.
15 Scheduled, you know they're going to be here this day.
16 On demand, not necessarily?

17 A I mean it'd have to, so yes. And again, it's
18 more delving into the question you probably wanted to
19 ask an Ops guy more than me, because I don't do that
20 anymore. It's been many years. But, yes. The way
21 I'm going to look at a scheduled versus an unscheduled
22 is different, yes.

23 Q Gotcha.

24 A Because the scheduled's obviously more
25 predictable. So I can plan my day around a scheduled,

1 but I cannot around an unscheduled.

2 Q Okay. Are the POIs able to travel to conduct
3 ramp checks --

4 A Oh, yeah.

5 Q -- and things like that? Okay.

6 A Some do.

7 Q Okay.

8 A Yeah.

9 Q And is that something that has to -- I assume it
10 has to get approved by either you or the office
11 manager?

12 A Well, it'll go into our travel system, which is
13 then approved by somebody actually off different -- we
14 don't have AOs. Do you know what an AO is?

15 Q No.

16 A Okay. So the office, it's kind of like -- I
17 don't know how to describe it. The administration
18 office manager of sorts, they run the admin. They
19 took those away from us, so we don't have AOs anymore
20 directly in the office. We have them out -- so one's
21 out in California and one's in Illinois, I think, I
22 forget where. And that's for all four offices.

23 So we have two for four offices. So that's the
24 first stop for that. So if they want to do travel,
25 they're going to submit a travel request that'll go

1 through them and then it'll come to me or Jaime and
2 then we look at it and decide yes or no. But I've yet
3 -- I've never turned down a request. As long as we
4 have travel funds, they can go.

5 Q Oh, okay. Awesome.

6 A 145s are different. They travel quite a lot.
7 But they're also -- that's recoverable costs.
8 Anything the Operations guys do is a non-recoverable
9 cost. We have to pay that.

10 Q Okay. So have you ever gotten any pushback for
11 allowing someone to travel to go do ramp checks or
12 anything like that?

13 A Nope.

14 Q Awesome. That's good to hear. All right. You
15 may have already answered this, kind of. Do you have
16 an expectation of your inspectors on when they should,
17 or how many ramp checks they should perform for their
18 operators?

19 A I don't, no, because that's a decision you have
20 to make based on the risk profile of the operator and
21 they're the ones that would know that.

22 Q Oh, okay.

23 A So they're ones with the intimate knowledge. So
24 they would know if they need to do more or less or
25 whatever. So I leave that completely in their hands.

1 Q Okay. And do you review that at like once a
2 year? Hey, how's this operator doing? How's that
3 operator doing?

4 A They do, yes.

5 Q Okay. And do you ever check in with them on that
6 to make sure, you know, has anything changed with this
7 one, you know? Last year it was concerning.

8 A I wouldn't say as a rule, no. I wouldn't check.
9 But I mean -- it doesn't mean that I haven't. But
10 it's nothing that is a checklist item for me. I
11 wouldn't.

12 Q Gotcha. Okay.

13 A It's a dance that we do. I need to -- PASS, with
14 the unions, I got to be careful. I can't do the work
15 of the inspectors, because then they get mad.

16 Q Right.

17 A So it's a dance we do. So that was the hardest
18 transition for me, coming out from being a producer to
19 doing this, is that I don't do the production work.
20 So I'm there to help and assist them wherever they
21 need, but I don't get involved in the day-to-day work.

22 Q Okay.

23 A Yeah.

24 Q So what are the differences between -- you kind
25 of touched on this a little bit, but I want to maybe a

1 little bit deeper dive into it. Difference between
2 your POIs and then, like, your PMI teams.

3 A Mm-hmm.

4 Q What's the difference between those two?

5 A Just specialty. I mean it's -- so the POI,
6 obviously, Operations, so they're pilot backgrounds.
7 They are the point for 129th. There are some -- and
8 so a 129, 90 percent of the time is a foreign-
9 registered aircraft. There are some 129s that have
10 U.S.-registered aircraft. Air Mexico's a good
11 example. They're probably a mixed bag fleet, about
12 half and half.

13 When there's U.S.-registered aircraft and you'll
14 often hear them call 129-14s, because that's what the
15 reg falls under operating U.S.-registered aircraft,
16 the Maintenance folks are a lot more involved, because
17 now we have to approve maintenance programs. They
18 have to approve MELs if MELs are changing or moving.
19 So the Maintenance folks are a lot more involved with
20 the 129-14.

21 For a straight 129, unless there's an issue that
22 the Operations think is a Maintenance issue that they
23 need some help with, they don't get involved. And
24 they would be brought in by the Ops guy.

25 Q Okay, so does every 129 operator get issued -

1 that gets issued OpSpecs have a POI, a PMI, and a PAI?

2 A Always three. It's always three.

3 Q Okay.

4 A And I didn't even know where that comes from. I
5 bet you it's policy-driven. I'd have to go look.

6 But, yeah. There's always three. You have an
7 Operations, a Maintenance, and an Airworthiness for
8 all certificates.

9 Q Gotcha.

10 A All LOAs, all OpSpecs.

11 Q Oh, okay.

12 A I can't use the word "certificate," because they
13 don't have a certificate.

14 Q Right. How do inspectors get assigned operators?
15 So you get an operator. They send you the paperwork.
16 It says this is your new operator, here you go. How
17 do you assign that out to an inspector?

18 A It's based on workload.

19 Q Okay.

20 A Yeah. So it depends on how many they have. I
21 try to keep it even. I usually handle the Operations
22 folks and then Jaime handles Airworthiness folks. So
23 if we get a new 129 certification, I use that word
24 loosely. We call them certifications, even though
25 we're not certifying them. Once it goes through the

1 process, I'll assign that to a team to do the
2 certification.

3 And then depending on how many operators each of
4 them have, then I'll assign it to one of the Ops
5 folks. But I try to keep them as even as possible.
6 But we also got an even mix. Like, you know, we'll
7 bring in one or two new operators and we may -- some
8 may -- one or two may fall out throughout the year.
9 They may either get suspended or terminated, or
10 voluntarily withdraw.

11 So I try to keep it as even as I can. So it's
12 not arbitrary. It's just I look at the workload for
13 each of them and then assign it based on that.

14 Q Oh, okay. So you don't have like specialties of,
15 you know, this guy flew medevac, so he's going to get
16 the --

17 A No.

18 Q Gotcha. Okay. And so for the inspectors, what
19 determines whether they come in as a POI, a PMI, a
20 PAI? Is that from their previous background or --

21 A Comes into the agency or comes into the IFO?

22 Q To the IFO.

23 A Strictly on their -- because once you come into
24 the FAA, you come in as either Operations,
25 Maintenance, or Avionics.

1 Q Gotcha.

2 A Maintenance folks are generally dual, not always.
3 You'll see some folks that are only Avionics and all
4 they can do is Avionics jobs. You'll see some that
5 can do both.

6 Q Oh, okay.

7 A So they could apply for both. But when you come
8 into the agency, you come in as a specialty.

9 Q Gotcha.

10 A So when I joined the FAA, I joined as an
11 Operations Inspector.

12 Q Oh, okay.

13 A Even though I also hold an A&P. Oh, not an A&P.
14 I'm sorry. I worked on aircraft.

15 Q Gotcha.

16 A I have the authorization to test. I never
17 actually went and did it, but it's just, yeah. That
18 was my -- my former life was working on Black Hawk
19 helicopters. So I've got the maintenance knowledge
20 and the background of -- kind of understand what
21 they're doing. But I came in as an Ops guy.

22 Q Right, gotcha.

23 A So that's how we assign them.

24 Q Okay.

25 A So once you're in, that's what you are.

1 Q Gotcha. Okay. That makes sense. We already
2 talked about that. Do you ever have any interactions
3 with the companies or the operators that your assigned
4 inspectors oversee?

5 A Rarely.

6 Q Okay. What would elevate it to the point where
7 you'd have to contact an operator?

8 A I don't know that anything would.

9 Q Okay.

10 A That I can think of off the top of my head.
11 There are times some of the larger operators will
12 reach out to us and they want to say hi, just to come
13 and give us a status update. But it's -- there's no
14 annual requirement and a lot of times we handle that.

15 We do something called the Amigos de la Aviacion
16 every year and -- that's down in Mexico somewhere
17 every year and we'll have operators come up and
18 approach us because Jaime, myself, and Wyatt will all
19 go down there as a management team, just to kind of
20 check in and say hi and see what's going on.

21 Some of the larger operators will reach out to
22 the Ops inspectors and say hey, can we get together?
23 And they may or may not, it doesn't happen as often as
24 it used to. A lot of times we'll try to go meet with
25 them, rather than them coming to us, because there's

1 a whole process of getting a foreign person into a
2 government building.

3 Q Right.

4 A So a lot of times it's just easier to go visit
5 with them than it is to have them come here. But
6 there's no hard and fast rule or set procedure. I
7 can't think of anything that would make me want to
8 reach out to an operator specifically.

9 Q Okay. I did have one question on -- sorry.
10 Could you tell me about the Heightened Surveillance
11 List or HSL?

12 A Okay. What would you like to know?

13 Q Everything you got.

14 A So there's a -- it's all in guidance and it's
15 very specific as to what is allowed. Like I can't
16 just arbitrarily go "I don't like you. I'm going to
17 put you on the HSL."

18 Q Gotcha.

19 A But there are automatic triggers as well, and --
20 I'm going to say some stuff, can't hold me to it,
21 because it's been a long time since I've looked at
22 that.

23 Q Okay.

24 A But like things like economic difficulties. If
25 we identify there's some economic difficulties with

1 the company, that would be an automatic. If they file
2 for bankruptcy, that would be an automatic. And all
3 that really does is trigger more ramp checks. It's
4 hard to say "surveillance," because we don't do
5 traditional surveillance. Like the surveillance I did
6 as the 135 POI was vastly different than what I do as
7 a 129 POI.

8 Q Gotcha.

9 A Yeah. So the HSL is essentially -- I won't say a
10 repository, but it's a place where we know that there
11 are potential issues with the aircraft. I don't know
12 that we have any in Mexico right now. We did have a
13 lot, but that was because of when it dropped to
14 Category 2. That is a trigger.

15 Q Right.

16 A That's a trigger as well. Everything becomes a
17 Cat 2. Everything goes onto the HSL if it's a Cat 2 -
18 - well, the scheduled go onto it.

19 Q Okay.

20 A I think that's about it, yeah. So it's -- there
21 are arbitrary things that will trigger an HSL
22 inclusion, and there's a process, steps that the Ops
23 inspector or the Maintenance inspector, whoever
24 triggers that, would have to go through to be able to
25 do that. And the people that hold that list is within

1 us, within AFS-50, so the division as a whole. I
2 think it's 50 -- I want to say it's 52. AFS-52, I
3 think, is the holder of the HSL.

4 Q Okay. So other than the automatic triggers that
5 puts an operator on the HSL, how else could they get
6 added to that list?

7 A Just that if the -- there's something that the
8 POI or the one of the Maintenance folks, which again
9 more than likely it's going to be the POI, because
10 they have the most interaction with the 129s.

11 If there's something that they feel is an issue,
12 maybe they're not getting responded to or they've
13 heard through the grapevine of one of those automatic
14 triggers that they haven't notified us of or something
15 like that, then yes, they could go through the process
16 to add it.

17 But again, that would be started by the Ops guy.
18 And more than likely, I don't know that we've had one
19 in a long time. I would -- I'd bet \$10 to five donuts
20 that they'd come and talk to me first and say "Hey,
21 this is what I'm notifying. What do you think?"

22 And the same with Jaime. They'd go -- if it was
23 Jaime's unit, then they would go to him first, just to
24 kind of get an idea. But there's no requirement.
25 They could go directly to the 52 folks and go through

1 that process of how to get it included.

2 Q Oh, okay. Is there anything in the guidance that
3 you can recall about, you know, an operator's had X
4 number of accidents in the last year, anything like
5 that that would trigger a look?

6 A I would be guessing. I'd have to go look.

7 Q Okay. And then do any of your inspectors oversee
8 operators who are on the HSL?

9 A I'd have to look. I don't know for sure. I
10 don't know that we have a lot right now, but I'm not
11 positive. I'd have to go look.

12 Q Okay. Do you feel that you're adequately able to
13 oversee the number of inspectors you have assigned to
14 you?

15 A Redefine that question. I'm not sure what you
16 meant by that.

17 Q So the number of inspectors you have under you.

18 A Mm-hmm.

19 Q Do you feel that that's a good number, you're
20 able to properly manage them?

21 A Of course, yeah.

22 Q Okay. Not too many, not too little?

23 A Uh-uh. I'd always take more.

24 Q Okay.

25 A But we have -- there's enough for what we do, I

1 think. Yeah.

2 Q Gotcha. Okay. And then are the inspectors that
3 are assigned to you adequately able to oversee the
4 operators that they have assigned to them?

5 A Yeah, I believe so.

6 Q Okay. And I think you already answered this one,
7 but about how many operators do you -- does each
8 inspector oversee?

9 A I'd be guessing. I want to say we have about
10 120, and that's an estimation. I don't remember for
11 sure.

12 Q Gotcha.

13 A So and they're divided pretty evenly amongst five
14 Ops guys and the rest. So 20-ish a piece, yeah.

15 Q Okay. And do you feel you can go to your
16 management for support and guidance if you're having
17 issues with an inspector?

18 A Yeah, absolutely. All the way up to division.

19 Q Good.

20 A Yeah.

21 Q Okay. Same thing when you have questions?

22 A Mm-hmm.

23 Q Do you say hey, I haven't come across this yet.
24 Do you feel comfortable going in and going hey man, we
25 never seen this before. What are your thoughts?

1 A Absolutely.

2 Q Awesome.

3 A And we actually, as a management team, we meet
4 every other week.

5 Q Okay.

6 A All the way up through division, all the IFOs and
7 the division management. We all meet every other
8 week.

9 Q Good. Awesome. You feel you're given all the
10 necessary resources to perform your duties adequately?

11 A I do.

12 Q Awesome. And to excel?

13 A Of course.

14 MR. YOUNG: Awesome. Cool. That's all I have
15 for this round. Pocholo?

16 BY MR. CRUZ:

17 Q Yes. A couple of, I guess, clarifying for me.
18 You mentioned that -- do you handle just the POIs?

19 A No. In my unit, I have Airworthiness and POIs.

20 Q Okay.

21 A And for here it's just two of us. So right now
22 there's two frontlines and two units, and we have a
23 mix of Operations and Airworthiness in both units.

24 Q Okay. Because you mentioned Jaime has mostly the
25 PAIs and PMIs; is that correct?

1 A He has -- I want to say two. I think he has two
2 Operations and the rest is Maintenance.

3 Q So he has Ops people too?

4 A Mm-hmm, yeah. Both units have both, yeah.

5 Q Okay. But your unit was the one that was
6 involved with Med Jets, right?

7 A Yes, because I think that was Ron. Yeah, that
8 was -- Ron Green was the POI, he's in my unit, yeah.

9 Q Okay. All right. Yeah, that's the
10 clarification. I just didn't know how you guys --

11 A Yeah. They're evenly mixed. As I said, I don't
12 remember the numbers off the top of my head. But I
13 know we have five. We're hiring -- I actually have
14 one more bid, so we have five now. So, yeah. And I
15 think I have three and he has two, I think, for Ops.
16 And then the Airworthiness are below both of us in
17 teams.

18 Q Okay. All right. So who in the FAA organization
19 is responsible for granting foreign carriers to fly
20 into U.S.?

21 A Who is responsible?

22 Q Yeah.

23 A That's a very large question. If it's a new
24 applicant, they come to the IFO, whoever has
25 jurisdiction over that country, and then they will go

1 through the process with that office. But that
2 actually starts with DOT.

3 Q Okay.

4 A For economic authority. So the first step for
5 anyone that wants to come operate here is to have
6 economic authority, which starts with DOT.

7 Q So what do they need to bring to the table,
8 besides obviously economic authority? What does --
9 what do they need to be able to -- for the FAA to
10 grant them flying status in the U.S.?

11 A That's a loaded question, and I say that because
12 it depends on what they're asking to do. If they're
13 asking for a very highly technical -- you know, narrow
14 type operations specifications, then it would require
15 more information.

16 But if they're just looking for basic, I want to
17 operate in non-scheduled charter type operations, that
18 would be a less involved than, like, Aeromexico that's
19 a large airline that's coming in and wants to operate
20 scheduled service to various airports. So it depends
21 completely on the scale of the operator as to how
22 involved it would be.

23 Q For an unscheduled charter, can you maybe
24 quantify what is needed?

25 A No. That would be an Ops question. I don't want

1 to get involved in their stuff, and that's very --
2 it's specific in the guidance what we'd be looking
3 for. But generally speaking, they're going to be
4 looking for probably approach-type authorizations.

5 So what approaches they're allowed to shoot,
6 areas of operation, what parts of the U.S. that we
7 control. So like Alaska or a the Lower 48 or -- so
8 that kind of stuff. I don't -- and as far as any
9 other specialty type LOAs or OpSpecs, like doing Cat 3
10 or Cat 2 approaches, that would be a different ball of
11 wax.

12 So again, it depends on what they bring
13 to -- what they're requesting and then what their home
14 state has approved.

15 Q So you mentioned OpSpecs. Is it typical for
16 -- the FAA issues the foreign carriers OpSpecs, right?

17 A Correct.

18 Q And is it different for a scheduled or a
19 non-scheduled what their OpSpecs is going to look
20 like?

21 A No, because they're -- it depends, again, what
22 they're asking for. Some may have a lot of OpSpecs,
23 some may not have many at all. So it all depends on
24 what their Operations are and what they're asking for,
25 and then what their home state approves. Because I'm

1 not going to give them anything their home state
2 hasn't approved.

3 Q And is there a difference if the aircraft is not
4 U.S.-registered versus registered?

5 A That's a loaded question. What do you mean by a
6 difference?

7 Q Difference in the type of OpSpecs that's
8 generated for an unregistered foreign carrier versus
9 --

10 A Depends on the authorization they're asking for.
11 But if it's like -- say it's an instrument approach
12 operation specification, so like to approve to do
13 RNAVs or ILSs. The OpSpec's not going to look any
14 different to what I would issue to a scheduled versus
15 an unscheduled. If that's what you mean. I'm --

16 Q Yeah.

17 A Yeah.

18 Q In a sense, prior to granting a certificate, what
19 background work is done by the IFO to the foreign
20 carrier?

21 A Certificate? You mean an OpSpec?

22 Q Yeah.

23 A Okay, because we don't issue them certificates.
24 So the OpSpec -- again, I'm not going to issue them an
25 OpSpec as an IFO if they're not approved by their home

1 state. So if they're asking for a specific
2 authorization that is new to them, the first step is
3 to ask, okay, I want to see your LOA or your AOC that
4 approves that from your home state.

5 The majority, depending on the country -- every
6 country's different on the way their OpSpecs look.
7 Mexico's OpSpecs look very similar to ours, but South
8 Africa looks vastly different. So it depends on the
9 home, the country as to what those OpSpecs look like,
10 and then I'm going to make sure that whatever they're
11 asking for here, they also have on their home state.

12 Q So if their home state has a lot more OpSpecs
13 that they're approved for, but when they fly into the
14 NAS they're only looking for just maybe a certain part
15 of OpSpecs.

16 A That would not be uncommon.

17 Q That is not uncommon.

18 A Yeah. That would not be uncommon. If they're
19 not planning on doing whatever -- say it's air
20 ambulance work. Say they're authorized to do air
21 ambulance in whatever home country they're from, but
22 they don't want to do that here, that wouldn't be
23 uncommon then for them not to request that from us.

24 But if they're planning to do that, then they
25 would ask for it. So it's not uncommon for them to

1 have more authorizations from their home AOC than what
2 they are asking for here.

3 Q So if they do -- if they plan on doing
4 maintenance in the U.S., is that going to be an issue
5 if that's not in their OpSpecs?

6 A So if they're doing maintenance on a foreign-
7 registered aircraft, that would be a discussion with
8 their home CAA. I would not get involved with that at
9 all.

10 Q So it doesn't have to be an OpSpecs Part D, for
11 instance -- would it not need to be in that OpSpec?

12 A Not that I'm aware of. But then you're -- that's
13 a question that would probably be better asked to the
14 inspectors themselves, the PIs. But yeah, I would not
15 get involved with the approval or authorization of
16 maintenance on a foreign-registered aircraft.

17 Q Is it typical when a Part 129 foreign carrier
18 is -- when the FAA gives them OpSpecs, like you said,
19 right?

20 A Mm-hmm.

21 Q Is it typical for the IFO to assign the three
22 disciplines of inspector to that foreign carrier?

23 A Always. Every one of the operators has at least
24 three disciplines attached to it.

25 Q So if they didn't ask for a Part D in there, why

1 would there be a PMI or PAI assigned?

2 A That's a great question. That's a great
3 question. The only thing I can say is it comes out of
4 the guidance. I wouldn't -- I'd have to look. But
5 every -- I can tell you every single 129 has all three
6 disciplines attached to it. If you go look at the
7 A001 of any 129, they have the three disciplines
8 attached to it, on it.

9 Q Who would be able to, I guess, explain more of
10 that besides what's in the guidance, as far as the
11 need for having a PMI and a PAI if they don't have the
12 OpSpecs to work those?

13 A That would be a question way beyond my head. I
14 didn't -- I don't, I don't have an adequate answer for
15 you on that. I can just tell you that all three are
16 on each certificate.

17 Q And are they -- is there a name assigned to each
18 of those? Is there a principal assigned for each one
19 of those OpSpecs as far as who's going to be in charge
20 of that certificate?

21 A I would say nobody's really in charge of it.
22 They're equally in charge of it. But the Principal
23 Operations Inspector does most of the work. They're
24 the point of contact. 99.9 percent of the time,
25 they're the point of contact for the foreign operator

1 is to the operations inspector.

2 The only time I would see that changing is -- and
3 again, I pick on Aeromexico, because they're a mixed
4 bag fleet. But Aeromexico, their maintenance folks,
5 their maintenance directors would reach out. And it
6 is not uncommon for them to reach out to their
7 Principal Maintenance Inspectors, but they'll copy in.
8 So it's always all three. They work as a team.

9 Q How does the FAA IFO develop a surveillance plan
10 for its foreign carriers?

11 A Develop a surveillance plan? We're not like a
12 typical FSDO. We don't run a surveillance plan.
13 Again, like for the 129s, up until we picked up the
14 ramp checks, we didn't have any surveillance
15 requirements per regulation, per guidance for the
16 Operations folks.

17 We would do -- the ramp checks were all done by
18 the FSDOs, and all we did was handle the
19 authorizations here. Now we've picked that up again.
20 Now they're picking up ramp checks. So that's the
21 only -- the only real surveillance requirement for an
22 Operations guy is going out and doing ramp checks on
23 the aircraft.

24 Q So there is no -- say for your POI, who's an IFO
25 who works for Part 129 POI, he doesn't get any

1 surveillance plan?

2 A Other than doing ramp checks.

3 Q There is no work program for him, basically, that

4 --

5 A Not like you would see in a FSDO. No, because
6 again, as an Ops guy in a FSDO, I was doing base
7 inspections and and en-route checks and there was a
8 whole litany of stuff that I don't get involved in on
9 my side, because that was a home state approval. So
10 we wouldn't do that here in a 129 world.

11 Q So what surveillance does the FAA do on these
12 foreign carriers, if you guys don't get involved
13 except for ramp checks?

14 A That's all we do, ramp checks. That's the only
15 thing I'm allowed to touch.

16 Q But if a foreign carrier does not have a Part D
17 or a PMI assigned, what type of ramp checks can a PMI
18 or PAI do on a foreign carrier?

19 A Well, if they're trained to do 129s, they can
20 still do a ramp check. They can look at the
21 maintenance records of the aircraft. They can do all
22 that kind of stuff, but we're not involved in the
23 approval of those maintenance programs.

24 Q Okay, but according to your guidance, isn't there
25 anything in there that they can't look at their

1 maintenance programs because they're not --

2 A That would be an area, that'd be an area that I
3 wouldn't be an expert on to answer that question, so I
4 don't know. Jaime might be able to help you better on
5 that, just because he's a Maintenance guy. But I
6 don't have any knowledge of that.

7 Q Okay. Should you inspect -- if there's an issue
8 that arises during, let's call it surveillance for
9 now.

10 A Mm-hmm.

11 Q How does the FAA provide feedback to the foreign
12 carrier or the CAA of that foreign carrier?

13 A Feedback? Be more specific. What do you mean
14 "feedback"?

15 Q Feedback as far as issues with regards to pilots,
16 maintenance, whatever, that -- whatever surveillance
17 that your principals do with Part 129. How does that
18 feedback get to either the foreign carrier or the CAA
19 of that foreign carrier?

20 A So foreign carrier, if it was something to go
21 back to foreign carrier, more than likely the POI or
22 the PMI would contact them directly. Again, we have
23 contacts for each of the operators, obviously.
24 Operations contacts, maintenance contacts and as far
25 as if it needed to go to the CAA level, then we also

1 have contacts within the CAAs that we could talk to.

2 Q All right. Conversely, and how is that rectified
3 that -- whatever your concern was from the FAA's
4 standpoint is rectified? How does that get back to
5 you?

6 A It depends on what the issue is. But I mean I
7 would expect that the foreign carrier or the foreign
8 CAA would let us know when it's completed or whatever
9 the issue was. There are times that I'll reach out
10 and ask for contact information, or -- and they will
11 always circle or close that loop for us and come back.

12 A lot of my interactions are with Mexico, just
13 because it's a large operator. They're very close and
14 they come -- they have a lot of operators that come
15 into the U.S. Their CAA is is pretty responsive when
16 we have questions. I would expect that they would
17 close any loop that I asked them to do, if I gave them
18 an issue that needed to be addressed.

19 Q And I think I may have asked, and I think you
20 answered this question before. Is there a
21 surveillance difference between foreign carriers that
22 are flying U.S.-registered versus non-U.S. registered?

23 A Well, you add some stuff. So if it's a U.S.-
24 registered aircraft, there's going to be a maintenance
25 program approval and an MEL.

1 Q Okay.

2 A Just right off the top of my head I can think of,
3 that would not be on a 129 that is not U.S.-registered
4 aircraft. So, yes, it is a little different, and that
5 would get Maintenance folks more involved. And that
6 would -- colloquially, you would hear that called a
7 129-14, just because that's what that falls under,
8 operating U.S.-registered aircraft under the
9 Regulation 129-14.

10 Q So if it's not N-registered, then that's a
11 different ball of wax is what you're saying?

12 A Well, yes, in essence. If it's a foreign
13 registered, truly foreign-registered aircraft, then we
14 don't get involved in maintenance approvals or
15 surveillance or operations, maintenance operations.
16 That would be handled by the home CAA.

17 That doesn't preclude us -- again, like you say,
18 if we have an issue, that doesn't preclude us from
19 reaching out to the foreign CAA and asking them to
20 look at something for us. I can't think of off the
21 top of my head of anything that in recent history, at
22 least since I've been in the seat, that I've done
23 that. But I don't see any reason why I wouldn't if I
24 felt the need to. There's nothing that prevents me
25 from doing that, I'll put it that way.

1 Q You -- as a frontline manager, do you require
2 ASIs to visit foreign carriers' facilities in and out
3 of the U.S.?

4 A Do I require it? No.

5 Q Is that something that you would suggest that
6 your principals do?

7 A I wouldn't suggest it, but I'd support it if they
8 wanted to.

9 Q Okay.

10 A I would absolutely support it.

11 MR. CRUZ: Okay. Josh?

12 BY MR. YOUNG:

13 Q Just a couple follow-ups.

14 A Sure.

15 Q How does an operator's request to come operate in
16 the U.S. end up here at the IFO? So they've gotten
17 the approval from DOT to come operate here.

18 A Like who does it come from?

19 Q Yeah. So it does -- is it -- do they fill out a
20 form online and it shows up in your inbox? Hey, this
21 new operator from Mexico wants to come operate in the
22 U.S., or how does that --

23 A Generally it's an email to us. So they're -- so
24 the agent for service, most of the agents for
25 services, we get to know them because there's a

1 handful that do that job. It doesn't mean they can't.
2 They could have anybody. There's no real requirements
3 on being agents for service.

4 However, the majority of them are law firms, and
5 and they'll reach out to us, say hey, I've got a new
6 operator. If it's -- and there's nothing that
7 precludes the individual operator from reaching out to
8 us. They can look on the FAA home page and find out
9 who their controlling IFO is and reach out to us, and
10 we'll get those too.

11 We'll then respond to them, and there's a list of
12 -- usually an application form that gives us an idea
13 of what they're looking for. And that's all sent to
14 them by our admin staff. And then they would contact
15 us. I would say 90 percent of the time it comes
16 through an agent for service.

17 Q Okay. And that's, you know, like you said, like
18 an application. It's not like the -- it's not like a
19 ferry permit where you go in and you fill out an
20 online form and it --

21 A No, it's not online. Yeah, yeah.

22 Q Gotcha. Okay. So when that request comes in,
23 obviously I assume it would come to you as management
24 and assign out?

25 A Mm-hmm, correct.

1 Q Do you assign to an individual POI or is it a
2 team of folks to look at this?

3 A A team. It's always a team, all three. Yeah.

4 Q Gotcha. Okay. What is the guidance that
5 specifies that each OpSpec needs a PMI and a PAI?

6 A I'd be guessing. It's probably coming out of
7 -- I would assume it is coming out of the 8900, but I
8 have to look, yeah. And the 8900 is the catch-all.
9 That's our handbook.

10 Q Yeah.

11 A So it used to be called the handbook, used to
12 print it out.

13 Q Oh yeah?

14 A Now it's all online, so --

15 Q Okay. And then last one on this kind of subject.
16 When did ramp checks become a requirement for POIs to
17 do?

18 A Within the IFO?

19 Q Within the IFO.

20 A That's within the last probably four or five
21 years. I don't know for sure. I want to say right
22 around COVID time. It was either just before or maybe
23 just after. I think maybe just before, but I'm not --
24 I don't remember for sure.

25 Q Okay. Cool. All right. That's the last bit on

1 the kind of general --

2 BY MR. CRUZ:

3 Q So just to follow up on that real quick, is there
4 a number of times that the POI needs to do -- there is
5 no set number of times that the POI needs to do any
6 ramp checks on the aircraft?

7 A No. That would be a risk-based, so whatever they
8 decide. If they decide the operator needs more than
9 more than one per quarter or per year, then that's --
10 they can do that. That would be a risk-based decision
11 that they would make, based on the risk profile of the
12 operator.

13 MR. CRUZ: Okay.

14 BY MR. YOUNG:

15 Q Is there a minimum number per year? Is it one?

16 A I don't think there's a minimum. I'd be
17 guessing, but I don't think there's a minimum at all.

18 Q Okay. Oh, okay.

19 A I would say they're doing at least one. But I
20 don't know that there is a minimum. That's all just
21 risk-based.

22 Q Gotcha.

23 A Yeah.

24 MR. YOUNG: Okay.

25 //

1 BY MR. CRUZ:

2 Q Does the ramp check need to be in person or can
3 you do it virtually?

4 A It needs to be in person. There are some stuff
5 we're allowed to do virtually. I would not support a
6 virtual ramp check. If my operator -- my POI came to
7 me and said I want to do this, I'd be like no, you
8 need to be in person. That's me personally. But
9 there's no -- as far as I'm aware, that we are not
10 permitted to do virtual ramp inspections.

11 Q But can you then have a geographic inspector do
12 it on his behalf?

13 A Absolutely.

14 Q And you would be okay with that?

15 A Oh yeah, absolutely. Yeah. But there needs to
16 be a human in -- standing at the aircraft, yeah.

17 MR. YOUNG: Anything else?

18 MR. CRUZ: No.

19 MR. YOUNG: All right. I think that's going to
20 be it for the kind of general IFO questions, before we
21 get into Med Jets proper. You good? You want a
22 break, use the restroom?

23 MR. FAIRBAIRN: No, I'm good. You need anything?

24 MS. CASTILLO: No, I'm good. Yeah.

25 //

1 BY MR. YOUNG:

2 Q Okay. Pocholo, we're good? All right. We'll
3 move into round two, and this is going to focus more
4 on the actual operator that was involved in the
5 accident. I'm going to refer to them as Med Jets. I
6 know they have a whole bunch of letters behind their
7 official name.

8 A Mm-hmm.

9 Q But for ease of purpose, we're just going to
10 refer to them as Med Jets. So just to start off with,
11 did you oversee the POI who was the principal
12 inspector -- operations inspector for Med Jets?

13 A I believe so, yeah. That was Ron Green.

14 Q Yeah. And were the PMI and PAI also under you?
15 I think it was -- was it Joel?

16 A If it was Joel and Casey Storm, then yes.
17 They're under me, yeah.

18 Q Okay. Do they ever get split up, where the POI
19 would be under you on your team and the Maintenance
20 team would be under Jaime?

21 A They used to be, yes.

22 Q Okay.

23 A Recently when we did the reshuffle, and I want to
24 say that was probably a year ago, maybe two years ago,
25 we brought them to where they were all falling under

1 one unit.

2 Q Gotcha.

3 A That was on purpose, because we did have some
4 that were split like that and it made it challenging.

5 Q Okay. And then how long have you overseen Mr.
6 Green, the POI for Med Jets?

7 A Since he's been in the IFO, and I want to say
8 that's three years maybe.

9 Q Okay. So for this OpSpecs unscheduled 129
10 operator, Med Jets themselves, they have a PMI and a
11 PAI listed. You already said per guidance they have
12 to be on there, right, per OpSpecs in A001. So what
13 is their role?

14 A Like everything, they'd be support. So I'm sure
15 if the POI had questions or concerns, he could go to
16 them. But, yeah, more of a support role than anything
17 else. Because again, because if they're a foreign-
18 registered aircraft, they wouldn't be involved in any
19 maintenance approvals or authorizations.

20 Q Gotcha. So they wouldn't be expected to have an
21 active role in working with the operator to do
22 whatever? They would --

23 A Not really, no.

24 Q Gotcha. Have you ever had any interactions with
25 Med Jets, with the company at all?

1 A I have not.

2 Q Okay.

3 A Oh, I take that back. I was involved in some
4 email traffic between Ron and them post-accident.

5 Q Okay.

6 A But prior to that, no.

7 Q Okay. And oh, so you had -- you had no
8 interactions? Did you know that they were one of the
9 operators?

10 A I'm sure I saw that name, but it never really
11 clicked a bell. But, yeah. I mean I've looked at all
12 the names of the operators we have, but I don't have
13 intimate knowledge of -- some of the bigger ones, yes,
14 because we see them all the time. But the smaller
15 ones, not so much.

16 Q Okay. Do you know how many accidents Med Jets
17 had been involved in prior to the accident in January?

18 A I do not.

19 Q Is that something you would expect your
20 inspectors to know and to keep track of to look at?

21 A It depends. That's a hard question. I mean, I'd
22 like to think they know it, but it depends on where
23 the accidents happened and whether they were reported
24 to us. If it happened in the U.S., then yeah. I
25 would expect that they would know about it. But if it

1 happened outside and the operator didn't report it to
2 us, then I don't know. I don't know how they'd find
3 out about it.

4 Q Okay. Is there any expectation that the operator
5 would report to you guys when they've had an accident
6 if it was outside the U.S.?

7 A Not that I'm aware of.

8 Q Okay. When it comes to OpSpecs, how are those
9 issued? Is it the operator coming to you and saying I
10 want to do X, Y and Z, here's the OpSpecs I have from
11 my home country, will you parallel match them? Or do
12 you guys ask for specific things that will then equate
13 to an OpSpec being issued?

14 A Probably more the first one, them coming to us
15 asking for an authorization, and then we ask for the
16 evidence to support it.

17 Q Gotcha. So that's kind of -- that more falls on
18 the company to ask for permission to do something?

19 A Correct.

20 Q And then you would ask for -- okay. So what, if
21 any, consequence is there for an operator that doesn't
22 follow their OpSpec? So let's say they don't make
23 notification per A001, that they were coming into the
24 U.S. and the operator finds -- or your POI finds out,
25 hey, they were operating in the U.S. and they never

1 told us.

2 A Mm-hmm.

3 Q What tools are at their disposal to address that?

4 A That's a difficult one. They don't have a
5 certificate, so I can't take certificate action on a
6 foreign carrier. But they do hold OpSpecs. So about
7 the only weapon I would have would be to suspend or
8 terminate their OpSpecs.

9 Q Okay. So operators not complying with their
10 OpSpecs, those are really your only two options? Do
11 you have -- are there warning letters or --

12 A That's where you would always start. Again,
13 depending on how egregious it was. I couldn't imagine
14 just yanking them on the first. Again, depending on
15 how egregious it is.

16 Q Okay.

17 A But there's a process that we follow and I think
18 it's under 129-5, maybe, where it talks about changing
19 or modifying OpSpecs. And there's a process to do
20 that, and it's usually some sort of a warning letter
21 and you get a certain amount of time that they have to
22 -- they can respond with evidence to support or
23 whatever the case may be. It depends.

24 Q Okay. And has anything ever been elevated to you
25 about issues or safety concerns with Med Jets prior to

1 the accident?

2 A No, not that I recall.

3 Q Okay. Are operators required to provide any copy
4 or -- operating documents, GOM, SOPs, safety programs,
5 things like that?

6 A Not that I'm aware of.

7 Q Okay. And do you know if any ramp checks or --
8 well, in this case, ramp checks because that's your
9 guys' main means of surveillance -- was performed on
10 any of the Med Jets aircraft while they were in the
11 U.S.?

12 A I don't. That wouldn't be something I would know
13 right off the top of my head.

14 Q Okay.

15 A I'd have to do some research on that to figure it
16 out. But yeah, I don't -- off the top of my head, I
17 don't know.

18 Q Okay. And is there a system where you guys can
19 check that or your POIs can go in and check and see -

20 A Within SAS, our tracking system. Yeah, they can
21 go in and look in SAS to see if it's been -- well, it
22 depends. It's been around for a while and you'd have
23 to probably go and -- I don't even know if we have
24 access to NPTRS anymore because they're transitioning
25 from that system into SAS over the last couple of

1 years. So, but yes. I mean there's a record. There
2 should be a record somewhere.

3 Q Gotcha. And since you're making the transition
4 from NPTRS into SAS, is there a way for your POIs, if
5 they see something, to go back and look at NPTRS to
6 see is this a trend? Is this something that was
7 showing up seven years ago?

8 A I don't know for sure. I don't know for sure. I
9 would assume so, but that's an assumption.

10 Q Okay.

11 A Yeah. I don't know if we still have access to
12 NPTRS or not anymore.

13 Q Okay.

14 A Because since they transitioned out of -- there's
15 so many initials, I hate the FAA, since they've
16 transitioned out of EF-SAS, which is NPTRS into SAS.
17 So I don't -- I would assume that we still have access
18 to it, but I don't know for sure.

19 Q Okay. and then just kind of my last question on
20 Med Jets. Do you know if they had any sort of safety
21 program or if there are any safety issues?

22 A Off the top of my head, I don't. Yeah, I don't
23 know.

24 Q Okay. And is a company -- or an operator when
25 they come into the U.S., they get issued their

1 OpSpecs, are they required to have any sort of safety
2 program at their operations?

3 A I think that's changing. I don't know that they
4 are right now.

5 Q Okay.

6 A And that's a Part 5 requirement. I know that
7 there's been talk of making that mandatory for the
8 129. I don't know if it's there yet.

9 Q Okay.

10 A I know they can ask for a voluntary safety
11 program, but I don't know if it's mandatory yet.

12 Q Okay.

13 A I'd be guessing. I'd have to look.

14 MR. YOUNG: All right. Cool. That's all I have
15 on Med Jets. Pocholo?

16 BY MR. CRUZ:

17 Q Yeah, just a couple of follow-ups. Do your
18 inspectors go through any type of training to work in
19 the IFO?

20 A There is specific foreign training, yeah. I want
21 to -- I don't remember the amount of courses, but
22 there's, I think there's four or five. We call them
23 government safety inspector courses that we actually
24 as the FAA give to foreign CAAs as well, that they go
25 through. And there's a handful of other in-person and

1 eLMS courses that we do that relate to ICAO and
2 foreign operations.

3 Q Okay. You mentioned something about a checklist
4 that you go through as an FLM. What checklist do you
5 have specific to --

6 A A checklist that I go through?

7 Q Yeah.

8 A Oh, I don't know what -- I don't know where I
9 would have mentioned that. I mean there's checklists
10 for like, certifications.

11 Q Okay.

12 A There's check -- I'm a pilot. I've got a
13 checklist for everything.

14 Q All right. Well, but as far as a checklist for
15 you as an FLM, of you or principals that work
16 underneath you?

17 A Yeah. I don't have a checklist for that, no.

18 Q Okay.

19 A I don't know where I would have said that and I
20 apologize, yeah.

21 Q You mentioned about -- so when your principals do
22 any type of work, is that recorded anywhere in the FAA
23 system?

24 A Any work you're doing should be recorded in SAS.

25 Q Okay.

1 A That's the whole point of SAS. Activity records,
2 tasks, they're all recorded in SAS. Any work they're
3 doing should be recorded in SAS.

4 Q Okay. So how -- any type of work that they're
5 doing?

6 A Mm-hmm.

7 Q So is there a specific basic number of work that
8 they need to do on a yearly basis? Like a work
9 program, in a sense, to be an IFO inspector?

10 A No, not that I'm aware of. We don't have a
11 traditional work program, not like looking after a 121
12 or a 135 operator here in the U.S.

13 Q Is that -- is that somewhere written in 8900,
14 what the IFO inspector's supposed to do or what their
15 job should be?

16 A I would expect it would be, but yeah. But I mean
17 we're vastly different from what you would consider a
18 121 or CMO or for a 135 FSDO. The requirements are
19 just different, again, because a lot of it is foreign
20 approvals.

21 I don't get involved in the certain approvals
22 that fall under the foreign certification, because
23 they are certified in Mexico or Egypt or Africa or
24 wherever they're coming from, but they're not
25 certified here. So there's a lot of stuff that I

1 don't get involved in. And when I say "I," I mean IFO
2 in general.

3 Q Okay. Because in 29 -- so 10.7.1, Part 29, I can
4 show you the document. We're supposed to develop a
5 surveillance plan no later than each September.

6 A What are you reading? I'm sorry.

7 Q Let me show you this. I'm sure you're familiar
8 with this, right?

9 A Volume 12, Chapter 4. Okay, yep. That Volume 12
10 is us. That's international, yep. Yes.

11 Q So 10.7, Planning and Work Programs.

12 MS. CASTILLO: Can I also see that?

13 MR. CRUZ: Yes.

14 MS. CASTILLO: Thank you.

15 MR. FAIRBAIRN: The Maintenance guys do have work
16 programs, because again they're doing foreign 145
17 repair stations, so that's different. They have --
18 just like a FSDO, they develop a work program. They
19 do a work program. Operations are different.

20 BY MR. CRUZ:

21 Q But still, this is 129 scheduled and
22 non-scheduled.

23 A I'd have to look at it to know for sure what
24 that's talking about. But, yeah.

25 Q So 10.7.1. Supposed to develop a surveillance

1 plan no later than each September. 10.7.1, non-
2 scheduled. Oh, these are scheduled. Okay.
3 Scheduled. So you don't have one specific to
4 unscheduled?

5 A Probably not. Well, see, in the Surveillance
6 Program review, the assigned PIs -- then we talk about
7 using GeoADD. We still use GeoADD. That's still a
8 thing, and they'll reach out. The inspectors will
9 reach out to the operators and that's where they, you
10 know, what's changed?

11 Do you have the same Operations personnel? Do
12 you have the same contacts or the same tail numbers?
13 Are you planning the same airports? Like once a year,
14 they're going to reach out and ask what their
15 operations are and if anything's changed.

16 Q Is that typical for your POI to do that at every
17 year?

18 A Generally. Yeah, it's always a POI. Well, I say
19 always. POIs do most of the work when it comes to
20 that kind of stuff.

21 Q Okay. So let's specifically talk about POIs.

22 A Yeah.

23 Q You mentioned earlier, when we were talking about
24 -- do you expect your POIs to talk to the agent for
25 service and the foreign?

1 A I won't say I have an expectation. I would say
2 they are doing that, though I don't -- I've never said
3 to them, I don't go to my individuals and say you must
4 talk to both. But that's what I did when I was a POI.

5 Q Okay.

6 A Just because it's a fail safe for me. I know
7 they're -- I know that they're absolutely getting the
8 notification if I also go to their POI, I mean to
9 their agent for service.

10 Q Okay. So what is the FAA's position when it
11 comes to non-U.S. registered airplanes with equipment
12 that has been deactivated, but is still installed on
13 the aircraft?

14 A I wouldn't be the person to give an FAA position.

15 Q So would -- who would be able to tell us what the
16 position is of the IFO when you have unscheduled
17 non-U.S. registered airplanes coming into the NAS that
18 we would expect? What is the expectation from the
19 FAA?

20 A I'm not sure exactly what you're asking me.

21 Q So in this particular case, let's talk about Med
22 Jets.

23 A Mm-hmm.

24 Q There are non-U.S. registered, right?

25 A Mm-hmm.

1 Q Charter, unscheduled, flying into the NAS with a
2 CVR and FDR still installed. But at the same time,
3 when we look at it, it's not working. What is the
4 expectation from that part?

5 A I'd have to go look at their home state
6 regulations as to what their country requires. Does
7 their country require an operational CVR for that type
8 of operation? I don't -- off the top of my head, I
9 don't know.

10 Q Okay.

11 A Yeah.

12 Q Have there been any changes since the accident
13 with regards to how the IFO interacts with Med Jets?

14 A Not that I'm aware of.

15 Q No lessons learned, no nothing from --

16 A Well, we're not doing any lessons learned until
17 everything's final, so that we know what we need to
18 address, yeah.

19 Q Do you know whether they've let your PI know that
20 they were coming into the NAS prior to the accident?

21 A I don't know. I'd have to reach out and ask him,
22 yeah.

23 Q Has the FAA IFO had any issues with the Mexican
24 CAA as far as working --

25 A That's a loaded question.

1 Q With regards to foreign carriers flying here and
2 having issues with them and them not being --

3 A Not to my knowledge, no. We had, years ago,
4 issues where they weren't being very responsive to us,
5 but then they also went to change from Category 1 to
6 Category 2 for about three years there and then came
7 back. But, yeah, in recent history, not to my
8 knowledge.

9 Q Okay. The CVR falls under the POI, correct, as
10 far as issues with regards to working or non-working
11 CVR?

12 A Again, that's a home state. They would have
13 to -- if it's a foreign-registered aircraft, it
14 depends on what their home state requires. Our
15 regulations wouldn't play a part in that.

16 MR. CRUZ: Okay. All right. That's all I have,
17 Josh.

18 BY MR. YOUNG:

19 Q All right. I have my two final closing questions
20 I ask everyone. First one is, is there anything you
21 expected us to ask you that we didn't ask about?

22 A I didn't know what you were -- I didn't know what
23 I was expecting so --

24 Q That's the answer we get a lot. And then lastly,
25 is there anything you'd like to add that you think

1 would be beneficial to the investigation?

2 A I don't think so, no.

3 MR. YOUNG: All right. that's all I have.

4 Anything else, Pocholo?

5 MR. CRUZ: Nope.

6 MR. YOUNG: All right. With that, thank you so
7 much for making yourself available.

8 MR. FAIRBAIRN: Of course.

9 MR. YOUNG: Thanks for coming up. I sure do
10 appreciate it, and thanks for -- thanks for talking
11 with us.

12 MR. FAIRBAIRN: Sure. And I'm available if
13 anything else pops up.

14 MR. CRUZ: Thank you.

15 MR. FAIRBAIRN: Yeah.

16 MR. YOUNG: And with that we'll go ahead and end
17 both recordings at 1:07.

18 (Whereupon, at 1:07 p.m., the interview in the
19 above-entitled matter was concluded.)

20 //

21 //

22 //

23 //

24 //

25 //

CERTIFICATE

CASE TITLE: Dallas International Field Office
Interviews
ACCIDENT NO.: ERA25MA106
LOCATION: Irving, Texas
DATE: December 16, 2025

This is to certify that the attached proceeding before the National Transportation Safety Board 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.

Date: December 23, 2025


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Investigation of:)
)
DALLAS INTERNATIONAL FIELD) Accident No.: ERA25MA106
OFFICE INTERVIEWS)
)

Pages: 1 through 73

Place: Irving, Texas

Date: December 17, 2025

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FAA Dallas International
Field Office
Irving, Texas

Interview of: JAIME INSURRIAGA, DFW IFO Front Line Manager

APPEARANCES:

JOSH YOUNG, Air Safety Investigator, NTSB

POCHOLO CRUZ, Lead Aerospace Engineer, NTSB

CAMILLE CASTILLO, FAA Aviation Tort Litigation
Group, Interviewee's Representative

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1 parties. AVP was invited along. They couldn't make
2 it, and they provide us technical expertise. They'll
3 have the opportunity to review the transcripts. And
4 also here with me is Mr. Pocholo Cruz.

5 MR. CRUZ: Hi, I'm Pocholo Cruz. I'm the
6 Maintenance Investigator for this accident, and I'm
7 the Maintenance Group Chairman, obviously.

8 MR. INSURRIAGA: Okay. Nice meeting you guys.

9 MR. YOUNG: Thank you for being here.

10 MR. INSURRIAGA: All right.

11 MR. YOUNG: So part of the process, we're going
12 to record the interviews, at which time we'll send
13 them off for transcription. The audio doesn't become
14 part of the public docket. It gets deleted because we
15 have a transcript, so we don't need the audio anymore.

16 Once we get the transcripts back, it's normally
17 two weeks to a month to get them back, and then we'll
18 review them for typos. We'll send them to Ms.
19 Castillo and then she'll show them to you. You guys
20 can review them, make sure they didn't miscategorize
21 anything you said or, you know, put something in there
22 that you didn't say or anything like that.

23 If you have anything you wanted to add, you can
24 attach it as in -- basically send us a document with
25 whatever it is you want added, and we attach that as

1 an errata. And it all goes in the public docket as
2 one big document. So do you have any questions about
3 that process and how it's going to go?

4 MR. INSURRIAGA: No, not at all.

5 MR. YOUNG: All right. So as part of our
6 regulations, you're welcome to have one representative
7 present, and is Ms. Castillo who you wish to attend?

8 MR. INSURRIAGA: That's fine. She's fine.

9 MR. YOUNG: All right.

10 MR. INSURRIAGA: No, no. You, you're okay.
11 Thank you.

12 MR. YOUNG: All right.

13 MS. CASTILLO: Good morning.

14 MR. YOUNG: Good morning. So during this
15 interview, if at any point you don't understand the
16 question that we ask or something, just ask for
17 clarification. We'll either rephrase it or restate
18 it, just to make sure that you understand the question
19 so you can answer it to the best of your knowledge.

20 MR. INSURRIAGA: Cool.

21 MR. YOUNG: I also like to remind everyone if you
22 don't know the answer, "I don't know" is a perfectly
23 acceptable answer. So if you don't know something,
24 don't try to guess. Just let us know you don't know.

25 And then lastly, if you need a break at any

1 point, please just let us know. We can pause all the
2 recordings, you know, bathroom break, get a drink,
3 whatever it is and we'll kind of go from there. Do
4 you have any questions before we get started?

5 MR. INSURRIAGA: Not at all.

6 MR. YOUNG: All right, awesome. So we'll do two
7 rounds. The first one will be the majority of it.
8 It's going to be just general information about the
9 IFO. And then the second one will be actually about
10 Med Jets in particular.

11 MR. INSURRIAGA: Mm-hmm.

12 INTERVIEW OF JAIME INSURRIAGA

13 BY MR. YOUNG:

14 Q So that's kind of how this will work. Just to
15 start off with, if you could go ahead and tell us your
16 name, and if you could spell it out phonetically
17 please.

18 A Okay. My name is Jaime Insurriaga, Julie Alpha
19 India Mike Echo. And the last name is India November
20 Sierra Uniform Romeo Romeo India Alpha Golf Alpha.

21 Q All right. Thank you. And how old are you, sir?

22 A I'm 70 years old, yeah.

23 Q You don't look it.

24 A Been through the wringer a couple times. Trust
25 me.

1 Q Okay.

2 A And what's your job title here at the IFO?

3 A I'm a frontline manager here in Background
4 Maintenance.

5 Q Awesome. And do you hold any airman certificate
6 ratings?

7 A A&P license.

8 Q Okay. Both airframe and power plant?

9 A Airframe and power plant? Yes, correct.

10 Q All right. How long have you been with the FAA?

11 A Since 2003. September-ish timeframe.

12 Q Okay. And how long here at the Dallas IFO?

13 A Since 2005. I've been here the longest.

14 Q Okay.

15 A I'm pretty sure of all the IFOs, I've been the
16 longest in the IFOs that are still around. Everybody
17 else has moved on.

18 Q Oh, okay.

19 A I'm still around.

20 Q And what were you doing back before you came here
21 to the IFO?

22 A I started in the FAA at the Southwest CMO as an
23 Airworthiness inspector. But prior to that I was
24 industry and prior to that I was military.

25 Q Oh, okay.

1 A I retired from the military.

2 Q Okay. Well, thank you for your service.

3 A You're welcome.

4 Q And can you just describe for me the role of the
5 IFO inside of the FAA?

6 A The IFO is -- we do anything related to, and in
7 our case for flight standards, anything related to
8 aviation that is located outside the United States.
9 Whether it's operators, air operators or repair
10 stations or airmen that hold an FAA certificate type.
11 In general, that's what we do.

12 Q Okay. And do you oversee any operators or do you
13 just oversee inspectors as an FLM?

14 A Just inspectors.

15 Q Okay. And about how many inspectors do you
16 oversee?

17 A It's about 12. Well, the inspectors probably --
18 yeah, 12. 12.

19 Q And are those Ops inspectors, Maintenance,
20 Avionics, combination of all three?

21 A All three, yeah.

22 Q Okay. And then what kinds of operations do those
23 inspectors oversee? Is it everything that the IFO
24 encompasses? Do they have specific areas like repair
25 stations or scheduled/non-scheduled operators, 129,

1 91?

2 A The Ops inspectors, of course, they oversee the
3 the 129 operations, and they also take care of some
4 Part 91 LOAs that we issue.

5 Q Okay.

6 A The Maintenance guys, they oversee some of the
7 129 operations and repair stations, A&Ps, that type.

8 Q Okay. And the Maintenance folks, when it comes
9 to the 129 operators that they oversee, what's their
10 interaction with a 129 operator?

11 A In general, if I can kind of give you an -- a
12 general overview is we have two types of 129
13 operators: 129 operators that fly foreign-registered
14 aircraft and 129 operators that fly N-registered
15 aircraft. That's under 129-14.

16 And that's where my Maintenance guys get mostly
17 involved, because for the 129-14 N-registered
18 aircraft, we got to issue or we got to approve their
19 maintenance program, and that's where the Maintenance
20 guys get involved. Other than that, if they're
21 foreign operators all the way through, our Maintenance
22 guys don't particularly get involved with it.

23 Q Okay. Could you describe what an agent for
24 service is?

25 A Agent for service is somebody here in the United

1 States that kind of speaks for the operator, for the
2 foreign operator, is located here. A lot of times,
3 because of the language barriers or whatnot, if we
4 need to get a hold of them from the FAA side, we go to
5 the agent for service. Okay. We need this or that
6 from this operator. We need that info.

7 Q And then when would an agent for service be
8 contacted versus the foreign operator directly?

9 A Probably 90 percent of the time we contact the
10 agent for service, and a lot of times it's in
11 conjunction with the operator. You know, we have an
12 issue with the operator, we send a notification to the
13 operator and the agent for service, because more
14 likely their reply is going to come through the agent
15 for service to us.

16 Q Oh, okay. That makes sense. How do inspectors
17 conduct surveillance on foreign operators when they're
18 in the U.S.?

19 A The surveillance that we mostly do is the ramp
20 inspections.

21 Q Okay.

22 A And that is mostly done -- well, probably all the
23 time done to our scheduled operators. It's very
24 seldom that we can catch one of the on-demand or
25 charter operators because we don't know when they're

1 coming. And when I say "we don't know when they're
2 coming" is -- a scheduled operator is Aeromexico. We
3 know that they fly four times to DFW, so we can -- and
4 we know at what time. So we want to go see them, we
5 can get them.

6 But an on-demand guy might go to DFW or Love
7 Field or San Antonio or whatever. And it's hard for
8 me to send somebody there waiting for them, because we
9 don't know if it's coming or not so --

10 Q Gotcha. Okay. So to conduct a ramp inspection,
11 do the inspectors here at the IFO have to go out and
12 do that themselves? Or can they use, you know, like a
13 FSDO or a CMO or something like that?

14 A We work together with the FSDO. Let's say it's
15 in San Antonio. Our IFO is here. So if we really
16 need to go see a scheduled or even unscheduled
17 operator, we can ask the FSDO, can you help us out?
18 And if they have the manpower, they will. And if they
19 don't and it's really necessary for us to go see them,
20 we'll send our inspector all the way over there to go
21 check them out.

22 Q Have you guys had any trouble getting support
23 from the FSDOs to do -- help out with ramp
24 inspections?

25 A Again, you know, we go by their manning

1 requirements. If they have somebody available,
2 they'll help us. But no, we have pretty -- in
3 general, we have a pretty good relationship with the
4 different FSDOs to help us out.

5 Q Cool. That's good to hear. And so -- are ramp
6 inspections the only, I guess, surveillance tool that
7 the inspectors have to surveil the operators? They
8 can't do en-route inspections or anything like that?
9 Is that --

10 A That is correct. That is correct. We're not
11 allowed to do en-route inspections on a foreign
12 operator.

13 Q Okay. So they really -- ramp inspection on the
14 ground at the gate or, you know, at the FBO -- is
15 their option?

16 A Correct, correct.

17 Q Yeah. Yeah.

18 A But we don't fly on there like a typical -- I can
19 do an en-route inspection on American Airlines and
20 whatnot. I cannot do it on a foreign operator.

21 Q Oh, okay. I think back to my time flying at the
22 airlines and having the FAA guy sitting in the jump
23 seat. So that's not happening.

24 A Yeah.

25 Q Gotcha. Okay. So is there any requirement for

1 the inspectors to perform ramp checks of the operators
2 they oversee? You know, a certain number of times a
3 year, month, week?

4 A That will be only for the scheduled operators
5 that we could set up a plan, a work plan for that.

6 Q Okay.

7 A And again, you know, the 90 percent -- the
8 majority of the time we do it. But if it's going to
9 be in a place that we don't have anybody there, then
10 we can pass that requirement to one of the FSDOs to
11 help us out.

12 Q Okay. So there's no surveillance plan per se for
13 like an unscheduled operator?

14 A For unscheduled operators? No, we don't.

15 Q Okay.

16 A We don't.

17 Q Are inspectors able to travel to perform their
18 surveillance if, you know, they get notification that
19 one of their operators is going to be in, I don't
20 know, we'll say Oklahoma.

21 A Sure.

22 Q Oklahoma City.

23 A Yeah.

24 Q Could they put in a request for travel to go up
25 there and do a ramp inspection?

1 A Correct, yeah. I mean we've got to justify why
2 you're going there. Just for the sake of going there,
3 no. But, yeah. We allow them.

4 Q Okay.

5 A We encourage it as well, you know. But again,
6 for the unscheduled operators, it's hard for us to pin
7 them down because they do notify us, but sometimes the
8 notification is an hour.

9 Q Okay.

10 A You know, we get the notification that this
11 operator, we'll use the example of Med Jets, is flying
12 to San Antonio in an hour. Well, I don't have the
13 time to even coordinate somebody from San Antonio to
14 go see them.

15 Q Right.

16 A So, no. But the scheduled operators, yeah we do.

17 Q Oh, okay. So that option's there for the
18 inspector?

19 A Yeah.

20 Q Gotcha.

21 A And they're aware of it as well too. The
22 inspectors are aware of that.

23 Q Good. Have you guys ever gotten any pushback on
24 allowing travel for the inspectors to go perform ramp
25 checks and other surveillance?

1 A Pushback from the inspectors or from the system?

2 Q From either inspectors, system, management?

3 A Again, the justification is there. But, no. No,
4 we don't. Just assignment of work.

5 Q Gotcha. So as long as you can say this is why
6 we're doing it.

7 A Yeah.

8 Q You've never had issues.

9 A No.

10 Q Good. Is there any expectation for inspectors to
11 go out and perform ramp checks on their assigned
12 operators?

13 A Can you clarify that a little bit more? What do
14 you mean by expectation? Did they go out there and
15 conduct an inspection or --

16 Q Right. So as a frontline manager, are you, you
17 know -- for your inspectors, you know what operators
18 they have.

19 A Mm-hmm.

20 Q So do you go in and say "Hey, have you done a
21 ramp inspection on this operator?" Is that something
22 that you would go in and look at and ask your
23 inspectors about? Or is that something that's on
24 their own purview?

25 A No. It's something that we looked at for the

1 scheduled operators that they -- okay. They planned
2 that they were going to go see this operator X many
3 times. And if I see that this X many times has not
4 been completed, I will ask the inspector. Okay, you
5 told me you were going to go see this guy five times
6 and you've only seen him once, and we're already close
7 to September. What's going on?

8 Q Gotcha.

9 A So, yeah. But very seldom do we get that.
10 Typically, they're proactive and they plan it and
11 they go, or -- we complete it. Whether it's with the
12 aid of FSDO or whatnot, we comply with it.

13 Q So -- okay, and that's only for scheduled, not
14 unscheduled?

15 A Unscheduled? Like I said, very, very, very
16 seldom that we do that, because like I said it's hard
17 for us to pin them down.

18 Q Right, okay. Could you walk me through the
19 difference between a POI, Principal Operations
20 Inspector, PMI, Maintenance Inspector, and PAI,
21 Avionics?

22 A As to the difference of what?

23 Q The difference in their role of what they would
24 do on, say, a day-to-day basis?

25 A Okay. The POI oversees probably 90 percent of

1 the 129 operators assigned to them. The other ten
2 percent might be related to issuing LOAs to Part 91
3 types. And it is mostly their role to make sure that
4 their authorizations that we give them -- and when I
5 say authorizations, the OpSpecs that we issue to
6 those, that they're up to date.

7 Now the Maintenance guys, besides doing that to
8 their assigned 129-14 operators, they've got the 145
9 requirement and the airman requirement that they've
10 got to certify, possibly certify, oversee, surveil, et
11 cetera.

12 Q Okay.

13 A And that's for both the Avionics and Maintenance
14 guys. So, yeah, they do.

15 Q Gotcha. How are inspectors assigned operators?
16 So if a new operator gets sent to the office, you guys
17 get an email saying "Hey, this is a new operator that
18 wants to come into the U.S."

19 A Mm-hmm.

20 Q How does that get assigned out to an inspector?

21 A I'm going to say we use two different ways of
22 doing it. One of them is going to be we got -- at the
23 moment we have five Ops inspectors, and let's say we
24 got about 110 operators. So divide it by that and
25 that's how many they get, the Ops guys, right.

1 Q Okay.

2 A So we get a new one, and then okay, who's got
3 seven? Everybody else has got eight. Who's got
4 seven? So the seven guy's going to get it, more than
5 likely.

6 But the other way that we do is by flight
7 standards seniority. Because your turn on it -- well,
8 you got to be qualified to oversee and do all that,
9 right? Let's say all of us, all our inspectors, are
10 GS-14.

11 Q Okay.

12 A So it's not like we're going to give it to him,
13 that way he can get his GS-14, because they're already
14 there. So it's just an assignment of work and it's
15 your turn to get another one. You got it. It's
16 yours.

17 Q Gotcha, okay.

18 A Basically.

19 Q What determines if an inspector is assigned Ops
20 versus Maintenance and Avionics when they show up
21 here?

22 A I don't understand that question.

23 Q So if a new hire comes into the office.

24 A Right.

25 Q Do they come in as an operations specialty, a

1 maintenance, an avionics, or is that assigned when
2 they get here?

3 A No, they come in the -- every inspector that we
4 hire is already, like I said, at least a 13, and is
5 already an Ops Inspector, Maintenance, or Avionics.
6 So the vacancy is for an Ops inspector, of course
7 we're going to be bringing an Ops guy versus a
8 Maintenance guy to fulfill an Ops position.

9 Q Gotcha.

10 A We stick to your specialty.

11 Q Okay. So it's like pre-determined?

12 A Yeah.

13 Q Their previous specialty will continue with them
14 into the IFO?

15 A Correct, yes. Mm-hmm.

16 Q Do you ever have interactions with the operators
17 that your assigned inspectors oversee? Do you ever
18 speak with them?

19 A All the time. I've got to say, in my case, all
20 the time. When I say "all the time," it's whenever
21 they reach out to me or whenever there's the
22 opportunity for us to, I guess, communicate with them.
23 I'm the type that, yeah, I want to know what their
24 operation is all about.

25 Q Okay.

1 A So I do this quite often, let's put it that way.

2 Q Okay.

3 A As an FLM.

4 Q Right.

5 A Because I'm not an Ops Inspector or Maintenance
6 Inspector or Avionics Inspector. Even though I have
7 the background, as an FLM, I don't oversee their
8 operations per se.

9 Q Oh, okay. So kind of keeping up with them?

10 A Yeah.

11 Q Understanding what's going on?

12 A And a lot of them, you know, like I said, at the
13 beginning I mentioned I've been here since 2005. I
14 know a lot of the operators' personnel personally,
15 because I've been here for a long time.

16 Q Right. Okay. What is the Heightened
17 Surveillance List or HSL?

18 A The Heightened Surveillance List or the HSL that
19 you mentioned is we oversee an operator more often
20 than others, because there is an issue with it.
21 Whether it's -- whatever the issue could be.

22 It could be somebody had a hotline complaint
23 about them, a pertinent hotline complaint that, you
24 know, that merits for to put them in the Heightened
25 Surveillance List. Or that we continue to have issues

1 with them, we try to contact them and they don't
2 reply, so therefore we put them on the Heightened
3 Surveillance List. Or the last reason why we put them
4 on Heightened Surveillance List is because the country
5 went down an IASA category, and that's it.

6 Q Okay. And the operators on that list, are they
7 only scheduled carriers, unscheduled, mix of both?

8 A Mix of both, mix of both.

9 Q Okay. So if an unscheduled carrier's on that
10 Heightened Surveillance List, how can you basically up
11 the surveillance on them?

12 A Well, we try to include them, right?

13 Q Okay.

14 A But the reality, I guess I go back to -- the
15 reality is, if I only get an hour notification that
16 they're coming, it's going to be hard for me to. But
17 we do put an emphasis that, if we know that this
18 particular operator flies more often to the U.S.,
19 we're going to try to go up there and visit them. But
20 it's mostly for the scheduled operators that get the
21 bulk of the heightened surveillance.

22 Q Gotcha. And how does an operator get added to
23 that Heightened Surveillance List?

24 A We add them. Well, we add them based on, like I
25 said, the hotline complaints or issues that we have

1 with the operator. Or if the country goes into
2 Category 2 out of Category 1, IASA category, then
3 automatically all the operators get put in there.

4 Q Okay. Is an operator -- if an operator has an
5 accident, is that something that gets considered on
6 whether or not they should be added to the Heightened
7 Surveillance List?

8 A It depends on eventually what we find out, what
9 happened.

10 Q Right.

11 A Okay. If it was, you know, something that merits
12 for us, then we'll add them to it. But not
13 automatically because they had an accident, we're
14 going to put them on the list, no.

15 Q Okay. Do you expect your inspectors to keep
16 track of when their operators that they oversee are
17 having accidents, even if it's outside the U.S., if
18 they can get the information?

19 A It is not a requirement for us to have that. But
20 again, part of the way we work with the operators, we
21 find out, right? But it's not a requirement for us
22 that we've got to see if they -- how many accidents
23 they had or anything like that.

24 Q Okay. So they're not required to make
25 notification if they have an accident?

1 A Do you mean the inspectors or the operator?

2 Q The operator, to make notification to the IFO if
3 they've had an accident outside the U.S. or in.

4 A It's something that we encourage them to say, you
5 got to let us know. And I guess we -- I'm going to
6 say we have a kind of saying in the IFOs, and that is
7 it's better that you as the operator let me know that
8 something happened, good or bad, than me finding out
9 through the news media, because then it's going to be
10 a different approach, the lack of communication
11 between us.

12 And we kind of instill that in the operators to
13 be open, to be transparent. Like don't let me find
14 out through the news media that you had an accident or
15 that you had -- continue to have maintenance issues.
16 You let me know when you do, you know.

17 Q Oh, okay.

18 A That way we can work on and kind of mitigate
19 that.

20 Q Right, okay. And do any of your inspectors that
21 you oversee have operators who are on the Heightened
22 Surveillance List?

23 A Right now we don't.

24 Q Okay. Do you feel you're adequately able to
25 oversee the number of inspectors that you have

1 assigned to you?

2 A Oh yeah, I do.

3 Q Okay. And are the inspectors that are assigned
4 to you adequately able to oversee the operators that
5 they manage and oversee?

6 A Yeah, mm-hmm.

7 Q Okay. And about how many certificates -- well,
8 in this case, operators, do each inspector have
9 assigned to them?

10 A And when you're talking the -- well, we're
11 talking 129s, right? We're not talking 145s and all
12 that stuff?

13 Q Right, yeah.

14 A I'd say -- again, you know, I'm kind of guessing
15 and I'm pretty close to the number. 110 operators
16 that we have, 129s. I've got five inspectors, so I
17 divide that by that. It's like 12 or 13 per
18 inspector, and basically on the Maintenance side,
19 probably about the same. About the same, yeah. But
20 every one of them is assigned a 129.

21 Q Gotcha.

22 A At least twice.

23 Q Okay. So on the OpSpecs A001 for 129 operator.

24 A Right.

25 Q It has listed a POI, a PMI, and a PAI?

1 A Correct.

2 Q If it's a true completely foreign 129, no N-
3 registered aircraft, no U.S.-registered aircraft, what
4 is the purpose of having the PMI and the PAI on there,
5 if they're not really going to interact?

6 A More than anything, it's a resource in case that
7 the Ops guy has a question about maintenance on that
8 particular one. That Maintenance guy can find out
9 about that. But it's an A001 requirement to have one
10 of each specialty assigned to it.

11 Q Oh, okay. Where's that requirement? Is that in
12 8900?

13 A Probably is. I'm going here by historically, as
14 we assign one of each per operator, and that's that.

15 Q Oh, okay.

16 A But because we as Maintenance or the Maintenance
17 guys don't oversee the -- there is a maintenance
18 requirement per se. No? I won't be able to answer
19 that one without getting into the weeds for the 8900,
20 where it's at.

21 Q Oh, okay. Do you feel that you can go to your
22 management, get the Ops manager, higher management for
23 support and guidance if you're having issues with an
24 inspector or an operator?

25 A Yeah. Very, very wide open on that, yeah.

1 Q Awesome. Same thing when you have questions, if
2 something comes up that you haven't seen before. Feel
3 that you can go to them or the other management here
4 at the IFO to, you know, try to get some assistance
5 with it?

6 A Oh, yeah, yeah, yeah. Definitely. And even
7 higher than that. I feel very comfortable if I have
8 an issue about something I don't understand about a
9 foreign operator that I don't have the answer here, I
10 can go to AFS-50, which is our boss, and they have a
11 group specialized in looking for that stuff for us, to
12 help us with it.

13 Q Awesome. That's good to hear. It's always nice
14 when you can go to your management and ask.

15 A Mm-hmm.

16 Q And do you feel that you're given all the
17 necessary resources to perform your duties adequately?

18 A In a perfect world, of course. We're short 20
19 people, right?

20 Q Right.

21 A But, no. We have enough resources to do our job,
22 yeah.

23 Q Okay, cool. I think that's all I have for this
24 first round here.

25 A All right.

1 MR. YOUNG: Pocholo?

2 BY MR. CRUZ:

3 Q Thank you, Jaime, for coming and talking to us.

4 A Okay.

5 Q You said AFS --

6 A 50.

7 Q 50 oversees basically all the IFOs; correct?

8 A Yes, yeah. We're assigned to them. They're our,
9 I guess, our headquarters for us.

10 Q So all four IFOs report to --

11 A AFS-50, right.

12 Q AFS-50, okay. So I want to preface my questions
13 based off of non-scheduled, non-U.S. registered
14 aircraft.

15 A Mm-hmm, mm-hmm. Okay.

16 Q Okay. So if you -- you essentially said that
17 there is no work program for inspectors that oversee
18 non-scheduled, non-U.S. registered aircraft; correct?

19 A Correct, mm-hmm.

20 Q How do you assess their performance with regards
21 to surveillance in the work program at the end of the
22 fiscal year for an inspector that has that type of
23 responsibility with regards to surveillance of a
24 non-scheduled, non-U.S. registered aircraft?

25 A And when you say performance, the performance of

1 who?

2 Q The inspector.

3 A I don't gauge -- we don't gauge that for the
4 non-scheduled. We gauge the performance of the
5 inspector on everything else they do, not the
6 unscheduled operators in particular.

7 Q And so is that somewhere -- you mentioned that
8 AFS-50 generates -- in a sense basically oversees the
9 IFO with regards to the performance of the IFO?

10 A Mm-hmm.

11 Q And the performance of -- and you as a frontline
12 manager will look at the performance of each of the
13 inspectors that you oversee, right?

14 A Mm-hmm.

15 Q So that's -- I'm trying to get an idea. If there
16 isn't very much work program -- there is no work
17 program for a non-scheduled, non N-registered
18 surveillance program?

19 A There isn't. You're correct.

20 Q So from that standpoint, if for some reason,
21 hypothetical -- again, this is hypothetical. If you
22 have an inspector, that's all he had.

23 A Which we won't, yeah.

24 Q Which you won't. But if you had somebody like
25 that, how do you gauge that performance?

1 A We can't. We can't. So therefore I'm not going
2 to have an inspector to -- totally just his whole job
3 is to oversee unscheduled operators and 129 operators.
4 We won't have that.

5 Q Okay.

6 A There is no need for that.

7 Q Okay.

8 A And that's probably something else that you might
9 know, but we don't certificate 129 operators at all.

10 Q Right. They're all --

11 A So before we issue the 129 OpSpecs to a foreign
12 operator, they've got to have the -- they've got to be
13 certified by their country. So their country is the
14 one that's responsible for the surveillance, oversee,
15 make sure that everything that they were authorized,
16 certified to do, that they have it. Maintenance,
17 registration, blah, blah, blah and all that. So we
18 mirror -- we issue our OpSpecs based on that AOC they
19 get from their country.

20 Q So if they -- if the other country has a Part D
21 and E OpSpecs that they're approved for, would they
22 request that here flying in the NAS for the OpSpecs?

23 A We don't issue D and E paragraphs to those
24 operators unless it's a 129-14.

25 Q And what again is a 129-14?

1 A 129-14 is a foreign operator that operates N-
2 registered aircraft.

3 Q Okay.

4 A Whether it's solely outside the U.S., or that
5 they fly to the U.S. as well. That's when we
6 intervene and issue those paragraphs, the D
7 paragraphs.

8 Q So all non-scheduled, non N-registered aircraft
9 do not get Part D OpSpecs?

10 A No, that's correct. They don't get it.

11 Q Okay. From your -- from the IFO's standpoint,
12 what is the IFO's position when a non-U.S. registered,
13 non-scheduled aircraft flies in the NAS, where
14 equipment has been deactivated but still installed on
15 the aircraft?

16 A That is the responsibility of the CAA that
17 oversees that aircraft. In other words, again, I go
18 back to the AOC they got, and they said this aircraft
19 is authorized to operate like this.

20 Q Okay. So similarly, what's the FAA's -- the
21 IFO's position with regards to non-U.S. registered
22 airplanes flying in the NAS, non N-registered with a
23 CVR or FDR that's not installed and not functioning?

24 A That they've got to follow the procedures of
25 their country, whatever they are. Whether they defer

1 them or they have removed them for X reason or
2 whatnot, that's their country's responsibility.

3 Q Okay. So for an inspector, again, I just want to
4 be clear that I understand and hear what you're
5 saying. For a non-scheduled, non-U.S. registered
6 aircraft Part 129 operator --

7 A Mm-hmm.

8 Q -- the PMI or PAI has no role in surveilling that
9 airplane?

10 A No role in the sense that -- no, you are correct.
11 We might, if we got lucky that I was in airport X and
12 I saw a foreign tail number there, I can go ahead and
13 do a ramp inspection if I wanted to. But, no. Other
14 than that, there is no work requirement to do that.

15 Q So when you say "ramp inspection," is it the POI
16 that's doing it?

17 A No. It can be on a Maintenance guy. If I happen
18 to have a Maintenance guy in that airport for X
19 reason, and there happens to be a foreign-registered
20 aircraft there, yeah. He can go out there and do a
21 ramp inspection on that aircraft. Whether it is a 129
22 assigned to us, or whether it's a private airplane or
23 whatever, he can go out there and conduct a ramp
24 inspection and whatever findings he can have, he can
25 give him to whatever the IFO that oversees it. Or

1 give it back to us so we can relay that information to
2 the CAA. We ramped this airplane over here and this
3 is what I found. If they need it, yes, we can. But
4 typically we don't do that stuff, but we can.

5 Q So basically you can go to a non-scheduled,
6 non-U.S. registered aircraft.

7 A Mm-hmm.

8 Q And any FAA can go look at it?

9 A Sure.

10 Q Correct?

11 A Any ASI type inspector, yes, they can. It flew
12 into the NAS. If it's in our country, yeah. I've got
13 the right, if I want to call it that, that if I want
14 to see what that airplane is look like I can, yes.

15 Q Do you have to let the agent of service know, or
16 the operator know, that you're going to do a ramp
17 check before since it's not a N-registered or a --

18 A No.

19 Q You don't need to let them know?

20 A No. I can go up there to the airplane and say
21 "Okay, I'm an FAA inspector, here is my 110A. I want
22 to go ahead and ramp that aircraft." And just for the
23 sole fact they're in my country, I can go out there
24 and do an inspection. Yes, I can.

25 Q You can do that, but your PMI that's assigned to

1 that can't do it or don't do it?

2 A No. I'm saying I'm not going to send an
3 inspector from here to there to go do the ramp
4 inspection. There's no work requirement. But if I
5 happen to be there, I can.

6 Q Okay.

7 A Nothing's stopping my inspectors from doing that.

8 Q Okay. So how does he sign that off on his, I
9 guess you can't call it a work program, since he
10 doesn't have one, right?

11 A Right, right.

12 Q How do you sign that off for that particular
13 operator?

14 A In SAS he can make an entry. He can make an
15 entry that I ramped this aircraft on this place, this
16 location and this is what I found.

17 Q Do you require operators, unscheduled, non-U.S.
18 registered airplanes, to give you what the plan is as
19 far as flying into the NAS a week at a time or no?

20 A No. The requirement under A001, if I recall
21 because I don't have it in front of me, is that they
22 need to notify us, and when I say "us" it's the IFO,
23 that they're operating into the U.S. It doesn't say a
24 week in advance, an hour in advance. It says notify
25 the FAA that you're coming, and that's it.

1 And that's why we have the issue -- well, no.
2 I'm not going to say an issue. We have the part that
3 they notified me an hour in advance that they're
4 coming. Okay. I'm not -- realistically, I'm not
5 going to have enough time to say oh, you're coming to
6 Chicago in an hour? Okay. Let me get on the next
7 airplane so I can go and ramp you over there.

8 Q Oh, sure. You can have the local FSDO --

9 A I can try to arrange that. Based on their
10 resources, they might be able to help me if I really
11 wanted to. But I've got to have a reason for that
12 ramp inspection, not just because he notified me an
13 hour ago, well, why don't you go out there and ramp
14 this airplane?

15 Q But at the same time, you basically said you can
16 ramp any airplane, right, without any reason?

17 A Correct, correct. Yeah.

18 Q Right. So asking a FSDO, let's say in Chicago,
19 to help you out, ramp a non-U.S. non-scheduled
20 registered aircraft.

21 A Right. Mm-hmm.

22 Q You have that authority to go and ask that, and
23 they can do it for you on your behalf; correct?

24 A But at the same time, I've got to have a reason
25 or justification for me to bother or ask that FSDO to

1 go look at it. What is the reason for it? There is
2 no work requirement for it.

3 Again, if I happen to be there, me as an
4 inspector, I happen to be there. Here comes a
5 foreign-registered aircraft. I know it's a 129. I'm
6 going to go out there and ramp them, or I can say no,
7 I'm going to stick to my scheduled operators right
8 here next door to it. Because for that, I do have a
9 work program. For the non-scheduled, I don't have a
10 work program.

11 Q What challenges do you see that the IFO has with
12 regards to surveillance of a non-U.S. registered,
13 non-scheduled operator?

14 A I don't think I have any challenges. Like I
15 said, you know, we issue the OpSpecs based on their
16 foreign CAA approvals. I've got no reason to suspect
17 it or a reason to -- that I have a challenge. I
18 don't.

19 Q Is it easier for the IFO to do surveillance on
20 non-registered, non-scheduled operators versus one
21 that's scheduled?

22 A Easier?

23 Q Yeah.

24 A No, it's not easier because they're not
25 scheduled. I'm not going to know. Most of the time

1 I'm not going to know ahead of time that they're
2 coming. The scheduled operator, I know that it's
3 coming X many times a week or a month to this
4 particular airport, and I can schedule to go see them
5 at that airport. But non-scheduled, nope.

6 MR. CRUZ: That's it for me for now. Thank you.

7 BY MR. YOUNG:

8 Q I've got just two quick follow-ups that came to
9 mind. If during a ramp check one of your inspectors
10 finds that some equipment on board isn't operable and
11 isn't placarded, you know. So I assume they would ask
12 the crew, hey. We'll use an APU for this scenario,
13 right?

14 A Mm-hmm.

15 Q They show up. The APU's not working. So they
16 say hey, your APU's not working. It's not placarded
17 inop. What's up?

18 Can they ask to see the MEL or some sort of
19 documentation to show that it's still an airworthy
20 aircraft, even with that equipment inoperable?

21 A Sure.

22 Q Okay. And this is for clarification, talking
23 about, like, a 129 foreign-registered aircraft.

24 A Sure, mm-hmm.

25 Q Okay. Is that something that they could do?

1 They could still ask and say show me where you're
2 allowed to fly when this is inoperable?

3 A Yeah, and it's one of the things that we do from
4 time to time when we happen to find something strange.
5 It's like we -- as inspectors, we're not going to
6 ground the airplane.

7 The first thing that I would do as an inspector
8 ramping that aircraft and find that discrepancy, I'm
9 going to show that to the pilot and say okay, I got
10 this. What are you going to do? Tell me. Follow
11 your procedures that you have. What are you going to
12 do?

13 And then if he tells me well, it's an MEL
14 condition that's right here, or it's not an MEL
15 condition -- again, what are you going to do? And
16 then of course at that time, they call their
17 Maintenance operations or their Ops operations back at
18 home. "I got this issue. What do you want me to do?"
19 Okay.

20 Q Okay. So in that case, you know, it's not
21 placarded, so they can throw a placard on it or
22 breaker, whatever it is.

23 A Mm-hmm, right.

24 Q What options are available to the inspector if
25 there -- if no action is taken?

1 A Yeah. No action is -- okay, you know that under
2 129 -- okay. Under 129, you're going to operate this
3 aircraft unairworthy. If that's what you want to do,
4 okay. So my next step is going to be I'm going to
5 notify the CAA of that country to say that this
6 aircraft is operating in this manner. It's going back
7 to your country. Let me know what you guys do.

8 Q Okay.

9 A I'm not going to ground the airplane.

10 Q If there -- the next leg was to another U.S.
11 airport, say that --

12 A I'd notify that next airport, next -- if there's
13 a FSDO there, let him know that hey, this guy is going
14 to go and operate in this manner, right. I'm going to
15 strongly pass that information to the pilot. As per
16 129, this aircraft is not airworthy. You want to
17 continue? I guess put a little bit of pressure in it
18 to make a decision.

19 Q Okay.

20 A And nine times out of ten -- I can tell you nine
21 times out of ten, that's as far as the plane is going
22 to go because they don't want to lose the OpSpecs that
23 we issue. So they're going to wait and wait for them
24 to tell them what to do.

25 Q Okay. Can your inspectors ground a foreign-

1 registered aircraft while it's here in the U.S. if
2 they find it in an unairworthy condition that's unable
3 to be corrected?

4 A We don't issue a condition notice. No, we don't.

5 Q Okay.

6 A We just -- again, I go back to the pilot. Like
7 this is what you got.

8 Q Right.

9 A What are you going to do?

10 Q Oh, okay. But they could say --

11 A You know if you fly it, you know if you fly it,
12 it is an unairworthy aircraft.

13 Q Oh, okay. So they could fly that unairworthy, if
14 they take -- make the choice.

15 A Yeah, if they make the choice.

16 Q I think you could say it would be a poor choice.

17 A Mm-hmm.

18 Q They could fly that -- continue to fly that
19 unairworthy aircraft in the NAS?

20 A If they really want to do it, I guess they can.

21 Q Okay. Okay. Is there any expectation for the
22 inspectors that you oversee to check on their 129
23 unscheduled operators' aircraft, to make sure that
24 those companies and those operators are complying with
25 their A001 notifications?

1 A The Maintenance guys, no. The Ops guys do.

2 Q Okay. So that's an expectation you would have
3 for that?

4 A It's an expectation I have of the Ops guys, yeah.
5 Not the Maintenance guys. Like I said, if it's a
6 non-scheduled foreign-registered aircraft, the
7 Maintenance guys are assigned to them. But they're
8 resources, they're not responsible. The one that's
9 more -- would be more responsible would be the Ops
10 guy.

11 Q Okay. So you would expect him once a month,
12 whatever time frame he deems fit or -- he or she I
13 should say, to check on their --

14 A The Maintenance guys?

15 Q No, Ops.

16 A Ops guys?

17 Q Yeah.

18 A No. The requirement is for the operator to
19 notify us that they're flying.

20 Q Right.

21 A And a lot of times we find out -- let's say, that
22 aircraft that had the accident, that Med Jets, the
23 first thing that we're going to ask our Ops guy is did
24 you know they were coming? And he's going to -- there
25 is a way they can check to see if we had an A001

1 notification.

2 If they didn't, we didn't know they was coming.
3 But if they say yeah, they told me that we're going to
4 fly from here to there or there or there, whatever, I
5 got it. They told me two hours ago. Okay.

6 Q So how are the Ops inspectors making sure that
7 their operators they oversee are complying with their
8 A001 notifications?

9 A There is no requirement for us to check monthly,
10 quarterly, whatever, that we get the notification.
11 The requirement is -- for the unscheduled, the
12 requirement is they need to notify us before they
13 operate to the U.S.

14 Q Okay. But it's not --

15 A So there is no number or there is no requirement
16 that once a quarter, you've got to check to see if
17 they did or didn't.

18 Q Okay. So there's really no -- it's not written
19 down anywhere? There's no guidance provided to your
20 Ops inspectors that they're required to check and make
21 sure that the operators they're overseeing are
22 complying with their notifications per A001?

23 A Correct, correct. I mean it's in the A001 that
24 to let me know that they're coming. But I don't have
25 to check weekly to see okay, operator X, Y, Z, how

1 many times they're flying to the U.S., that I'm going
2 to ask my Ops inspector to check on that.

3 Q Oh, okay.

4 A There is no requirement for that.

5 Q Right.

6 A The requirement boils down to the operator to let
7 me know. And again, if we have an issue, the first
8 thing that I will ask my Ops guy is, like, did they
9 notify you?

10 Q Okay.

11 A Yes, they did or they didn't.

12 Q Okay. So then there's not like a weekly, you
13 know, or let's say quarterly run. Here's all the
14 foreign aircraft that operated in the U.S. this month.

15 A No. Uh-uh.

16 Q Your operators go and, you know, your Ops
17 inspectors --

18 A Right, uh-uh.

19 Q So there's nothing like that?

20 A No.

21 MR. YOUNG: Okay. All right. I think that's all
22 I have for that part. Do you have anything else on
23 that round, Pocholo?

24 MR. CRUZ: Real quick.

25 MR. YOUNG: Yeah.

1 BY MR. CRUZ:

2 Q Would the AFS-50 know, or -- what type of
3 guidance would AFS-50 have given the IFOs with regards
4 to having a PMI and a PAI in the A001 as resources?
5 Do they have guidance that they've given the IFOs with
6 regards to --

7 A Uh-uh, no. Not to my knowledge. It's going to
8 be in the A001. I'm sorry. It's going to be in the
9 8900 or -- back under Part 129 it says this is their
10 required inspector assignments to a 129 operator.
11 But, no. To my knowledge, no.

12 MR. CRUZ: Okay. That's all I got.

13 MR. YOUNG: All right. I think that's it for
14 this round. You want to take a quick break or you
15 good to keep going?

16 MR. INSURRIAGA: I'm good.

17 MR. YOUNG: All right. Ms. Castillo?

18 MS. CASTILLO: Mm-hmm.

19 MR. YOUNG: Good?

20 MS. CASTILLO: Yeah.

21 BY MR. YOUNG:

22 Q All right. All right. So we'll move on to the
23 second round. This is going to focus more on Med
24 Jets-specific. I know they have a bunch of letters
25 and stuff behind their name on their official OpSpecs,

1 but we'll refer to them as Med Jets as the operator
2 that had the accident back in January.

3 A Mm-hmm, sure.

4 Q So do you oversee the inspector who was in charge
5 for the OpSpecs of Med Jets?

6 A No. That's my other FLM. He's assigned to the
7 other FLM.

8 Q Okay. And there's just the two of you in the FLM
9 position here at the IFO?

10 A At the moment, yes.

11 Q Okay. So if Mr. Fairbairn's out, would his
12 inspectors then come to you if they had questions or
13 anything like that?

14 A Oh, yeah. It's something that would -- within
15 this IFO, that we pretty much know what's going on
16 with both of our assigned inspectors in case that the
17 other one is not available or is busy doing something
18 else. I'm fully aware of what's going on with the
19 operators assigned to the other FLM. I mean not, you
20 know, line by line, but in general I'm aware.

21 Q Okay. Gotcha.

22 A As well as, you know, the operators. They
23 mention an operator, whatever an operator is, like
24 okay, I can see it's assigned to somebody, assigned to
25 Guy per se, and I can go and ask that inspector okay,

1 question about this operator, blah, blah, blah.

2 Q Oh, okay.

3 A But in general, we both have a clue as what's
4 going on with each one of the operators we have
5 assigned to this IFO.

6 Q Gotcha. Okay. Have you had any interactions
7 with Med Jets, either pre- or post-accident?

8 A Not recently, no. Maybe a long time ago. Like I
9 said, I kind of know him a little bit. I mean all the
10 operators. So if you ask me, okay, who's the Director
11 of Maintenance for Med Jets? Like I have no clue.
12 But -- or who is the Operations Director or who's the
13 agent for service and that. More than likely, I don't
14 know.

15 But a lot of times when we get calls from them,
16 like okay, I'm so and so, the Ops director of Med
17 Jets. Oh, okay. And then I kind of go back to my
18 memory bank like oh yeah, I remember you.

19 Q Oh, okay.

20 A But not that I have a personal relationship with
21 any one of them, no.

22 Q Gotcha. Okay. Just that institutional
23 knowledge?

24 A Yeah. Basically, it boils down that.

25 Q Gotcha.

1 A And a lot of times, and I'm sure you guys know
2 that as well, but a lot of times people rotate between
3 operators, right?

4 Q Right.

5 A So one time he was the Director of Operations
6 for, I'm just throwing a name, Volaris, and now he's
7 the Director of Operations for Viva Aerobus. Oh,
8 okay. Last time I talked to you, you were at Volaris.
9 Now you're over here. But it's still kind of the
10 same. In general, it's a small world.

11 Q Right. And just from the best of your
12 recollection, how would you describe the company based
13 off your interactions that you've had with them?

14 A Compliant.

15 Q Okay. And do you know how many accidents the
16 company's been involved in -- Med Jets?

17 A Ooh, no. No, I wouldn't know that. But that's
18 the only one that comes to mind, because it happened
19 recently.

20 Q Right.

21 A Right.

22 Q Is that something you would expect the Principal
23 Operations Inspector to know, how many accidents the
24 operator --

25 A Probably not either. Again, you know, if it's

1 not something that happened recently, he's not going
2 to know what happened ten years ago, 15 years ago, or
3 last week for that matter if we're not notified.

4 Q Right.

5 A And that's just what it boils down to. If we're
6 not notified, chances are we're not going to know
7 unless we spend the whole day digging out about oh, my
8 20 operators or whatever all day long. Okay, what are
9 they doing today?

10 Q Okay.

11 A It's not practical to do that for us.

12 Q Okay.

13 A It may be -- unlike a CMO, for instance. CMO,
14 they only have one certificate. So it's expected that
15 everybody in that CMO knows about that particular
16 operator. But in the case of us with 110 or so, I'm
17 not going to even try to expect my inspectors to know
18 everything there is to know about this operator or
19 that operator.

20 Q Gotcha. So if an operator doesn't notify the IFO
21 per their A001 requirement, what is the consequence of
22 that? And we'll start with just -- let's say it just
23 happens once.

24 A Mm-hmm.

25 Q They forget to notify you and something happens

1 that makes it known here at the IFO that they didn't
2 comply. What would you expect the inspector to do
3 about that?

4 A Well, it would start with the -- an LOI type,
5 start with the LOI. What happened? You know, of
6 course nowadays we have the compliance philosophy and
7 I say okay, find out what happened. Issue the LOI and
8 see what kind of compliance philosophy they have.
9 Oops, I screwed up. I forgot to let you know.

10 Or the other one that happens was -- which had
11 happened before with another operator, "I notified
12 ATC." The A001 says notify the FAA. They took it as
13 that. Okay, I notified ATC, but if maybe you read it
14 a little bit closer on the A001, is notify your Ops
15 inspector, right?

16 A Right.

17 Q So they took it as I notified the ATC that I was
18 flying in when I did my flight plan. Okay, well it
19 says there you got to tell me that you can operate to
20 the U.S. Ooh, I didn't know that. Sorry. Okay,
21 won't do it again. And from there on I get the
22 notifications.

23 Q Gotcha. So I know like the counseling is
24 something like the FSDOs use.

25 A Mm-hmm.

1 Q Is that an option for the inspectors here at the
2 IFO, to call and have a talk with the company?

3 A Yeah. Definitely, definitely.

4 Q And do something like that?

5 A Definitely we do.

6 Q Okay. And would they be expected to document
7 that in SAS or somewhere that they had a call with
8 whoever and --

9 A Yeah, definitely. It's part of the requirement,
10 you know. Like I said, they're going to follow the
11 compliance philosophy. You call it that enforcement
12 procedure, LOI and all that, and go from there, follow
13 the process, you know. Again, if this operator is
14 totally oops, you know, human factors, I messed up. I
15 should have -- I notified ATC instead of you.

16 But if it's like, I don't have to notify you or
17 anything like that, or not being compliant. Well,
18 then we follow the process, whatever the process takes
19 me to.

20 Q Okay, gotcha. Okay. Do you know of or have you
21 been informed of any issues with Med Jets?

22 A Uh-uh, no.

23 Q Are operators required to provide copies of their
24 operating documents to the IFO? So GOM, SOPs, SMS
25 programs if they have them. Are they required to

1 provide that to y'all?

2 A If we ask for them, yes.

3 Q Okay.

4 A But the requirement is no, they're supposed to
5 have an AOC from their country that complies with all
6 that stuff. So if I have an issue as an Ops guy with
7 something, I can ask him, can you provide me a copy of
8 your SMS to where it says this or whatever GMM that
9 says that, or whatever document. And nine times out
10 of ten, if not ten times out of ten, they will provide
11 us that information.

12 Q Gotcha.

13 A They're not resistive on giving us that
14 information when we ask for it.

15 Q Oh, okay. But that's not something that needs to
16 be provided if let's say a new operator wants to come
17 into the U.S. That's not something that they have to
18 provide for review because we're taking --

19 A No. It was approved by their country. Again,
20 you know, my requirement as FAA to that foreign
21 operator is that they have the AOC from their country
22 and it's been approved and vetted and certified,
23 whatever, from their country before I approve my
24 OpSpecs.

25 Q Okay. And do you know if any ramp checks were

1 performed on any Med Jets aircraft?

2 A Offhand, no. Not recently. I'm sure we've done
3 a few, but -- through the years, but not recently, no.

4 Q Right. Oh, okay. And do both yourself and your
5 inspectors have a way to view if a ramp check has been
6 done?

7 A Probably -- and I'm going to say probably not
8 because if we're talking a long time ago, I'm sure you
9 guys are familiar with what used to be NPTRS. We can
10 query the operator, we can query the tail number to
11 see if that has ever been ramped, and then we could do
12 that.

13 But again, since NPTRS went away, I doubt if it
14 was transferred from NPTRS to SAS, and I can find out
15 information about that particular operator. I doubt
16 it. It might be something in there, but I don't
17 expect it.

18 Q Okay. And then do you recall any safety issues
19 with, with Med Jets?

20 A Uh-uh, no.

21 MR. YOUNG: Okay. All right. That's all I have
22 for that section. Pocholo?

23 BY MR. CRUZ:

24 Q Yep. Just for clarification purposes, so I
25 understand, there's only two FLM managers in the

1 office.

2 A Mm-hmm.

3 Q Right?

4 A Right.

5 Q The three principals to Med Jets were assigned to
6 Guy, correct?

7 A Correct.

8 Q The other FLM?

9 A Mm-hmm.

10 Q What is your connection then to Med Jets with
11 regards to this accident and the three principals?

12 A Maybe you need to clarify more as to what do you
13 mean, my connection to Med Jets?

14 Q So the three principals report to Guy.

15 A Mm-hmm.

16 Q Why are you -- what is the reason for -- the
17 question, is how are we talking to you about Med Jets
18 when the three principals report to the FLM, the other
19 FLM?

20 A Because maybe -- I'm going to go maybe here,
21 because that operator is assigned to the DFW IFO and
22 I'm member of the DFW IFO team, and I'm an FLM and
23 therefore I know some of the particulars of any of the
24 operators assigned to our office.

25 But not that it's particularly mine, because it's

1 not mine, never was. But I'm aware of what goes on
2 with the operators, all the operators in general.

3 Q Okay.

4 A And there is a way I can find out particular
5 information about each one of the operators we're
6 assigned to.

7 Q Okay. So the -- you mentioned SAS and NPTRS.

8 A Mm-hmm.

9 Q Is it not typical for you guys -- or you guys
10 have never tried to see if you could see previous
11 inspections or ramp inspections on previous 129
12 operators?

13 A If there is a need for that, yes. I can try to
14 query the system and if the information is there, it's
15 going to spit it out. But if it isn't there, like I
16 said, since they transitioned from NPTRS and they put
17 it into SAS, some of that information was lost, was
18 not moved over.

19 Q How long ago was that? Do you know?

20 A Oh, a couple of years now with NPTRS went away,
21 and then was moved over to SAS more or less.

22 Q Are the codes similarly --

23 A Codes are similar, yeah.

24 Q Right.

25 A Right. But like I said, some of the information

1 that -- let's say there was an accident happened five
2 years ago with Med Jets, and that information did not
3 move over to SAS. I'm not going to know if they had
4 an accident five years ago, because it didn't move to
5 SAS, even though it's the same code. I can put in
6 there this code and that information was not moved
7 over.

8 Q To be an IFO inspector or a principal for an IFO,
9 what type of training did your principals have to
10 become an IFO inspector?

11 A Okay. It's got to be at least a journey level
12 inspector, meaning it's got to be fully trained and
13 qualified to do the basic requirements for to be a
14 principal inspector.

15 Q Okay. Is there a specific training to be an IFO
16 principal inspector versus --

17 A Yes. To be a principal inspector to our office,
18 for one thing you're going to be a GS-14. So for a
19 GS-14, you got to be fully trained and qualified, and
20 then you got to meet some requirements.

21 Like on the Ops guys, they've got to have
22 experience working the 129 world as -- well, in the
23 121 world with the CMOs, the principal inspector is
24 going to be one person only, maybe the assistant
25 principal inspector, right? But at least that person

1 has got to have the training to fulfill that role.

2 But when it comes to the IFO, that principal
3 inspector is going to be assigned those operators.
4 The Maintenance guys, they've got to have the
5 background to certify, oversee continued management of
6 certificates, 145s, that type before we can take them
7 on. We don't take people off the street per se, or we
8 don't take people that are less than 13s, let's put it
9 that way.

10 We might take a 13 that completed the year
11 requirement to be qualified as a 14, but based on his
12 background qualifications when he comes to the IFO,
13 he's going to get promoted to 14. Therefore, he can
14 be a principal inspector under IFO requirements.

15 Q Okay. So typically when the FAA brings in an
16 inspector, he's basically base level, right?

17 A When the FAA brings him. But when it comes to
18 us, he has to be at least a 13 with the 52 weeks'
19 prior experience. And the other qualifications,
20 whether it's FSDO, CMO type, and then we bring them on
21 board.

22 Q Okay.

23 A Because over here, he will be a principal
24 inspector.

25 Q Right. So there is no specific IFO classes for

1 them, even though they've had the basic principal
2 inspector class, above and beyond that?

3 A Right.

4 Q To work in the IFO, is there any other classes
5 that they need?

6 A Well, one of the classes for the Maintenance, the
7 Ops inspector is different.

8 Q Okay.

9 A But for the Maintenance, he's got to have
10 completed the 145 certification training, right, and
11 that's one of the main ones, right. And then once
12 they become part of the IFO, they got to take all the
13 -- I don't know if you guys are familiar with GSI
14 courses, and the GSI courses are related to ICAO.

15 They've got to be totally familiar with the
16 different facets of ICAO under the GSI, you know, and
17 and they need to attend. If they haven't attended, as
18 soon as we hire a new guy, then he's going to be
19 assigned those, that training for --

20 Q Is that the FAA Academy for the GSI courses? Or
21 is it --

22 A Is used to be at the Academy, but since the, you
23 know, COVID and all that, it's online.

24 Q Oh, it's online?

25 A Yeah. A lot of times it's online. But I think

1 they're trying to bring it back to where we go to the
2 schoolhouse. And it used to be two to three weeks
3 long. It's a very lengthy course for each one of the
4 courses that we go by.

5 Q So once they've taken those courses, then they're
6 free to go, right? You assign --

7 A Well, not free to go. At least they're going to
8 be more familiar because we're going to be talking
9 about different requirements under ICAO that pertain
10 to his assignment as a PI, right.

11 Q Okay. As a frontline manager, I know it's more
12 than likely -- is it a requirement for you maybe to
13 gather your team and talk about what work they have
14 done and what they've accomplished?

15 A Sure.

16 Q With regards to their being principals for
17 their -- is that something that you do or is that
18 something the office basically says let's get
19 together, let's sit down.

20 A No, it's something that we do as an FLM with my
21 assigned inspectors. It's part of the performance
22 PMAS that we do. We talk about -- okay,
23 accomplishments as far as your work assignments. What
24 do we need to work on if need be?

25 From time to time, we also have Maintenance

1 gatherings per se, where we talk about issues, because
2 I know a lot about maintenance, right? But I don't
3 know everything, and you might know more than I do.
4 So I can bring it to the table. I got issues with
5 this, what do you think?

6 And then based on your information, based on this
7 information, and then I get the answer that I need.
8 Oh, okay. Let's go this way. So yes, we do. But as
9 part of the performance review that we do, it's
10 required for us to see how we're doing with the
11 performance part and do we need to help them out on
12 something, yes.

13 Q Do you know if Guy does the same thing with his
14 crew?

15 A Yes, he does. Yes, he does.

16 Q Okay. So it's not really a requirement. It's
17 basically based off of your management style in a
18 sense?

19 A Well, no. And the requirement under the
20 performance review requirements PMAS is that we're
21 supposed to have a one-on-one with each one of our
22 inspectors as to what's going on.

23 Q Okay. And is that on a annual basis, or is that
24 a weekly basis, that you want to know what they're
25 doing or what's on their plate?

1 A No, no. Well, the unofficial part is I talk to
2 them all the time, right?

3 Q Mm-hmm.

4 A Maybe there is a particular issue that I have
5 with this inspector that I don't have with that
6 inspector, so I'll be talking to this inspector about
7 an issue. But it's a requirement at least three times
8 a year for the PMAS for me to get with them, to let
9 them know okay, this is the expectations of you being
10 assigned to our office.

11 Q Mm-hmm.

12 A And then we go over those expectations to see if
13 we're fulfilling those expectations and move on. And
14 then at the end of the year, in September/October time
15 frame, we do an end of year summary. Okay, this is
16 what we did. This is what we're lacking or this is
17 what we exceeded or whatever. Yeah, we do that. It's
18 a requirement.

19 Q It's a requirement for you discuss performance,
20 right?

21 A Yeah. One-on-one.

22 Q And not just performance of themselves, but how
23 they're doing with regards to their surveillance;
24 correct?

25 A Correct, correct. Yes, mm-hmm.

1 Q Okay. Do you -- I know that's a one-on-one type
2 thing.

3 A Mm-hmm.

4 Q Do you get together as a group and discuss things
5 like --

6 A When I say as a group, let's say on the
7 Maintenance side. Let's --

8 Q So you're more specific to Maintenance and Ops,
9 right? Two separate?

10 A Well, my background is Maintenance.

11 Q Oh, I understand.

12 A But I do have both. I have Maintenance and Ops.

13 Q Yep.

14 A But I do talk to them when there is a need for us
15 to talk about a particular issue, one of the
16 operators, or a particular issue with one of the
17 Maintenance repair stations or whatnot, and we talk
18 about it, yeah.

19 And there is no requirement, but there is an
20 expectation from us FLMs that -- not only to take
21 their word for it, the inspectors, how they're
22 performing, that if there is an opportunity, resources
23 available, money, that I can accompany those
24 inspectors to do their surveillance to those repair
25 stations, to see how they behave as far as work and

1 whatnot.

2 And also I take that opportunity to talk to those
3 repair station accountable managers to see, okay, is
4 my team doing the job they're supposed to? Are they
5 behaving blah, blah, blah, et cetera and I get it.
6 And this is a one-on-one with me and the accountable
7 managers that I do that. That way I can get a sort of
8 like an impartial reply from them to see if we're
9 doing our job.

10 Q Is that your management style, or is that --

11 A It's my management style.

12 Q Let's say is that not -- that's not required of
13 the guidance?

14 A It's not in guidance requirement. It's an
15 expectation. But again, because of the resources, the
16 budgets and whatnot, we've kind of gone a little bit
17 away from it. But I do -- if the opportunity comes to
18 where we have the resources, I go with them and see if
19 we're doing what we're supposed to.

20 Q Okay. So you have the opportunity to go anytime
21 with your inspectors to do --

22 A If -- again, you know, the emphasis on do we have
23 the money to go? Can I tag myself with them? And
24 then I'll go and I see what --

25 Q What if the resource is across the street? Do

1 you need resources to go across the street?

2 A We don't have any --

3 Q You don't have -- like Aeromexico goes into DFW,
4 you said?

5 A Oh yeah, yeah, yeah, yeah. No. If there is the
6 opportunity for me to go with them when they're doing
7 a ramp inspection, yes, I do. I do.

8 Q Okay. And that's a personal style that you --

9 A That's a personal style, yes. It's not a
10 requirement for the FLMS to tag along with them.

11 Q Do you -- would you happen to know whether Guy
12 does the same thing?

13 A Yes. Yes. He does the same thing.

14 Q Okay.

15 A Yeah.

16 MR. CRUZ: Okay. Thank you. That's all I have.

17 BY MR. YOUNG:

18 Q One, just one follow-up. Are there any on-the-
19 job training tasks for a new inspector coming into the
20 IFO?

21 A Specific to being a new IFO inspector?

22 Q Yeah.

23 A Or specific to --

24 Q Specific to being a new IFO inspector. So you
25 hire in someone new. Is there any on-the-job training

1 tasks that they have to complete before they're
2 assigned operators?

3 A There is some, and I'm going to brief about that.
4 The difference between a domestic FAA office, FSDOs,
5 CMO, we also have another reg, it's Part 187. And the
6 Part 187 is related to the functions that we do
7 outside the United States that require reimbursement
8 for us to do our job, and that will be certificate
9 management. That's one, the 145s.

10 So all the work that we do over there, we charge
11 our repair station for my plane ticket, my meals, my
12 hotel, my expenses, and in order for me to continue
13 the certificate management of that. So that is the
14 training that a newly minted IFO inspector coming from
15 a FSDO, CMO they're not aware of. So that's one of
16 the ones that we do that.

17 Q Okay. Is there any OJT task for ramp inspections
18 of a non-U.S. registered aircraft?

19 A No.

20 Q Or is it basically the same as you were at the
21 FSDO?

22 A Basically the same if you were in a FSDO, with
23 the exception that you might get to see a pilot's
24 license or a registration that it's all in a different
25 language. But underneath by ICAO, it's got to be also

1 in English, that part, right?

2 So you might be able to see, okay, it's a Chinese
3 certificate. I don't understand that. We'll just go
4 one line below and then below it's going to be in
5 English and I'll see it, right? The same thing with
6 OpSpecs. So the licenses are the same way, so.

7 Q Oh, okay.

8 A And that might be an unofficial OJT, that I might
9 take an inspector to show them a ramp inspection of a
10 foreign operator.

11 Q Oh, okay. But there's no official tasking that
12 they have to go out and observe one or two ramp
13 inspections before they're turned loose on their own?

14 A No, no. Because they already did that in their
15 FSDO. When they came over here, they were already
16 qualified to do ramp inspections.

17 Q Okay. And is there any guidance to help an
18 inspector perform a ramp inspection if there's
19 something different about international, you know, a
20 non-U.S. registered aircraft versus a U.S.-registered?

21 A I'm going to be guessing on that. I think 8900
22 is going to kind of bring it down to -- for ramping a
23 foreign operator, this is what you're going to be
24 looking for versus a domestic operator.

25 Q Oh, okay.

1 A I'm guessing on that because it's been a couple
2 million years since I've done one of those. But I'm
3 guessing.

4 MR. YOUNG: Okay. And then I'll just finish out
5 with the two closing -- oh, you have one?

6 BY MR. CRUZ:

7 Q Yeah. I have a couple follow-ups just for you,
8 Jaime.

9 A Mm-hmm.

10 Q In the case of a work program for a scheduled,
11 based off of your 8900 for ramp inspections --

12 A Mm-hmm, mm-hmm.

13 Q It says that you will utilize a risk-based
14 analysis tool to determine what ramp inspections are
15 conducted?

16 A Mm-hmm, right.

17 Q What type of tool -- or how does a principal use
18 a tool like that?

19 A Okay. I'm trying to kind of put it in context.
20 The requirement for our foreign operators that are
21 scheduled is going to be the same as to, regardless of
22 which operator is -- I'm going to guess. Three ramps
23 inspections a quarter or a year or whatever, right?

24 But this particular one, based on risk -- it's
25 got several pilot deviations that it's had in the

1 past, or it's had several maintenance issues that it
2 had in the past that I got it documented in SAS. The
3 risk analysis that's going to be done on it, it should
4 show in there that this particular operator's risk
5 went to a higher level, so maybe I need to go look at
6 it.

7 And it might bring it down to specific -- they
8 have issues with MEL. Okay, I'm going to put more
9 emphasis on looking at the MEL for that particular
10 scheduled operator, that type.

11 Q How is risk assessed then for a non-scheduled,
12 non-U.S. registered operator then?

13 A We don't. I mean because there is not part of
14 the work program.

15 MR. CRUZ: Okay. All right. Thank you. That's
16 it.

17 BY MR. YOUNG:

18 Q All right. And that risk-based decision-making
19 tool, where's that at? Is it an internal FAA tool?
20 Is it -- it's in SAS?

21 A It's in SAS. It's in SAS, based on whatever
22 entries I put in there when I happen to see them.

23 Q Oh, okay.

24 A And it's going to give her a number, the risk
25 level of that particular operator. It's going to say

1 okay, this is -- it's got a 1 and this one has got a
2 200. Well, maybe the 200, I've got to go see what
3 issues does he have that I need to pay attention to?
4 That's basically what --

5 Q So the 8900, if I remember correctly, for
6 unscheduled operators it doesn't have a whole lot on
7 on surveillance.

8 A Correct.

9 Q But it says anytime an A001 notification is
10 received, a decision should be made using that RDM to
11 determine whether a ramp inspection should be
12 conducted or not?

13 A Mm-hmm, correct.

14 Q So is that an expectation then, that the
15 inspectors, anytime they get that A001 notification,
16 they're inputting it into SAS, in the RDM, getting a
17 number and then going, okay, yeah, I don't need to.

18 A The risk assessment that you're talking about, in
19 that case, let's say this particular non-scheduled
20 operator has got issues in Miami. And every time he
21 goes to Miami, somebody looks at him.

22 Or somebody submitted a hotline complaint that
23 every time it comes in, it's got the wings falling off
24 or whatever. Yeah, we're aware of it and then we can
25 probably put a little bit more emphasis. But is there

1 something documented? Might be documented in SAS, may
2 not be documented in SAS.

3 Q Okay.

4 A And that's what it is. But again, there is no
5 requirement for us to put them on the work program.

6 Q Okay.

7 BY MR. CRUZ:

8 Q One more follow-up, sorry.

9 A Mm-hmm.

10 Q For your inspectors, do you require them to visit
11 the operator with regards to -- or their agents of
12 service here in the states or their facilities, let's
13 say in Mexico or anything like that? Is that a
14 requirement or no?

15 A No requirement, no, no. Let me tell you
16 something. On the 129-14, the ones that we approve
17 their maintenance program, there is a requirement for
18 us to yearly to make sure that the work program -- the
19 maintenance program is working for them.

20 So what we do is we either do a desk audit of
21 their maintenance program, or we do visit the
22 operations there, whatever they are, and see if in
23 fact that maintenance program is being adhered to, to
24 what we approved.

25 Q For a non-scheduled, non-U.S. registered, no?

1 A No, no, no, no. Again, the 129-14 is they're
2 operating U.S.-registered aircraft.

3 Q Yep.

4 A So for that, I can go over there and see if in
5 fact they're adhering to the maintenance program we
6 approved.

7 Q But even though it's not required for them, you
8 have the authority to go to their facilities?

9 A To the non-scheduled?

10 Q Yes. Do you or don't you have the authority to
11 go to a non-scheduled, non-U.S. registered operator?

12 A Outside the United States, no, I do not. I can
13 request to go see him.

14 Q Yep, okay.

15 A Right. Because again, you know, it's different
16 country, different CAA, and different --

17 Q No, I understand. I understand.

18 A Right.

19 Q Okay.

20 A But for the ones that are operating U.S.-
21 registered aircraft, yes, I do have the authority to
22 go out there and see.

23 MR. CRUZ: Understood. Okay. Thank you.

24 BY MR. YOUNG:

25 Q Cool. All right. I'll ask you the same two

1 questions I ask everyone at the end of every
2 interview. Camille's heard these a few times. The
3 first one is, is there anything you expected us to ask
4 that we didn't?

5 A No, and the reason why I say no is because I've
6 never been interviewed by NTSB, so no. No idea.

7 Q All right. And then lastly, is there anything
8 you'd like to add that you think might be beneficial
9 to the investigation?

10 A I'm going to say also no. But I guess at the end
11 when you guys finish up your investigation, then we
12 find out what happened, the real what happened, right?

13 Q Right.

14 A But, I guess call it curiosity or whatnot, but
15 I'd like to know as to what's the outcome or what's
16 going on with that investigation, in case that we're
17 being asked. From time to time, not very often, from
18 time to time we get asked by that country, whatever
19 country it is, hey, what are you guys doing about this
20 particular accident? Then all we do is, like, ask
21 NTSB, they're the ones doing the investigation, not
22 us.

23 So if -- and not that we provide that information
24 right away to them, but if we find out, well yeah, we
25 had an accident in downtown Philly. That's all I

1 could tell you. There was some fatalities. That's
2 all I can tell you. But nothing more than that.

3 But, yeah. I guess at the end when you guys
4 complete all your things, is to let us know okay, this
5 is what happened. This is what we suggest we could be
6 doing in the future. Maybe as an IFO, maybe you guys
7 can do this and that. Okay. Thank you.

8 Q Cool, yeah. We try to make sure that everyone we
9 can get our info out to, we try to get it out to them.

10 A Mm-hmm.

11 Q So that's definitely something we'll try to make
12 sure to pass along once it all gets buttoned up.

13 A Cool.

14 MR. YOUNG: All right. All right. With that
15 it's 10:15 and we'll go ahead and end.

16 (Whereupon, at 10:15 a.m., the interview in the
17 above-entitled matter was concluded.)

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CERTIFICATE

CASE TITLE: Dallas International Field Office
Interviews
ACCIDENT NO.: ERA25MA106
LOCATION: Irving, Texas
DATE: December 17, 2025

This is to certify that the attached proceeding before the National Transportation Safety Board 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.

Date: December 23, 2025



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TRANSCRIPT OF PROCEEDINGS

Investigation of:)
)
DALLAS INTERNATIONAL FIELD) Accident No.: ERA25MA106
OFFICE INTERVIEWS)
)

Interview of: WYATT SEEGER, DFW IFO Office Manager

Pages: 1 through 42
Place: Irving, Texas
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UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

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FAA Dallas International
Field Office
Irving, Texas

Wednesday,
December 17, 2025

Interview of: WYATT SEEGER, DFW IFO Office Manager

APPEARANCES:

JOSH YOUNG, Air Safety Investigator, NTSB

POCHOLO CRUZ, Lead Aerospace Engineer, NTSB

CAMILLE CASTILLO, FAA Aviation Tort Litigation
Group, Interviewee's Representative

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1 Maintenance Investigator in this accident.

2 MR. YOUNG: So part of this process, as you can
3 tell we're recording the interview. These will be --
4 the recordings will be sent off for transcription.
5 They'll be transcribed and certified, sent back to us.
6 We'll review them at the group level, just to make
7 sure there's no typos or anything like that.

8 Then we'll provide them to Ms. Castillo and
9 she'll show them to you for your review. And you
10 basically review it, make sure they didn't
11 miscategorize anything, put something down wrong, no
12 typos, they spelled your name right, all that kind of
13 stuff.

14 If you do see anything that you want added, you
15 can put that on a blank document. We'll attach it to
16 the bottom of the transcript, and then all of that
17 will get put into the public docket transcript-wise.
18 The recordings themselves don't go into the public
19 docket because we have a transcript.

20 MR. SEEGER: Gotcha.

21 MR. YOUNG: So they get deleted out. Do you have
22 any questions about kind of the transcription process
23 or anything like that?

24 MR. SEEGER: No, I'm pretty comfortable with it.

25 MR. YOUNG: All right.

1 MR. SEEGER: Kind of what I expected.

2 MR. YOUNG: Cool. All right. Awesome. So
3 that's what we'll be doing. As part of the
4 regulations, you're welcome to have one representative
5 of your choice in attendance. Is Ms. Castillo who you
6 wish to attend?

7 MR. SEEGER: She is.

8 MR. YOUNG: All right, thank you. So during this
9 interview, if we ask a question and you don't quite
10 understand it or you'd like it rephrased, just let us
11 know. We'll rephrase it or ask it in a different way.
12 Or if you just didn't hear us, let us know.

13 MR. SEEGER: Okay.

14 MR. YOUNG: And we'll do the same, you know. For
15 your answer, if we don't quite understand or if we
16 have follow-up, we'll just ask you. If you don't know
17 the answer to the question, "I don't know" is a
18 perfectly acceptable answer. Don't feel like you have
19 to answer every question if you don't know it.

20 MR. SEEGER: Okay.

21 MR. YOUNG: We'd rather you just speak to what
22 you know, instead of guessing or anything like that.

23 MR. SEEGER: Okay.

24 MR. YOUNG: And also, lastly if you need a break
25 at any point, just let us know, use the restroom, get

1 a drink, whatever it is.

2 MR. SEEGER: Okay.

3 MR. YOUNG: Just let us know and we can take a
4 break.

5 MR. SEEGER: Sounds great.

6 MR. YOUNG: All right. Do you have any questions
7 before we get started?

8 MR. SEEGER: No, sir.

9 MR. YOUNG: All right. So it's going to be kind
10 of two rounds. The first one's going to be on just
11 basic general information about the IFO and the
12 operations, and then the second will be more in-depth
13 with Med Jets, the operator that was involved in the
14 accident.

15 MR. SEEGER: Okay.

16 INTERVIEW OF WYATT SEEGER

17 BY MR. YOUNG:

18 Q All right. Okay, cool. If we could go ahead and
19 just start? If you could just tell us your name and
20 if you could spell that out phonetically please.

21 A Sure. It's Wyatt, W-Y-A-T-T, S-E-E-G-E-R,
22 Seeger.

23 Q All right. And how old are you, sir?

24 A 60, 60.

25 Q All right. And what is your job title?

1 A I'm the DFW IFO Office Manager.

2 Q Okay. And do you hold any airman certificates or
3 type ratings?

4 A I do. I have an FAA airframe mechanic's license.

5 Q Okay. And any pilot certificates?

6 A No.

7 Q All right. And how long have you been with the
8 FAA?

9 A It'll be 19 years in July.

10 Q Okay. And how long here at the IFO?

11 A Four years in February.

12 Q Okay. And what were you doing before you came to
13 the IFO?

14 A I was the Reno, Nevada FSDO Office Manager for
15 two years.

16 Q Okay. And any other roles prior to that within
17 the FAA?

18 A Yes. I actually, leading up to the Reno office
19 manager job, I was in the Baton Rouge FSDO. Started
20 out as a journeyman inspector and left as a frontline
21 manager to become the manager at the Reno FSDO.

22 Q Gotcha. Okay.

23 A A lot of FSDO experience.

24 Q Gotcha. Okay. Nice. And how long have you been
25 in management within the FAA, either as an FLM Office

1 manager or --

2 A Fifteen years.

3 Q Okay. And could you please just describe to me
4 the role of the IFO within the FAA?

5 A Sure. We provide oversight, surveillance
6 activities for foreign Part 145 repair stations and
7 Part 129 operators, foreign operators that fly in the
8 NAS.

9 Q Okay. And so were you ever an inspector at an
10 IFO before joining the management team?

11 A I was not.

12 Q Okay. And then do you oversee any operators and
13 inspectors or just managers, combination of them?

14 A I only oversee the two frontline managers of the
15 office.

16 Q Okay.

17 A They oversee everyone else.

18 Q And could you just describe for me what an agent
19 for service is?

20 A Agent for service is an individual that's
21 appointed or selected by either a 145 or a 129 to
22 represent the company and relate directly with the
23 FAA.

24 Q Okay. And when would they be contacted versus
25 the foreign operator directly?

1 A Traditionally, we would reach out to the agent
2 for service first.

3 Q Okay.

4 A However, the operator's not off the table either,
5 you know. We can reach out to them and have
6 conversation, and sometimes that happens.

7 Q Oh, okay.

8 A If there's an agent for service change and we
9 don't have current data on them.

10 Q Okay. So there's nothing that says you have to
11 talk to the agent for service. You can go and talk
12 with the foreign operator, the inspectors can?

13 A Absolutely, yes.

14 Q Gotcha. Cool. How do inspectors conduct
15 surveillance on foreign operators when they're in the
16 U.S.? What are their tools?

17 A The bulk of what we do domestically for foreign
18 operators is ramp checks when they fly into the U.S.

19 Q And does that have to be done by the IFO
20 inspectors, or can they reach out and get support from
21 other offices, with FSDOs --

22 A Yeah. We typically reach out to wherever the
23 aircraft's flying in. It can be a FSDO, it can be an
24 IFO. We ask them for support doing the ramp check for
25 us.

1 Q Okay. And is any specific guidance given to them
2 on the differences between a domestic ramp check and
3 an international ramp check? Or is that --

4 A I believe the FSDO inspectors are also trained on
5 how to do a foreign ramp check.

6 Q Okay.

7 A If there's question and they're not sure, then
8 yes, we can provide that guidance.

9 Q Okay. And are ramp checks -- we're going to, for
10 this question, focus on 129 operators of non-U.S.
11 registered aircraft.

12 A Okay.

13 Q What other options other than a ramp check do you
14 inspectors have to surveil those operators? Or is a
15 ramp check really the only thing they have?

16 A Physical checks? If it's a 129 scheduled
17 operator, part of what their work -- part of the
18 inspector work program is to set aside a certain
19 percentage of required ramp checks for those Part 129s
20 scheduled.

21 Q Okay.

22 A If it's unscheduled, it's kind of up in the air.
23 Sometimes they're supposed to notify us before they
24 come. Sometimes it's very short notice and we can't
25 arrange for the ramp check. Or other times they

1 forget to notify us, and we don't have the
2 opportunity.

3 Q Oh, okay. Is there any requirement to perform
4 ramp checks on a 129 unscheduled operator if it's a
5 non-U.S. registered aircraft?

6 A No.

7 Q Okay. Is there any requirement for a work plan
8 to be developed for a 129 unscheduled operator
9 operating non-U.S. registered aircraft when they're
10 coming into the NAS, to maintain surveillance and ramp
11 checks and things like that?

12 A Can you repeat the first part of the question?

13 Q So for a non-scheduled, non-U.S. registered
14 aircraft. So an operator using those type of -- doing
15 those type of operations, do the inspectors have to
16 develop any sort of work plan to conduct surveillance
17 on them?

18 A No.

19 Q Okay. Does the type of operation change the
20 required surveillance scheduled versus non-scheduled?

21 A Yes. Again because the -- if it's a scheduled
22 operation, part of the inspector's work program is to
23 do a percentage on the scheduled operators that come
24 into the U.S.

25 Q Okay. Are inspectors able to travel to perform

1 surveillance ramp checks?

2 A Yes.

3 Q Okay. Have you ever gotten any pushback from
4 allowing an inspector to go out and travel to do a
5 ramp check?

6 A No.

7 Q Perfect. What's the difference between a
8 principal operating inspector or Operations inspector
9 and a principal Maintenance inspector, principal
10 Avionics inspector, difference between the three?

11 A So an Operations inspector is a pilot-type
12 individual. He holds pilot certificates of some sort.

13 A PMI, Maintenance inspector is typically someone who
14 has an A&P license and he's familiar with aircraft
15 maintenance. And then the PAI specializes in
16 avionics, and each discipline has their own area of
17 responsibility.

18 Q Okay. And what's the difference between their
19 roles inside of the IFO: PMI, PAI, POI?

20 A On a Part 129?

21 Q We'll use a Part 129, yeah.

22 A Okay. So on a Part 129, the bulk of the
23 interface with the operator is done by the Operations
24 inspector. They're the ones that take most of the
25 requests in and manage the OpSpecs out of WebOps.

1 The avionics and maintenance guys have very
2 limited roles, if any. There's no requirements in a
3 work program to do any work. They're just there to
4 support the Operations inspector if he's got questions
5 about equipment on the aircraft, if it ever comes up.

6 Q Okay. So in the -- in OpSpec A001, it has listed
7 a POI, PMI, PAI. It's got all three in there.

8 A Right.

9 Q For a 129 operator not using any N-registered
10 aircraft, so nothing registered in the U.S., what role
11 does the PMI and the PAI play?

12 A Again, it's almost -- it's almost negligent.
13 It's only to support the POI. He doesn't have any
14 work program requirements per se. I realize that
15 they're listed on the OpSpecs, but their role is
16 limited.

17 Q Okay. So if another FSDO, say an aircraft stops
18 in, I don't know, Tulsa and an inspector from the
19 FSDO's out there doing ramp inspections, he ramps
20 them, has a question. Who does he contact if --

21 A If he ramp checks a foreign?

22 Q Ramp checks, yeah, a foreign aircraft that the
23 operator -- he looks at the OpSpecs and he goes oh,
24 okay, DFW IFO.

25 A Right.

1 Q Who would they be able to contact here at the
2 IFO? I mean it lists the POI, PMI, PAI.

3 A Right.

4 Q So are those the three contacts for another
5 inspector?

6 A Absolutely.

7 Q Okay.

8 A Initially, that would be the first contact. And
9 if you can't reach the managing team for that
10 operator, they can go up the list to a frontline or
11 manager just to establish the contact. But, yes.
12 There's direct contact between the principals.

13 Q Okay. So he could contact any of those three
14 principals?

15 A Yes.

16 Q That are listed in the OpSpecs?

17 A Yes.

18 Q For questions about the company, anything like
19 that?

20 A Right. And more than likely if the Avionics guy
21 or the Maintenance guy took the call, they would
22 direct him to the Operations guy who, you know, is
23 super familiar with the WebOps, the OpSpecs and the
24 authorizations.

25 Q Gotcha. Okay. How do inspectors get assigned

1 operators? So a call comes in or you guys get the
2 email "Hey, here's this new operator. They're going
3 to fall under your jurisdiction."

4 A Mm-hmm.

5 Q How does that then get assigned out to an
6 inspector?

7 A Typically, the frontline managers will evaluate
8 each person's workload and kind of rotate through the
9 process on who gets the next one, to keep a balanced
10 workload between the operations inspectors, again
11 primarily to do the initial review and authorizations.

12 Q Oh, okay. And there's no, let's say specialties
13 inside of the Operations inspectors of, you know, this
14 person does unscheduled stuff --

15 A No.

16 Q -- for medevac. This person does scheduled
17 because they came from the airlines.

18 A Nope.

19 Q Okay. So everyone kind of gets a conglomerate of
20 whatever comes in?

21 A Yes.

22 Q Gotcha, okay.

23 A To include some Part 91 stuff.

24 Q Okay. Okay. That's a whole other ball of wax.

25 A Yeah. We're not going to --

1 Q And who assigns these operators out to the
2 specific inspectors? Is that the FLMs or does that
3 come from you?

4 A FLMs.

5 Q Okay. And when those operators need to be
6 assigned out, does that go directly to the FLMs, or
7 does that come through you and then you go "Hey, we've
8 got four operators, guys. Here you go, distribute
9 them to your teams"?

10 A No. Typically, it comes in through the office
11 general mailbox.

12 Q Okay.

13 A And we have an AST that will -- who monitors that
14 mailbox and passes it to the frontline managers and
15 says "We have a new applicant." Frontline evaluates
16 everybody's workload and assigns them directly. The
17 frontlines do. I'm pretty excluded from that process.

18 Q Okay, gotcha. Okay.

19 A By design.

20 Q Okay, cool. Do you ever have any interactions
21 with the companies and the operators that the IFO
22 oversees?

23 A Very rarely. There have been a couple of
24 occasions where a large issue is going on with an
25 operator. Not necessarily negative, but the

1 frontlines, the POI and myself will meet with some of
2 their -- their agent for service and a couple of their
3 designated personnel, just to have a discussion. But
4 it's very rare.

5 Q Okay.

6 A I'm usually excluded. Again, the frontlines and
7 the inspectors typically do the day-to-day. The
8 inspectors do the day-to-day. The frontlines also
9 only engage when absolutely necessary.

10 Q Oh, okay.

11 Q So when needed though, they can -- they can call
12 you and say "Hey man, we need your help on this one."

13 A Absolutely.

14 Q Gotcha. Could you describe to me what the
15 Heightened Surveillance List or HSL is?

16 A It's a list of operators that are for one reason
17 or another identified to need a higher level of
18 surveillance. There's criteria. I'm not sure what it
19 is or where it's at, but it's a list that's maintained
20 by the international offices to provide additional
21 oversight of a particular operator for if they've met
22 that threshold.

23 Q Okay. And do you know how an operator can get
24 added to that HSL?

25 A Not off the top of my head, no.

1 Q Okay. And do you know if any of the operators
2 that y'all oversee at the Dallas IFO are on that list?

3 Q I believe there's one, maybe two.

4 Q Okay.

5 A Of all the operators we oversee.

6 Q Okay. And do you know what would prompt the
7 placement of an operator onto that HSL? Is it an
8 inspector who goes "Man, there's funky stuff going
9 on"? Does it get told to you guys of you need to
10 watch out for these folks? Do you know how they get
11 added?

12 A No, I don't. Again, it's the criteria, those
13 gates that, you know, whether it's A, B, C or D. If
14 they're meeting any of that criteria, then it's --
15 they're put on the list until A, B, C is cleared up or
16 resolved.

17 Q Oh, okay. And do you feel that you're adequately
18 able to oversee the number of managers you have
19 assigned to you?

20 A Absolutely.

21 Q And do you feel that those managers are able to
22 oversee the number of inspectors that they have
23 assigned to them?

24 A I do.

25 Q Okay. And do you know about how many

1 certificates each inspector in the office has assigned
2 to them, or operators?

3 A No. You know, there's over a hundred Part 129
4 operators assigned to the office, and they're evenly
5 distributed amongst the five Operations inspectors.
6 So whatever that math looks like. And again, it's
7 Part 129. They also have Part 91 assignments as well.
8 So it's balanced between the inspectors that we're
9 staffed for.

10 Q Okay. And you feel that the amount of operators
11 that you have and the amount of inspectors, that the
12 inspectors are able to properly oversee the amount of
13 operators that the office has?

14 A Yes.

15 Q Okay. You feel that you're able to go to your
16 leadership and management for support and guidance, if
17 you have questions about inspectors, your FLMS, things
18 like that?

19 A Yes, absolutely.

20 Q Okay. When you have questions for them, things
21 you haven't seen before, you feel comfortable calling
22 up and saying "Guys, I've never seen this before.
23 Help me out."

24 A Absolutely. Yeah. There's some very seasoned
25 folks up there that have good insight, and they're

1 very approachable, open door. So they're always very
2 helpful.

3 Q Awesome. And then do you feel you're given all
4 the necessary resources to adequately perform your
5 duties and for your office to perform to the best that
6 it can?

7 A I do.

8 MR. YOUNG: Okay. That's all I've got for this
9 first bit. Pocholo?

10 BY MR. CRUZ:

11 Q Yep. A couple of things. Thank you. So before
12 an inspector becomes an IFO inspector, what does he or
13 she need to, is there like training for that person,
14 or?

15 A There is. It's different for different folks.
16 Coming from a FSDO, there are some international
17 courses that we take to at least get familiar with
18 international travel, some other international things
19 that maybe you haven't seen in a FSDO.

20 The Operations inspectors get a little something
21 additional. I can't remember what it is. But, yeah.
22 There is a transition via eLMS to get that training to
23 become international.

24 Q Okay. And when they first start here, is there
25 any type of OJT or what type of training do they get

1 when they --

2 A Most of the time when they show up, they've
3 already finished OJT as far as domestic operations.

4 Q Okay.

5 A So if there's some international tasks that they
6 have not accomplished, we provide that OJT in-house to
7 get them to the level that they need to be.

8 Q Okay, okay. And for a foreign carrier to get an
9 OpSpec authorization, what do they need to have before
10 the FAA would give them an OpSpec?

11 A I think I know the question you're asking, and if
12 it's economic authority that's my final answer. But
13 again, that comes through our office mailbox and it's
14 handed off to the frontlines and the inspectors that
15 actually do the certification or the OpSpecs issuance
16 to that applicant.

17 Q Okay. And what FAA organization is responsible
18 for granting those OpSpecs?

19 A The OpSpecs? We are, the DFW IFO.

20 Q Okay. Is the OpSpecs the only -- is the OpSpecs
21 the only form that basically gives them authority to
22 fly in the NAS? I'm talking about 129 operators.

23 A Yes, yes.

24 Q Since OpSpecs are what gives them the authority
25 to fly in the NAS, is there a different OpSpecs for a

1 scheduled versus non-scheduled type of operation?

2 A I would -- I'm fairly confident that they both
3 hold OpSpecs. There's probably something checked in
4 one that's not in the other to give them the authority
5 to be scheduled or unscheduled. It's identified in
6 the OpSpecs, but they both hold OpSpecs.

7 Q Okay. Is there a difference if it's
8 non-registered versus U.S.-registered aircraft?

9 A I can't answer that off the top of my head.

10 Q Okay. Prior to granting an OpSpecs, what
11 background work is done by the IFO to the foreign
12 carrier?

13 A That question would be better left to an
14 inspector on the floor that has the training and the
15 knowledge and the guidance to perform that task.

16 Q Okay.

17 A That's not in my realm of expertise.

18 Q So just to be clear, what discipline of
19 inspectors are assigned to each certificate or each, I
20 guess, OpSpec?

21 A Sure. It's Operations, Maintenance and Avionics.

22 Q For a non-registered, non-scheduled Part 129
23 operation, how does the IFO develop a surveillance
24 plan for those carriers?

25 A We don't.

1 Q And is that based off of guidance that you can
2 point to that says there isn't any?

3 A Or lack of guidance that says we're supposed to.

4 Q Okay. So there is nothing from -- I think it's,
5 is it AFS-50 that oversees the IFOs?

6 A Yes.

7 Q There is no guidance from AFS-50 that has a
8 surveillance plan for non N-registered, non-scheduled?

9 A No.

10 Q Is there one for scheduled, U.S.-registered?

11 A U.S.-registered or N-registered or foreign?

12 Q Yeah. Is there one for a Part 129 scheduled
13 U.S.-registered aircraft? Is there guidance for
14 surveillance?

15 A For scheduled, yes.

16 Q Okay.

17 A Yes.

18 Q Do you know what that is?

19 A Again, it's a percentage of something from the
20 NPG order that says you need to do this percentage of
21 ramp checks on your operator, operators.

22 Q Okay. What and NPG is?

23 A It's a national program, National Work Program
24 Guidance.

25 Q Okay.

1 A I haven't seen one in many years, but it's
2 typically what dictates surveillance.

3 Q Yeah, okay. And based off that surveillance, how
4 is surveillance built to encompass any risk with
5 regards to the operator?

6 A I would defer to the operator or to the
7 inspectors that oversee that certificate to determine
8 and develop that.

9 Q Okay. Does the IFO require their ASIs to visit
10 foreign carriers' facilities and/or their agent of
11 service?

12 A Part 129?

13 Q Yes.

14 A No.

15 Q And to your knowledge, what was the role of the
16 PMI or the PAI for Med Jets?

17 A Negligible. Probably, I don't know what their
18 involvement was. I would have to think that it was
19 strictly being managed by the POI at the time, because
20 again, they're the ones that issued the OpSpecs and
21 unless, unless there's a specific need from the POI
22 for PMI or PAI involvement, it would be negligible.

23 Q Okay. And typically, from your knowledge, for a
24 non-scheduled non-U.S. registered aircraft, would
25 there be any OpSpecs for the maintenance part of that?

1 A No.

2 Q And do you know why that there wouldn't be any
3 Maintenance or any Avionics type of --

4 A It's just by design. That's the best answer I
5 can give you. I'm not familiar with, yeah. I'm going
6 to -- I'm not going to make things up. I just -- I
7 don't know what the difference is.

8 MR. CRUZ: Okay. Okay. Josh, thank you.

9 MR. YOUNG: Yes, sir.

10 BY MR. YOUNG:

11 Q Just one quick follow up. How do -- how did the
12 ASIs check that operators are complying with their
13 A001 requirements to notify the IFO when they come
14 into the U.S.?

15 So in other terms, how would they know that
16 they're not complying? Is there any requirement in
17 their work plan to check on their operators, check
18 their aircraft N-numbers to make sure they haven't
19 been flying in the NAS or anything like that?

20 A I don't believe there's a -- I would comfortably
21 say there is no requirement, but I would also say that
22 it's probably common that some operators do fly in and
23 forget to notify us or give us very short notice.

24 Q Okay. And is there a way or a means for the ASIs
25 to check that, other than going on a third-party

1 commercial vendor and looking up the N-number?

2 A I don't think so.

3 Q Okay. So there's not like a run sheet?

4 A No.

5 Q You know, these are the foreign operators, these
6 are the foreign tail numbers that landed in the U.S.
7 this month or anything like that?

8 A Right. Not to my knowledge.

9 MR. YOUNG: Okay. All right. I think that's all
10 I have for that round. Do you have anything else,
11 Pocholo?

12 MR. CRUZ: No. I can wait.

13 BY MR. YOUNG:

14 Q All right. Well that's round one. You doing
15 good? Need a break?

16 A No.

17 Q Need some water or anything?

18 A How many rounds?

19 Q Just one more.

20 MR. YOUNG: You need a break?

21 MS. CASTILLO: Nope, I'm good. If you're good,
22 I'm good.

23 MR. SEEGER: Yeah, I'm fine.

24 BY MR. YOUNG:

25 Q All right. Well we'll move on to the second one,

1 and this is going to focus more on Med Jets, and
2 that's what I'm going to refer to them as. This is
3 the operator that had the accident in Philadelphia.

4 A Okay.

5 Q So just starting off with, did you oversee the
6 inspector and the FLM who were charged with overseeing
7 Med Jets?

8 A Yes.

9 Q All right. And how long had you overseen them?

10 A The frontline and the inspector?

11 Q Yes, sir.

12 A For the three and a half, almost four years that
13 I've been here.

14 Q Okay. And to the best of your knowledge, have
15 you had any interactions with the company, with Med
16 Jets?

17 A No.

18 Q Okay. Do you know or would you expect the FLM or
19 the inspector to know how many accidents the company
20 had been involved in?

21 A I would imagine the inspectors got an idea, but
22 not the frontline or anybody above.

23 Q Okay. Does the IFO get a notification when an
24 operator that it oversees is involved in an accident
25 either in the U.S. or in another country?

1 A In the U.S., we would definitely be involved or
2 notified. It depends on the foreign country, whether
3 their CAA reports it to us or not.

4 Q Okay.

5 A Their civil aviation authority.

6 Q So that would re rely on a foreign CAA notifying
7 y'all?

8 A Yes.

9 Q Okay. What is the consequence or what are the
10 tools that can be used by the inspectors here at the
11 IFO, if an operator isn't complying with their issued
12 OpSpecs while operating here in the NAS?

13 A The OpSpecs are really our only recourse to
14 either pull or suspend their OpSpecs if they won't
15 come into compliance.

16 Q Okay. Have you been informed of any issues with
17 Med Jets prior to the accident?

18 A No, sir.

19 Q Okay. Do you know if operators are required to
20 provide a copy of their operating documents when they
21 apply to fly in the U.S., their GOM, SOPs, things of
22 that nature, safety management systems?

23 A I can't answer that accurately.

24 Q Okay. Do you know if any ramp checks were
25 performed on Med Jets aircraft?

1 A I don't know that either.

2 Q Okay. Where would that information be stored at?

3 A It would probably be held with the principal
4 Operations inspector. He would either set it up or at
5 least be aware that they had been ramp-checked.

6 Q Okay. And is that in the -- is that in the SAS
7 system?

8 A It would be.

9 Q Okay. And is there -- do you know if there's a
10 way for the ASIs to review historical ramp checks for
11 their operators?

12 A That should also be done in SAS or available
13 through SAS.

14 Q Okay. And with the transition from PTRS to SAS,
15 is there a way to look at historical data, pre-SAS
16 stuff that would've been reported in PTRS that you
17 know of?

18 A Other than initial SAS training, I haven't been
19 involved in many years. But I was under the
20 impression that all PTRS data was rolling into SAS, so
21 that there was a history.

22 Q Okay.

23 A But again, I don't use SAS ever.

24 Q Okay, gotcha. And then do you recall any safety
25 issues with Med Jets to the best of your recollection?

1 A No.

2 MR. YOUNG: All right. All right. That's all
3 I've got. Pocholo?

4 BY MR. CRUZ:

5 Q What is the IFO's position when it comes to a
6 non-U.S. registered, non-scheduled airplane that
7 equipment that has been deactivated but still
8 installed on the aircraft?

9 A What is our position?

10 Q When it comes into the NAS, right? An airplane
11 comes into NAS non-scheduled, not U.S.-registered,
12 what is the position from the FAA IFO's perspective as
13 far as the equipment that's been deactivated on the
14 airplane, but still installed on the airplane?

15 A Right. That, the AOC, the issuing country of the
16 OpSpecs for that operator dictates what needs to be
17 and what needs not to be installed or deactivated.
18 Could be MEL'd or you know, deferred or something like
19 that. But it's the home state of registry that
20 manages that.

21 Q Okay. Similarly, what is the FAA's position in
22 regards to non-U.S. registered airplanes,
23 non-scheduled flying into NAS with a CVR and FDR that
24 is installed but not functioning?

25 A I can't answer that. I don't know.

1 Q Okay. Do you meet any of the operators, either
2 the operators themselves or I think the agents of
3 service when they have -- when they plan to -- when
4 they're asking for a certificate or they're
5 registering for a certificate? Or I guess it's an
6 OpSpec.

7 A Yeah. I attend. Most of our activities with
8 applicants for 129 are done virtually on Zoom or
9 Teams.

10 Q Oh, okay.

11 A The data comes in electronically for review and
12 whatnot. I've been involved or invited to oversee a
13 couple of the meetings that take place between the
14 POIs and the applicant, just to observe the process.

15 Q Okay.

16 A Virtually.

17 Q So since you're the office manager in the IFO,
18 how do you gauge your FLMS performance as far as their
19 work plan themselves?

20 A The FAA has a published performance plan for all
21 employees. My two frontlines have a very
22 comprehensive performance package that they need to,
23 you know, comply with, which I monitor throughout the
24 year.

25 We do a mid-cycle evaluation and a final

1 evaluation, and it measures several parameters of
2 performance.

3 Q If there is no work plan for an ASI that oversees
4 a non-scheduled, non-U.S. registered operator, how do
5 you gauge that ASI's performance if there is no
6 surveillance plan?

7 A Because he's very busy doing all the other work,
8 the Part 129 scheduled, the part 91s that they
9 oversee. There's plenty of additional work that they
10 have besides the Part 129 unscheduleds that keep them
11 busy every day.

12 Q Okay. But specific to the work associated with a
13 non-scheduled, non-U.S. registered, how does the IFO
14 or the FAA gauge the performance of his surveillance
15 of that particular operation?

16 A We wouldn't, because he has no responsibilities
17 for oversight of a non-U.S., non-scheduled operator.

18 Q Okay. As an office manager, have you had a
19 chance to go out and go with some of the inspectors
20 and do any surveillance?

21 A I have not on a surveillance-type trip. I've
22 been to a seminar that we do in Mexico once a year,
23 where I've been, myself and my frontlines travel to
24 Mexico and they host a conference called Amigos de la
25 Aviacion.

1 I've been there twice in my tenure here and
2 that's the extent. So to answer your question no, not
3 on surveillance.

4 Q How would you characterize your office
5 relationship with the Mexican CAA?

6 A Excellent.

7 Q Have there been any issues in the past?

8 A Not issues per se. There's been some change of
9 leadership associated with their political
10 temperature.

11 Q Mm-hmm.

12 A So there's been some change in folks, but usually
13 very cooperative.

14 MR. CRUZ: That's it for now, Josh. Thank you.

15 BY MR. YOUNG:

16 Q Okay. If an inspector is out doing ramp checks
17 and they come upon one of their unscheduled, non-U.S.
18 registered aircraft, and they do a ramp check and they
19 observe something that would -- they deem makes the
20 airplane unworthy or in an unairworthy condition, what
21 tools do they have available to them to address that?

22 A They can notify the operator that there is a
23 deficiency, that we observe as a deficiency, and that
24 they may be flying contrary. But if the operator
25 decides to take it, we can't ground the aircraft. We

1 can just only advise them that it probably doesn't
2 meet, and then work with the operator if they're
3 willing to fix it.

4 Q Can that aircraft continue then to operate in the
5 NAS? So if they're stopped in Tulsa and their next
6 pickup is in Boston, can they continue to operate
7 that?

8 A Yes. We can't stop them. We don't have any
9 authority to ground the aircraft.

10 Q Okay.

11 BY MR. CRUZ:

12 Q So just to add to that, if God forbid something
13 happens at an airplane and it crashes and takes
14 civilians out, where does the IFO stand with regards
15 to --

16 A The IFO is -- that's our guidance. That's our
17 policy. I mean, we don't dictate that. We can't
18 ground the aircraft. It's, you know, it's our policy,
19 our guidance that says that we cannot ground an
20 international operator. We can for a U.S.-registered,
21 but we can't for foreign. It's up to them to --

22 Q Is that written into 8900?

23 A I don't know. Either written or not written.

24 Q Yeah. Well when you say "guidance," I'm thinking
25 there's something written.

1 A Yeah, yeah. So I'm not -- yes.

2 Q From the FAA that basically says you shall not
3 ground foreign aircraft, right?

4 A Yes.

5 Q So to your -- your final question or final answer
6 to that question is you, is there guidance?

7 A Yes. I believe it's written in guidance.

8 MR. CRUZ: Okay. Sorry.

9 MR. YOUNG: No, you're all right.

10 BY MR. YOUNG:

11 Q You have to forgive me because I can't remember
12 exactly which OpSpec it is. I want to say maybe 003,
13 but the one that lists the aircraft that are allowed
14 to operate in the U.S.?

15 A Right.

16 Q Right. It's issued to a 129 unscheduled, non-
17 U.S. registered. It says you can operate this
18 airplane, this airplane, this airplane in the U.S.

19 A Right.

20 Q Can the ASI, if they've gone out, there's an
21 unairworthy thing. They've talked to the operator,
22 the operator's not going to fix it. Are they able to
23 revoke that aircraft from the OpSpecs?

24 A They can remove it.

25 Q Okay. So they can update the OpSpecs if they've

1 got a complaint. They went out, they found that it's
2 still not in compliance. They tried to work with
3 them. They don't have to necessarily terminate
4 completely the operator, but they can remove that
5 aircraft?

6 A Correct.

7 MR. YOUNG: Okay. All right. I think that's all
8 I have. Anything else, Pocholo?

9 BY MR. CRUZ:

10 Q Are you familiar with all the ASIs that work for
11 this office?

12 A I am.

13 Q Has Mr. Green ever been in this office prior to
14 his visit here when we talked to him that you know of?

15 A Physically?

16 Q Yes.

17 A I don't believe so. He is a remotely sited
18 inspector.

19 Q So is there a requirement that any of your
20 inspectors needs to visit an office at a certain time
21 or meet with his FLM face-to-face?

22 A We do that virtually on a biweekly basis at
23 least. That seems to be the bulk of the way we
24 communicate anymore these days is virtually.

25 Q Okay. Do you have maybe an office gathering with

1 all your inspectors and yourself and have basically
2 just a sit-down and talk issues?

3 A In person, not anymore.

4 Q Prior to, did it used to happen?

5 A There used -- well, before I got here. So this
6 has been three or four years. Of course we were just
7 coming out of COVID. But from what I understand, and
8 again this is hearsay, is that there used to be
9 quarterly all-hands meetings here in the office.

10 Q Mm-hmm.

11 A Which we still do virtual all-hands meetings
12 every other Wednesday. So we do still get together.
13 It's just not physically here in this room.

14 MR. CRUZ: Okay. I believe that's all I have,
15 Josh. Thank you.

16 BY MR. YOUNG:

17 Q I have just one more to piggyback on that. Do
18 you think that it would be beneficial as the office
19 manager to have the ability to get everyone together
20 in person, to do a stand-down or gathering, whatever
21 you want to call it?

22 A It's difficult, and the reason we dialed that
23 back is because what I've come to know is that the
24 inspectors are typically out in some country
25 overseeing some part of their work program, and it's

1 hard to get everybody together. You're asking an
2 opinion question.

3 MS. CASTILLO: Good answer.

4 MR. SEEGER: Yeah, yeah. I think it would be
5 great to have everybody at least once a year get
6 together.

7 BY MR. YOUNG:

8 Q Okay. One more follow-up for you. When you
9 heard Med Jets crashed in January of this past year,
10 as the office manager, what did you do?

11 A I think we were either here in Dallas for some
12 training or had just gotten back to our offices to
13 resume work on that Monday. I believe it was over the
14 weekend when we first got notified.

15 Of course, I reached out to my management team to
16 let them know above me and below me, to make sure that
17 the frontline was talking to the POI or at least
18 whoever was managing the certificate at that time. We
19 also worked with the FSDO IIC that was on the ground
20 because they physically, you know, nearest the
21 aircraft, so they started the investigation.

22 So from that point on, it was pretty much, you
23 know, making sure everybody was talking to everybody,
24 whether it was phones or emails. Just connecting
25 everybody together to support the investigation.

1 BY MR. CRUZ:

2 Q Did your frontlines ever tell you whether the POI
3 had do to any type of ramp inspections on Med Jets?

4 A No.

5 Q Are you aware of any ramp inspections for Med
6 Jets?

7 A I am not.

8 Q Okay. Based off this accident, did you as a
9 frontline manager make any changes to the office with
10 regards to how surveillance is going to be conducted?

11 A No.

12 Q No changes to the way that business, how you --
13 how business is, I guess, conducted within the IFO
14 here in Dallas?

15 A As it pertains to unscheduled operations, no.

16 MR. CRUZ: Okay. All right. Thank you.

17 BY MR. YOUNG:

18 Q All right. I just have my last two questions
19 that are the two I ask everyone at the end of every
20 interview. So the first one is -- she's heard these a
21 few times --

22 A I was wondering what the gimme was.

23 Q Is there -- is there anything you expected us to
24 ask that we didn't?

25 A No. I believe your questions were very pointed

1 and looking in the right areas.

2 Q All right. And then is there anything you'd like
3 to add that you think might be beneficial to the
4 investigation?

5 A No. If there was anything of value, it would
6 have come from the POI or the frontlines. I'm
7 somewhat removed from the process. But no, I couldn't
8 add anything that hadn't already been brought up, I'm
9 sure.

10 MR. YOUNG: All right. Well, with that, it's
11 12:47 and we'll go ahead and end the interview.

12 (Whereupon, at 12:47 p.m., the interview in the
13 above-entitled matter was concluded.)

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CERTIFICATE

CASE TITLE: Dallas International Field Office
Interviews
ACCIDENT NO.: ERA25MA106
LOCATION: Irving, Texas
DATE: December 17, 2025

This is to certify that the attached proceeding before the National Transportation Safety Board 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.

Date: December 23, 2025


Margaret C. Holmes
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ERRATA SHEET

INSTRUCTIONS: After reading the transcript of testimony, please note any change, addition or deletion on this sheet. DO NOT make any marks or notations on the actual transcript. (Use additional paper if needed and attach it to this sheet)

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Case Name	Investigation of: Dallas International Field Office Interviews Accident No.: ERA25MA106
Date Taken	December 17, 2025
Deposition of:	WYATT SEEGER, DFW IFO Office Manager

PAGE	LINE	CORRECTION
11	22	Remove the period at the end of this sentence, following the word "air"
11	23	Begin this line with the word "sometimes" followed by a period. Then capitalize the word "They're" as the beginning of the next sentence.
14	12	Replace the word "negligent" with the word "negligible".

DATE: WYATT E
SIGNATURE: SEEGER

Digitally signed by WYATT E
SEEGER
Date: 2026.01.20 07:37:06
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RETURN TO: JOSH YOUNG, Air Safety Investigator, NTSB