

WPR22FA068

OPERATIONAL FACTORS

Attachment 2

FAA Personnel Transcripts

June 15, 2023

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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LEARJET 35A, N880Z FATALITY *

IN EL CAJON, CALIFORNIA *

Accident No.: WPR22FA068

ON DECEMBER 27, 2021 *

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Interview of: BILL SAPP, Office Manager
San Diego FSDO

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

JONATHAN BERGES, Safety Inspector
San Diego Flight Standards District Office

DAVE GERLACH, Air Safety Investigator, AVP-100
Office of Accident Investigation
Federal Aviation Administration

JOSHUA CAWTHRA, Investigator-in-Charge
National Transportation Safety Board

MARK TOMICICH, Attorney
FAA Office of Chief Counsel

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By Mr. Gerlach

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I N T E R V I E W

MR. ABRAMS: Okay, gentlemen, we're recording. We're here with Bill Sapp today. He is the -- well, Bill, introduce yourself, please.

MR. SAPP: I am the office manager of the San Diego FSDO.

MR. ABRAMS: Thank you, Bill.

And I'm Warren Abrams with NTSB. I'm the Operational Factors Group Chairman. And we're just looking into the Aeromedevac accident, and we've previously talked to -- who did we talk to? Good grief. We talked to James Treiber earlier, and now we're going to talk to you for a little bit, and I don't think this is going to take long, Bill. So, anyway, but we do have a panel of experts here, and I believe you know John.

John, will you introduce yourself, please?

MR. BERGES: Sure. Jonathan Berges, San Diego Flight Standards District Office, Aviation Safety Inspector, and Inspector-in-Charge for the San Diego FSDO.

MR. ABRAMS: Thank you, John.

And, Dave Gerlach, will you introduce yourself, please?

MR. GERLACH: Hi, Warren. Hi, Bill. This is David Gerlach. I work in the Office of Accident Investigation and Prevention. I am a senior aircraft accident investigator, and I am on the OPS Group.

MR. ABRAMS: Thank you, Dave.

Josh, will you introduce yourself, please?

1 MR. CAWTHRA: Yes. Good afternoon. Josh Cawthra, National
2 Transportation Safety Board. I am a senior aviation accident
3 investigator, and Investigator-in-Charge for this accident.

4 MR. ABRAMS: Bill, you're allowed to have somebody represent
5 you today. Do you have that person selected?

6 MR. SAPP: I do.

7 MR. ABRAMS: And who is that?

8 MR. SAPP: Mark Tomicich.

9 MR. ABRAMS: Mark, will you introduce yourself, please, and
10 spell your name?

11 MR. TOMICICH: Yes. Mark Tomicich, FAA, Office of Chief
12 Counsel. Last name is spelled T-Tango-o-m-i-c-i-c-h.

13 MR. ABRAMS: Thank you.

14 And, Bill, we're just working here today to try to figure out
15 what took place.

16 Jonathan, you okay?

17 MR. BERGES: I'm fine.

18 MR. ABRAMS: Okay. We're just trying to figure out what
19 happened. We're not going to come to any conclusions today, but
20 this is just all part of the building process to help us formulate
21 the probable cause of the accident going forward. We'll go around
22 the room, ask the questions one at a time. I'll have a series of
23 questions. We'll hand it off to Jonathan, and then Dave, and then
24 Josh, and then we'll have a second round, which doesn't take very
25 long, second round of questions. And we'll give you a chance to

1 tell us what you know at the very end, and like I say, I don't
2 think we'll take that long today. But let's kind of get this show
3 on the road.

4 INTERVIEW OF BILL SAPP

5 BY MR. ABRAMS:

6 Q. Bill, if you will, tell us -- give us a thumbnail sketch of
7 how you got into aviation.

8 A. Okay. So I joined the Army when I was 17, and applied to go
9 to flight school. I was accepted. Went to flight school at the
10 age of 19, in 1984. Graduated flight school in 1985. Stayed in
11 the Army for another 10 years, and then went to the Arizona
12 National Guard, and was an instructor pilot in helicopters in the
13 Arizona National Guard until my retirement in 2003. Subsequent to
14 that, I retired from the National Guard, and then started at the
15 FAA on the following Monday, and that was in July of 2003.

16 Q. And was all your time in the Army fixed -- rotor or was it
17 any fixed-wing time?

18 A. All helicopter.

19 Q. All helicopter. Since you've been with the FAA, have you
20 flown any fixed-wing aircraft?

21 A. I have. I was -- I came in as a fixed-wing inspector. I, as
22 an inspector, I was National Resource and Helicopter NVG
23 Operations. I was current in turbine helicopters, Robinson
24 helicopters, R22s, R44s, night vision goggles. I flew turboprop.
25 I flew airplane multi-engine land, airplane single-engine land,

1 airplane single-engine sea, and the Eclipse Jet.

2 Q. You mentioned NVG. Tell me what that stands for.

3 A. NVG is night vision goggles.

4 Q. Okay, NVG. Okay. I was -- yeah. I understand NVG. I had
5 a 'B' in there. You have a commercial rating or do you have an
6 ATP?

7 A. I have an ATP in fixed-wing, ATP in helicopter.

8 Q. Great. You have a flight instructor rating?

9 A. I do. I have CFI rotorcraft helicopter, instrument
10 helicopter, airplane multi-engine land, airplane single-engine
11 land, and airplane instrument.

12 Q. Are you still -- do you still have a current medical?

13 A. I do not.

14 Q. Okay. When was the last time you flew, approximately?

15 A. I flew about five years ago. I went and did some
16 recreational flying in Arizona where I used to live.

17 Q. Okay. And how long have you been in this office?

18 A. I came to the San Diego FSDO in September of 2013.

19 Q. And what position did you come in as when you came in?

20 A. I was the Operations frontline.

21 Q. Is there an Operations frontline manager now?

22 A. There is no. We had a previous Operations frontline. He
23 left in July of 2021. That same month, we got an ops inspector on
24 a six-month detail. That was Susan Corigan (ph.). And that
25 detail just ended on December 20, 2021.

1 Q. All right. Bill, how would you consider the staffing here at
2 the FSDO here in San Diego?

3 A. Well, up until about six months ago, we were almost 100
4 percent staffed, and then around six months ago, we started to
5 have ops inspectors leave the FSDO for various reasons. We had
6 one, one Grade 13, POI that left to go to Arizona because his wife
7 wanted to relocate to Arizona because their lease was up, and they
8 couldn't afford to buy here in San Diego. We had another
9 inspector that took a Grade 14 position up in Oakland. We had
10 another inspector that returned to his previous office in south
11 Florida. We had another inspector that -- these were all ops
12 inspectors -- that went to the Wichita FSDO. He could no longer
13 afford his home here. So he asked to move to a cheaper cost of
14 living area. That was Wichita. And --

15 Q. Would that be Mr. Arena (ph.)?

16 A. No. That is Mr. -- yes. I'm sorry. Mr. Arena. You're
17 right. I was thinking (indiscernible). Yes. Arena. Then we had
18 another inspector that left the FAA. Wanted to pursue a Master's
19 in business to start his own business. And one more inspector
20 that took a Grade 13 position at Long Beach. So over the last six
21 months we've had quite a bit of turnover in the Ops Unit.

22 Q. Was the Grade 13 a step down when the gentleman went to Long
23 Beach, or was it a --

24 A. Step up.

25 Q. Step up. Okay. When you get a new inspector, what is the

1 usual entry level position?

2 A. It's -- for an ops inspector, it's normally a Grade 12.
3 Depending on their previous experience, they may come in as 11.
4 That's a little bit more unusual. But usually a Grade 12.

5 Q. Okay. And are there future gentlemen, women, men and women
6 going to be coming in fairly soon to backfill these positions that
7 are now vacant?

8 A. Yeah. So we went for internal bids to bring in already
9 qualified Grade 13 inspectors. Those bids came back with no
10 qualified bidders. So the only recourse we have is to try to do
11 an off-the-street hire or an external hire. We're doing that.
12 Right now we have two ops inspectors at the Grade 12 level, off-
13 the-street hires. One is going to start February 27th, and the
14 other one, assuming he passes his pre-employment check ride,
15 should start in June. We have a rotorcraft helicopter inspector
16 that should be offered a temporary offer letter in the next
17 several weeks. So that's three inspectors. And then once those
18 come onboard, then we'll reassess where we're going to go next.
19 We also have a bid that is going out this week for a Grade 14 ops
20 inspector with fixed PCS. So assuming that we fill all those
21 positions, we'll have a Grade 14, who will already be trained, and
22 internal to the FAA; a Grade 12 ops inspector; a grade 12 ops
23 inspector; and perhaps a Grade 11 rotorcraft helicopter. That's
24 four out of the six vacancies we have right now. The other two
25 vacancies we -- I do not have a plan to fill immediately. And the

1 reason for that is when all those new hires come in, they require
2 on-the-job training in their first year of training. We only have
3 three. And if the Grade 14 is an OJT trainer, that would be four
4 trainers with three trainees. So that ratio is challenging. So
5 we would probably stick with that for the near term. But if I get
6 another person that's interested in a job that has operations
7 experience then, I mean, that's qualified for an ops job, I'd
8 probably pick them up as well.

9 Q. Good. Good. How are you staffed on POIs?

10 A. Right now we have three POIs.

11 Q. And what's your normal complement?

12 A. Normally six.

13 Q. So you're down three. Is anybody going to be moving up, or
14 what's your plan to replace those three that are missing?

15 A. Well, those will be the new hires that will take about a year
16 to train. The Grade 14 will take a lot of burden off of the
17 remainder of the ops inspectors that we have. So we have three
18 Grade 13 ops inspectors right now. They're each running around
19 1800 points apiece. The normal complexity that we like to have
20 them have is somewhere between 1,000 and 1500 points. 1,000 is
21 really doable. 1500 is a little bit harder. But we certainly
22 don't want them around 2,000 points because that's getting closer
23 to a Grade 14. This Grade 14, if we get a qualified person, will
24 take anywhere from 2500 to 3,000 points off of the existing unit.
25 It will make the job a lot easier. The problem with just

1 complexity is it does not take into account the demand work that
2 the office does, and this office has a significant amount of
3 demand work. So that's the reason why we try to have more Grade
4 13 inspectors than we want 14s because 14 you get one body; 13
5 you get to. So it divvies up the work a lot better.

6 Q. I can see why you're a busy man. Aeromedevac, Incorporated,
7 tragically lost a flight late December. How did you hear about
8 that accident?

9 A. Somebody called me. I think it was Tom, the airworthiness
10 frontline manager.

11 Q. Okay. Is there anything, a playbook, that goes in motion
12 when one of your POIs has a -- a certificate holder has an
13 accident? I mean, does the FAA Office here do you have a meeting
14 with your POI, and your managers, and things like that to discuss
15 or is it -- what takes place after there's an accident within the
16 office here?

17 A. Well, if it's a 135 operator assigned to a particular
18 principal, we advise the principal that they're going to need to
19 essentially gather records from the operator. And we usually tell
20 them, you know, if the operator is seeking information don't give
21 them information because we usually don't have information to
22 share. But it's usually a lockdown on the records so that we can
23 provide those to the NTSB. There is no real playbook. It's just
24 from experience we know how these things go, and what information
25 is needed. We have a process, if you will, for any accident

1 assign an IIC, and up to a number of inspectors to assist as
2 necessary. So it just depends on the nature of the accident, how
3 big it is as to the number of people we'll assign to it.

4 Q. Other than John here, anybody -- and Bill Treiber -- excuse
5 me.

6 A. James Treiber.

7 Q. Yes. James. Has anybody else been assigned?

8 A. Well, assisting Jonathan was, I believe, Mike Reyes, Adrian
9 Chavez.

10 UNIDENTIFIED SPEAKER: Yeah. He was on scene.

11 MR. SAPP: I don't remember who else was out there.

12 UNIDENTIFIED SPEAKER: Roger.

13 MR. SAPP: Roger Messick (ph.) was there for a day, right.

14 UNIDENTIFIED SPEAKER: Yes.

15 MR. ABRAMS: Okay.

16 MR. SAPP: So a 135 accident especially going down in a
17 residential neighborhood, that usually has a lot of witnesses, and
18 a lot of interface with local law enforcement, fire department,
19 that sort of stuff. So we try to assign enough people to assist
20 the IIC in reaching out, and visiting with all those folks.

21 BY MR. ABRAMS:

22 Q. Excellent. Okay. Have you had any complaints on the
23 recordkeeping from Aeromexico through the POI? Has he indicated
24 anything to you about unsatisfactory recordkeeping at Aeromedevac?

25 A. No, not that I'm aware of.

1 Q. Either fixed-wing or rotorcraft, have you flown into
2 Gillespie in a control seat?

3 A. Yeah. I have, but it's been, oh, gosh, 20 years, 25 years
4 ago, I think.

5 Q. Okay. So helicopters you flew --

6 A. No, no, airplane. I owned a couple of airplanes. So I used
7 to -- we used to fly to San Diego for vacation, and we would
8 either land at Gillespie or at Lindbergh. And so I actually
9 landed there before.

10 Q. Any thoughts? You recall anything significant about your
11 flying into Gillespie?

12 A. No. I mean, it's your typical GA airport. The only thing
13 that stands out about it is that big huge mountain to the north,
14 but then we -- in Arizona we have mountains all over the place.
15 So even that's not that unusual.

16 Q. I'm sorry. I didn't catch where you flew out of in Arizona.
17 Was it Tucson or --

18 A. No. I flew out of Chandler.

19 Q. Okay.

20 A. My airplanes were based at Chandler.

21 Q. Okay. As head of this FSDO, what keeps you awake at night
22 work-related?

23 A. I'd say what keeps me awake is missing something. There's a
24 thousand responsibilities that we have, and it's easy to overlook
25 something if you're not staying on top of everything that you've

1 got on your plate. That's probably the biggest thing.

2 MR. ABRAMS: Okay. Thank you, Bill. I'm going to pass the
3 virtual mike to John.

4 John, you got any questions for Bill?

5 MR. BERGES: Thank you, Warren. I do not have any questions.

6 MR. ABRAMS: All right. Dave Gerlach in Washington, what
7 have you got as far as --

8 MR. GERLACH: Warren, thank you very much. Just maybe one
9 question.

10 BY MR. GERLACH:

11 Q. Bill, do you have insight into what's a high risk carrier,
12 and what's a low risk carrier at your FSDO?

13 A. I'm sorry. I didn't hear him.

14 MR. ABRAMS: Would you repeat that, Dave, a little bit
15 louder. Talking about high risk and low risk carriers, but would
16 you repeat that a little louder, please?

17 BY MR. GERLACH:

18 Q. Right. So, Bill, do you -- of all the certificates that the
19 FSDO has oversight in, do you have insight into who is high risk
20 and who is low risk?

21 A. Yeah, we do.

22 Q. Do you know was this carrier a high risk or a low risk
23 carrier certificate holder?

24 A. Well, there's 2,400 135 operators in the U.S., and this one
25 was ranked at 246, I believe. High risk --

1 Q. Got you.

2 A. So I --

3 Q. And do you know what kind of things placed them in that risk
4 category?

5 A. What?

6 MR. ABRAMS: What placed in that risk category?

7 MR. SAPP: Well, I have to say that I'd characterize that as
8 relatively low, and I think that the reason they were ranked low
9 is there's just no risk indicators, real risk indicators in the
10 system. So they don't -- so, like, any incident that occurs or
11 any risk that is identified by the principal inspectors gets put
12 into the system, and then the system automatically assigns risk to
13 that. So if there's not a lot of changes, or pilot deviations, or
14 complaints, or incidents, accidents, occurrences with the
15 operator, major upgrades in the certificate, if there's nothing
16 like that, then there's no real risk indicators to drive it up.

17 Q. Okay. So your perspective is it was a low risk carrier, low
18 risk certificate?

19 A. That is correct.

20 MR. GERLACH: Okay. That's the only question that I have.
21 Thank you, Warren.

22 MR. ABRAMS: Thank you.

23 Josh, do you have anything for Bill?

24 MR. CAWTHRA: I do not.

25 MR. ABRAMS: Bill, we're running out of questions real quick.

1 What is -- tell us something that -- tell us what you want to tell
2 us. Meaning, we usually ask a lot of questions, but we don't
3 usually ask that question that you're dying to tell us. So --

4 UNIDENTIFIED SPEAKER: This is the question that kind of --

5 MR. SAPP: Wraps it up?

6 MR. ABRAMS: Yeah.

7 UNIDENTIFIED SPEAKER: Yeah. Kind of what you're concerned
8 about.

9 MR. SAPP: I can only say that one of the things that really
10 concerns me, and I heard this through the grapevine through the
11 investigating team, is that this airplane was flying an IFR
12 approach to a particular runway, and decided to cancel IFR, and go
13 to a different runway because he couldn't legally do it on the
14 approach he was on. That's very concerning to me. I would say
15 that from everything that I've heard in and of itself it's not a
16 violation, but it's just something that in my experience I
17 wouldn't advocate that. So I don't know how that happened. I
18 don't know why that happened, but that is certainly very
19 concerning to me. We've taken a pretty hard look at the rules
20 that are associated with that, and as far as I know right at this
21 point we can't point our fingers to anything that would have
22 stopped them from doing that. But had we not, had we had
23 knowledge of it, I certainly wouldn't have advocated for that.

24 MR. ABRAMS: Gentlemen, any other questions?

25 UNIDENTIFIED SPEAKER: None here.

1 MR. ABRAMS: All right. Bill, I want to thank you for your
2 time today. Thank you for coming in. That's all the questions we
3 have for you, and I'm going to stop the recording.

4 (Whereupon, the interview was concluded.)
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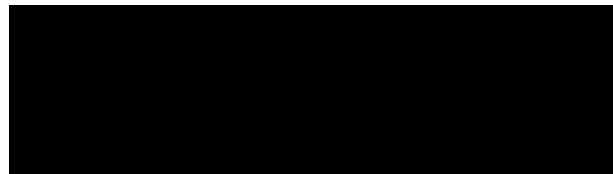
This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: LEARJET 35A, N880Z FATALITY
 IN EL CAJON, CALIFORNIA
 ON DECEMBER 27, 2021
 Interview of Bill Sapp

ACCIDENT NO.: WPR22FA068

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.



Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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LEARJET 35A, N880Z FATALITY *

IN EL CAJON, CALIFORNIA *

ON DECEMBER 27, 2021 *

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Accident No.: WPR22FA068

Interview of: JAMES A. TREIBER, Principal Operations Inspector
Aeromedevac
Aviation Safety Inspector San Diego FSDO

APPEARANCES:

WARREN ABRAMS, Operations Group Chairman
National Transportation Safety Board

JONATHAN BERGES, Safety Inspector
San Diego Flight Standards District Office

DAVE GERLACH, Air Safety Investigator, AVP-100
Office of Accident Investigation
Federal Aviation Administration

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FAA Office of Chief Counsel

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I N T E R V I E W

MR. ABRAMS: Okay, gentlemen, we are recording. James, I'm Warren Abrams with National Transportation Safety Board. We're here today investigating the Aeromedevac, Incorporated, accident, Lear accident, that happened on the 27th of December. And, unfortunately, there were four fatal on that crash. Our hearts and condolences go out to Aeromedevac and all their employees.

We're here today to talk to you; not to -- we're not going to establish the probable cause today by any stretch of the imagination, but we just want to get your input about Aeromedevac, what they do, what they stand for, and we'll go from there. If at any time you need a break, need any break of any kind, feel free to do so. If you and Mark need to go offline, I'll step out of the room, and you guys can do your thing or you two can step out. It doesn't matter to me. So, anyway, I want to introduce everybody today.

And, John, we'll start with you. If you'll introduce yourself, and tell us your title, please.

MR. BERGES: Jonathan Berges, San Diego Flight Standards District Office, Aviation Safety Inspector, and Investigator-in-Charge for the accident.

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

MR. CAWTHRA: Yep. Was that for me, Warren?

MR. ABRAMS: Yes. Josh.

MR. CAWTHRA: You broke -- all right, yeah, sorry. Josh

1 Cawthra, National Transportation Safety Board, senior aviation
2 accident investigator, and I am the Investigator-in-Charge for
3 this accident.

4 MR. ABRAMS: Thank you.

5 And, Dave, Dave Gerlach, will you introduce yourself, please?

6 MR. GERLACH: Hi, Warren. Good afternoon everybody. This is
7 David Gerlach. I work in the Office of Accident Investigation and
8 Prevention. I am a senior aircraft accident investigator, and I'm
9 on the Ops Group.

10 MR. ABRAMS: Thank you.

11 James, you're allowed to have representation. Do you have
12 somebody to represent you today?

13 MR. TREIBER: Mark.

14 MR. ABRAMS: Mark, will you please introduce yourself, and
15 spell your last name, please.

16 MR. TOMICICH: Mark Tomicich, FA Office of Chief Counsel.
17 Last name is spelled T-Tango-o-m-i-c-i-c-h.

18 MR. ABRAMS: Thank you.

19 And you're comfortable with your representation?

20 MR. TREIBER: Yep.

21 MR. ABRAMS: Thank you. We'll kind of get going here.

22 INTERVIEW OF JAMES TREIBER

23 BY MR. ABRAMS:

24 Q. Let's see. James, spell -- not spell. Tell me your full
25 legal name, and spell your last name, please.

1 A. James Allen (ph.) Treiber. Last name is T-r-e-i-b as in boy
2 e-r.

3 Q. Great. And what is your title?

4 A. Aviation Safety Inspector with the San Diego FSDO, but I'm
5 also the principal inspector for -- principal operations inspector
6 for Aeromedevac.

7 Q. And how long have you held that position as the principal
8 operation inspector or POI for Aeromedevac?

9 A. Since September of this year or last year. Sorry.
10 Apologize. Since September of 2021.

11 Q. And how long have you been with the FAA?

12 A. A little over four years.

13 Q. And what did you do prior to the FAA?

14 A. I was chief instructor of a 141 flight school.

15 Q. And where was that flight school?

16 A. Carlsbad, California.

17 Q. Do you have a CFI?

18 A. I have CFI, yes.

19 Q. Do you have -- tell me your ratings. Tell me your flying
20 background. We'll just cut to the chase then. Tell me how you
21 got started in flying, and your ratings, and things like that,
22 please.

23 A. Brief history. Started flying in 2001 just before -- the
24 summer before 9/11. Started flight instruct -- received my
25 private instrument, then commercial multi-engine, single-engine,

1 and CFI back in 2005. Started flight instructing at that point,
2 and then shortly after I started flight instructing, started
3 working for the flight school in Carlsbad, and I stayed working
4 there, and became the chief flight instructor at the 141 school
5 until I came into the FAA in October of 2017, and I've been with
6 the FAA ever since then.

7 Q. What was your entry-level position into the FAA?

8 A. Aviation safety inspector, GS-12.

9 Q. And where was --

10 A. -- 12. Sorry.

11 Q. Where were you located?

12 A. San Diego FSDO.

13 Q. San Diego, right here at this office?

14 A. Yeah. Only been in this office.

15 Q. Okay. Great. Are you still current as a pilot?

16 A. Yes.

17 Q. Approximately how long ago did you get your last medical?

18 A. Approximately a year ago. So I'm due at the end of February.

19 Q. Okay. As the POI, tell me about your leadership structure
20 here in the FSDO. Who do you report to?

21 A. Currently?

22 Q. Yeah.

23 A. I report to Bill Sapp, who is the manager. We don't have a
24 frontline.

25 Q. All right. Are there -- well, you just answered that. No

1 frontline managers.

2 A. Not no frontline managers. Just no frontline ops managers.

3 Q. No frontline office manager.

4 A. Ops.

5 Q. Ops managers.

6 A. Ops.

7 Q. Sorry. So there is a frontline manager?

8 A. Airworthiness manager.

9 Q. Yes. Okay.

10 A. Yes.

11 Q. You have an assistant POI?

12 A. No.

13 Q. Or is an assistant POI in the works?

14 A. No.

15 Q. How would you categorize the staffing here at the FSDO?

16 A. I apologize. What -- can you clarify that?

17 Q. Yes. Good question on your part. Staffing levels. Do you
18 have enough investigators -- investigators -- inspectors to go
19 out, and do the work that needs to be done?

20 A. My current understanding and, again, going off my
21 understanding, I don't have privy to what is and isn't required in
22 the office. That's a management level position. We are short
23 several ops inspectors.

24 Q. Any idea when you might get some new ones?

25 A. We were told in our last all-hands that they accepted

1 tentative letters. So I don't know how long that will take from
2 tentative to final to here in the office.

3 Q. As a POI, what's your biggest challenge?

4 A. Keeping up with the workload.

5 Q. And workload, how many, how many certificates do you manage
6 as a POI?

7 A. I have five 135 certificates; five 141 certificates; and four
8 DPEs that I currently oversee, or have oversight over.

9 Q. Pardon me. The DPE, explain.

10 A. Oh, sorry. Designated pilot examiners, those that do the --

11 Q. Yeah.

12 A. -- flight checks.

13 Q. Yeah. Okay. Good. Do you know the director of ops at
14 Aeromedevac?

15 A. Yes, I do.

16 Q. And how long ago -- you've been in the job four months. How
17 long ago did you meet him?

18 A. I had Aeromedevac as one of my first operators when I became
19 a principal inspector back in early 2019 for a few months. That's
20 when I first met him.

21 Q. Okay. And do you recall his name?

22 A. It is Richard Jones. He goes by Dick.

23 Q. When I asked you a minute ago about your aviation history, I
24 don't recall, did you say you're typed in any airplanes?

25 A. Not typed in any aircraft whatsoever.

1 Q. And do you have a -- did you say you had an ATP or just a
2 commercial?

3 A. I have a commercial certificate; no ATP.

4 Q. Okay. Aeromedevac has recently I'll say hired a new chief
5 pilot. Have you met the new chief pilot at Aeromedevac?

6 A. Yes, I have.

7 Q. And does he fulfill all the checks in the box to be the chief
8 pilot?

9 A. He fills all the required checks in the box to be the chief
10 pilot.

11 Q. Okay. Good. Do you schedule meetings with Aeromedevac
12 management from time-to-time?

13 A. From time-to-time, yes.

14 Q. And approximately how many meetings have you had with them?

15 A. Since taking the certificate in September, I don't remember
16 exact number, but I would say I've met with them maybe three
17 times. Not necessarily the management, but I've been out to the
18 actual facility about three times, four times, in the three months
19 I had them. Four months. Sorry.

20 Q. Do you conduct check rides with Aeromedevac?

21 A. What do you mean by check rides?

22 Q. Okay. A 299 ride, a 135.299, a 12-month check ride with
23 them.

24 A. I have not done a 299 ride with them as they have check
25 pilots that do that.

1 Q. Do you know how many line check airmen they have, or check
2 pilots they have?

3 A. So currently, they have none because their chief -- their
4 former chief pilot just stepped down, and we're in the process of
5 putting new check pilots in place.

6 Q. And will you fly with those new check pilots when they're --

7 A. No. Guidance does not allow for me to fly with those check
8 pilots.

9 Q. Will you assign someone within the FAA Office?

10 A. Yes.

11 Q. It will be an FAA inspector then, and not a designated
12 examiner?

13 A. Correct. And FAA inspector will fly with them.

14 Q. Okay. Did you ever know any of the accident pilots?

15 A. No.

16 Q. Do you anticipate getting out of the office, and doing any
17 kind of en route inspection with Aeromedevac?

18 A. Yes.

19 Q. And will it be a routine flight, a special flight -- I say a
20 special flight -- the -- with no, no one that's ambulatory? No
21 one needs the stretcher? It will just be a reposition flight, or
22 what kind of flight will you --

23 A. I will more than likely go out on -- although I'm not
24 qualified to give the 299 exam --

25 Q. Right.

1 A. -- I will probably fly in the airplane while that exam is
2 being given by another inspector.

3 Q. Okay. Will you need to get a supervisory approval to do that
4 299 ride?

5 A. So if I'm the one giving the 299 ride? No. The inspector
6 giving the ride will have to get supervisory approval for the
7 conditions of the day.

8 Q. Okay. Do you know where Aeromedevac does their recurrent
9 training?

10 A. FlightSafety.

11 Q. FlightSafety is all over the country. Thank goodness.

12 A. Sorry. Are you asking the specific location?

13 Q. Yes. Specific location.

14 A. My understanding is it's Tucson, Arizona, is where they go.

15 Q. Do you anticipate visiting the Tucson campus to review their
16 training based on the accident?

17 A. No.

18 Q. How were you notified of the crash in late December?

19 A. John Berges phone call. I was on leave. John Berges called
20 me, and let me know what happened.

21 Q. Okay.

22 MR. ABRAMS: John, that will be a follow-up question for you
23 how, how you found out about, but don't answer right now. It will
24 just be a follow-up question for you down the road.

25 BY MR. ABRAMS:

1 Q. Have you ever attended any Learjet simulator training?

2 A. No.

3 Q. Do you think you will attend Learjet simulator training since
4 you hold the certificate for the Aeromedevac operation?

5 A. No.

6 Q. Are you not required to audit that training from time-to-
7 time?

8 A. I am required to make sure that they do an audit on the, the
9 training facility has to be audited, and their check pilots have
10 to be audited, and at the training facility, and that's done by
11 the FAA there in Tucson.

12 Q. Okay. Do you know if Aeromedevac has any safety programs
13 such as SMS? I'll leave it at that. Do you know if they have an
14 SMS program?

15 A. Currently? No. I do know since the accident they've advised
16 me that they are putting one together.

17 Q. To put an SMS program together it's a fairly formal process
18 with several hurdles, and review processes, and things like that.
19 Have they made a formal application for an SMS program with you
20 yet, or is this just a statement that they're going to put one
21 together?

22 A. It's a statement that they're going to put one together, and
23 then that formal process will be -- there's a division -- a policy
24 division inside the FAA that will actually handle certification of
25 that SMS.

1 Q. Good. Good. So you won't get involved with the
2 certification of that program?

3 A. I'm just a go-between.

4 Q. Got it. Excellent. Have there been any whistleblower or
5 hotline complaints that you know about from Aeromedevac?

6 A. One that I know of since I've been the principal.

7 Q. Can you tell us about it?

8 A. It was a --

9 BY UNIDENTIFIED SPEAKER:

10 Q. Let me just interrupt for a second. Is this a closed case
11 that you're talking about or?

12 A. It is a complaint that was filed anonymously through the FAA
13 complaint hotline, and I investigated, and then closed the
14 complaint.

15 Q. Okay. And they didn't request confidentiality or -- I want
16 to make sure we don't cross any lines, breach confidentiality.

17 A. The only confidentiality I am aware of that I cannot give out
18 the name of said whistleblower or any personal information that
19 was obtained in the investigation. That can't go out to anybody.

20 MR. ABRAMS: Don't need any of that.

21 UNIDENTIFIED SPEAKER: Okay.

22 BY MR. ABRAMS:

23 Q. Just the nature of the complaint.

24 A. The nature of the complaint was that they were not giving
25 their crews the required rest time in that a crew would have to be

1 on call for 24 hours or whatever, and then launch and then,
2 therefore, they're not getting their 10 hours of rest inside a 24-
3 hour period. It was investigated, and found that that's not what
4 they're doing.

5 Q. Very good. Thank you. I sent you a copy of the approach
6 that the crew was flying into Gillespie. They were flying the
7 RNAV approach to Runway One Seven. The segue into this is I'm
8 going to ask a question I don't know the answer to. If the --
9 Mark would never do this. If the crew is -- can under a 135
10 operation can the crew fly an approach to an airport, an
11 instrument approach to an airport, that the weather is below
12 landing minimums?

13 A. Let me make sure I understand. So you're asking if any
14 approach can they fly the approach to the airport if it's below
15 the minimums prescribed on the chart?

16 Q. Yes.

17 A. No, they cannot.

18 Q. All right. I'm familiar with 121 operations. They cannot do
19 it either. I know 91 can, but I did not know about 135. Okay.
20 That leads us into the approach plate that I sent you that on the
21 -- well, for Runway 17, the landing distance on the 10 dash 91
22 page says the landing distance beyond the threshold is 3,695 feet.
23 I'm reading off the --

24 A. Okay.

25 Q. -- chart.

1 A. Yeah.

2 Q. The Learjet cannot legally land on that short of runway, and
3 the only runway they can legally land on, and not put it in the
4 grass, is runway two seven right.

5 A. Um-hmm.

6 Q. So I'm kind of confused on how they can shoot an approach to
7 a runway they can't land on, cancel their IFR clearance, and
8 circle to land when it says on the 22 dash 2 chart circling to
9 runway two seven right not authorized at night. And then we get
10 down here to the TERPS criteria, and it says circle to land
11 northeast of runway -- or not authorized to land -- excuse me --
12 not authorized east of runway one seven two seven right. So
13 they're kind of going against -- even though they're VFR, they're
14 going against what the chart says, but they're flying an approach
15 to a runway they can't land on. Is that -- I realize I'm
16 rambling, and not getting to the specific question, but how do
17 they do that?

18 A. Not sure I understand your -- I apologize.

19 Q. Yeah, I --

20 (Simultaneous comments.)

21 A. I'm not sure I understand your question.

22 Q. -- I rambled so much. I understand. But we're flying an
23 approach, an IFR approach to a runway we can't land on. We cancel
24 our IFR clearance, and we got VFR. Now, VFR these notes do not
25 apply.

1 A. Correct.

2 Q. But these notes are telling us that you can't do this stuff
3 when you're IFR, but they're barely VFR. So the weather that
4 night was 2,003, and that's about what they needed to head three
5 miles, and I'm just confused that you're -- how they can fly an
6 approach to a runway they can't land on. It seems like that is
7 -- you're really handing it out when you can't land on -- you're
8 shooting an approach you can't land on. It's kind of like I can't
9 land on -- I'm shooting an IFR approach to a runway that's below
10 minimums, and I'm shooting an approach to a runway I can't land
11 on. It's -- we're not, we're not consistent here. They're
12 allowing -- they're sharp-shooting the system in my opinion. Do
13 you have an opinion on that?

14 A. Are you asking my opinion or what the regulations state?

15 Q. No. I know the regulation says what they can do IFR and VFR.
16 I'm asking your opinion.

17 A. You're asking my opinion given the facts of the evening in
18 question? Is that what we're talking about?

19 Q. Yes.

20 A. Because if we're talking about the facts of the evening in
21 question, my opinion is it not something I, me personally would
22 do, no.

23 Q. Legally -- let me ask you -- let me start a new line of
24 questions.

25 A. Sure.

1 Q. This is a hard airport to get into. Mountainous terrain to
2 the east. The long runway has a very steep gradient to fly the
3 approach, and get down to runway two seven right. It's a very
4 steep gradient, and they keep you high to avoid the mountains, and
5 then you kind of drop in. There are no special airport
6 qualifications to land at this airport flying an approach and
7 things like that with such a steep gradient, mountainous terrain.
8 Would you favor a special -- an opinion again -- would you favor a
9 special airport qualification checkout to come into this airport
10 at night?

11 A. Oh, so again we're asking my opinion?

12 Q. Your opinion.

13 A. Are we talking IFR or VFR?

14 Q. We'll go IFR, and then we'll go VFR.

15 A. Sorry. Just want to --

16 Q. Yeah, absolutely. We'll go both, both of them.

17 A. IFR would I favor that? I think it's dependent on, it's
18 dependent on aircraft type, and pilot experience. So I would put
19 the two together as depending on what, you know, 172 I don't think
20 would be a problem. Flying a particular type rated aircraft,
21 depending on its performance characteristics that I know nothing
22 about, it may require a little bit of extra training to get in and
23 out or to get into that airfield in IFR conditions. That's my
24 opinion.

25 Q. Opinion. What about VFR?

1 A. VFR, I don't think it needs any special rules to get in and
2 out. If you're VFR, and it's clear, and you can see, want to be
3 clear, like, not marginal VFR, VFR. And I know the definitions
4 and all, but, yeah, my opinion you wouldn't really need any
5 special. Again, maybe depending on an aircraft type, and its
6 performance characteristics. But, again, you'd have to get down
7 to that.

8 MR. ABRAMS: James, I'm going to stop there. I've got a few
9 more questions I'll ask in a second round, but I'm going to send
10 the virtual microphone over to John. John, if you'll speak up for
11 the recordings, if you have any questions you'd like to ask.

12 MR. BERGES: I don't have any questions.

13 MR. ABRAMS: All right. Josh, you there?

14 MR. CAWTHRA: I am. Thanks, Warren.

15 MR. ABRAMS: Josh, it's your turn.

16 MR. CAWTHRA: All right. I appreciate it. Can you hear me
17 all right?

18 MR. ABRAMS: We can hear you loud and clear.

19 MR. CAWTHRA: Perfect.

20 BY MR. CAWTHRA:

21 Q. So going back to your experience, I may have missed this.
22 You mentioned that you, you were a chief flight instructor at a
23 flight school. Have you, I guess, have you flown any turbine
24 powered aircraft previously?

25 A. So, Josh, want to be -- clarify. You're asking previous to

1 coming into the FAA, or with the FAA?

2 Q. Yes. Prior to the FAA, and during the -- or while you were
3 at the FAA.

4 A. Okay.

5 Q. So it's a two-part question.

6 A. Okay.

7 Q. So prior to the FAA did you fly any turbine powered aircraft?

8 A. No.

9 Q. If so, what? And then at the -- when you were hired with the
10 FAA have you flown any turbine powered aircraft? And if so, what?

11 A. Okay. Prior to the -- entering the FAA, no turbine powered
12 aircraft. Since being with the FAA, I have been qualified in the
13 C90GTx King Air.

14 MR. CAWTHRA: I think I'm good on questions for now. I'll
15 -- I might have another couple for round two. I appreciate it,
16 Warren.

17 MR. ABRAMS: Dave Gerlach.

18 MR. GERLACH: Hey, Warren. You guys hear me okay?

19 MR. ABRAMS: We hear you loud and clear. Thank you.

20 MR. GERLACH: Okay, good deal.

21 BY MR. GERLACH:

22 Q. So, James, a few questions for you. Have you flown at
23 Gillespie Field, flown in and out?

24 A. Yes.

25 Q. And how much experience would you say you have at Gillespie

1 Field, hours? Have you taught there, that kind of stuff?

2 A. I taught -- when I say I taught there, I flew out of Palomar
3 Airport, which is in Carlsbad, to Gillespie. But I have minimal
4 hours. Taking an estimated guess, maybe 20, 30 hours in and out
5 of Gillespie Field itself.

6 Q. And have you flown that approach --

7 A. The --

8 Q. -- to the airport before?

9 A. No, not that approach. I've flown other approaches, but not
10 that one.

11 Q. Have you flown in both VFR and IFR then?

12 A. Yes.

13 Q. Okay. How about at night?

14 A. I have not flown into Gillespie Airport at night.

15 Q. Okay. Having flown there during the day, you can see the
16 terrain around. Would you say there's additional risk of night
17 VFR traffic pattern (indiscernible) night?

18 A. Yes.

19 Q. On a normal day?

20 A. Well, want to be clear. If it's a totally moonlit night
21 where everything can be illuminated by the moon, there's probably
22 no additional risk. If it's overcast, let's say a high overcast
23 layer, and it's pitch black, there's probably some additional
24 risk, my opinion.

25 Q. And what would you say causes that increased risk?

1 A. You've got terrain in the -- rising terrain around the
2 airfield, and that's going to cause some additional risk as if
3 you're not aware of where it is. And just the fact that it's
4 night you can't see it.

5 Q. Got you. Okay. Are there any types of limits you can place
6 on an operator for the types of approaches that they do?

7 A. They have certain ops specs, and assuming that they have
8 those ops specs, there's not many limits that I can place if they
9 qualify to obtain a particular ops spec.

10 Q. Got you. Okay. Could you stop an operator from canceling
11 IFR and landing VFR like this crew attempted to do as a POI?

12 A. That's what I should say I think that's a yes and no
13 question.

14 Q. Okay. Can you expand upon that?

15 A. Yeah. So regulatory speaking, if they don't -- depending on
16 their flight locating program may have regulatory authority to
17 prohibit that, but that's a may. That's not a definite yes. And
18 in most cases, no, I don't have the authority to stop them from
19 doing the procedure they did regulatory speaking.

20 Q. Okay. Could you stop them from circling -- stop them from
21 performing a circle to a land, landing approach?

22 A. Can I stop? So I want to make sure I understand the
23 question. Can I stop them from doing circle to land approaches in
24 an IFR procedure?

25 Q. Correct, yes.

1 A. If they do not have the ops spec for circle to land, then
2 they are prohibited from doing that. If they have that ops spec,
3 and meet the requirements for that ops spec, then no.

4 Q. Do you know, do they have that in their ops spec?

5 A. They do have the circling to land ops spec.

6 Q. Can you place limitations on that circle to land? For
7 example, could you stop them from circling to land at night?

8 A. I don't know.

9 Q. Okay. That's a good answer too. If anything that I ask you,
10 you don't know, that's perfectly fine. And along those same kinds
11 of questions regarding the circle, could you force the operator,
12 the certificate holder, to require a specific pilot to perform the
13 circling to land? In other words, if the crew is going to perform
14 the circle left, could you force them to require the captain to
15 fly it, and conversely if it's a circle right, have the FIC fly
16 it? Is that something that you can put in the ops specs or does
17 that need to be like a company SOP?

18 A. I don't know as far as the ops specs go. What the company
19 puts in their SOP is what the company puts in their SOP within as
20 long as it's within regulatory guidance.

21 Q. Right. And then could you limit or stop FICs from performing
22 the maneuver via the ops spec?

23 A. I do not know.

24 Q. Okay. Has the operator taken any proactive steps with regard
25 to the performing this IFR cancel VFR enter the traffic pattern or

1 any circling maneuvers?

2 A. The operator at this moment in time has sent me a, I'll call
3 it a memo for lack of better words, stating that the captains will
4 fly all circle to land approach --

5 MR. ABRAMS: Just for clarification, we're talking VFR at
6 this point? I mean the question -- because -- Dave, just for
7 clarification, we're not talking IFR, VFR. Your questions don't
8 delineate that, and all the previous questions sounded IFR like.
9 So --

10 BY MR. GERLACH:

11 Q. Right. So just to be clear, when I say circling to land that
12 is an IFR maneuver being performed --

13 A. Okay.

14 Q. -- traffic pattern.

15 A. Right. So circling to land maneuver, the company has said
16 their current procedure that they've -- or limitation they've
17 placed on themselves is the captains will fly that maneuver.
18 After the accident. That was not previous to.

19 Q. Okay. Anything else with regard to the approaches?

20 A. Not that -- I do not remember anything else in regards to the
21 approaches. They made an adjustment to the particular maneuver
22 they did on that night.

23 Q. Okay. Then switching gears a little bit. You mentioned --
24 let's see. I'm going through my questions here. Any precursors
25 to this accident? In other words, were there any incidents that

1 might have given you an indication to be concerned about this
2 company?

3 A. No.

4 Q. Okay. And then with respect to the operators, good record
5 keeping? Any kind of sloppiness that you've seen in their
6 records, pilot records, maintenance records, anything that you've
7 looked at from a compliance standpoint?

8 A. I have not looked at any records in the last three months.
9 Their last inspection was done by their previous POI back in
10 August, and everything showed within compliance.

11 Q. Okay. So you would say as a POI they have a good compliance
12 history? You haven't had to make any corrections, and bring them
13 back into compliance for anything?

14 A. Right. Yes. I would say as a POI they have a good
15 compliance history.

16 Q. Okay. And then how does this company compare with respect to
17 your highest risk operators that the FSDO oversees from a risk
18 standpoint? Are they low risk company, high risk company?

19 A. Up until the accident, they were a low risk company.

20 Q. Okay. And with respect to the types of pilots the company
21 hires, any insight -- do they hire brand new pilots right out of
22 flight school? Do they hire cargo pilots building hours? Do they
23 hire retired airline captains flying 787s? Any insights into
24 that?

25 A. I don't know other than their pilots meet the regulatory

1 requirements to fly either PIC or SIC for the company. I don't
2 have any insight into who their pilot -- whom they're hiring in
3 terms of old 121 pilots, brand new guys. I don't know.

4 Q. Okay. And then you mentioned earlier about the company's
5 duty and rest period, the 24-hour 10-hour rest period. Can you
6 talk at all -- any insights into their duty rest period management
7 program process? How do they do that?

8 A. All I can do is when I -- when I did my investigation, they
9 are doing the regulatory requirements for duty and rest period. I
10 did speak with a few pilots, and none of the -- all of the pilots
11 that I spoke to during the investigation said that was one thing
12 they enjoyed about flying for the company is they got plenty of
13 rest.

14 MR. GERLACH: That's great. James, that's all I have.
15 Warren, back over to you.

16 MR. ABRAMS: Thank you. Appreciate it.

17 BY MR. ABRAMS:

18 Q. James, one of the areas that has a risk that has developed in
19 this type of approach they do, VFR, is the GPWS goes off when they
20 circle to runway two seven left. They come in on one seven. They
21 circle to the left, and they're heading for the mountains, and the
22 GPWS goes off. So what do they do? They reach up there, and
23 punch it out. There is no -- that I can tell in their guidance on
24 how to manage the GPS. When it goes off, do we write it up? Do
25 we send in a report? We know it's going off because we're flying

1 right at the mountains. We can see that. What concerns me though
2 is they're flying an approach, say into Reno, and mountainous
3 terrain all around, and that GPWS goes off, and they reach up
4 there and push it off because they said controller told us to
5 maintain 9,000 feet on this heading. We're doing what we're
6 supposed to do. Well, every crash -- CFIT crash that we know of
7 the pilots have lost situational awareness, and they weren't where
8 they were supposed to be. The GPWS tells us good information;
9 that the mountains are in front of us. I'm concerned with a lack
10 of policy that the operator has for operating the GPWS IFR, and
11 what their procedures should be or should not be. Do you think in
12 your opinion that a GPWS policy would be warranted in this case
13 since they fly into mountainous terrain here at Gillespie?

14 A. Again, asking my opinion only, I always think -- I always err
15 on the side of caution. I'm a very cautious pilot, and I would
16 definitely think that, yeah, that's something that I would be
17 discussing with my pilots. If that goes off, there needs to be
18 some kind of policy on double-checking where you're at. Make sure
19 that you are on the heading and course that you thought you were
20 on prior to it going off. It goes off for a reason.

21 Q. Correct.

22 A. So, yeah. Obviously, I think, as a pilot, and my opinion,
23 absolutely, but that's my opinion. That's not covered in the
24 regulations to my knowledge.

25 Q. It's not covered under their, their operating policy, and

1 we've had accidents in Alaska where the operator turned off the
2 GPWS because they were operating in mountainous terrain VFR. They
3 could see the mountains. They turned it off, but there was no
4 policy to turn it back on. So was the GPWS on when the crash
5 occurred or did it -- was it not on when it occurred in Alaska?
6 So I'm asking that -- I'm just stating that. But so, yes, I'm in
7 favor of that as well, but we're not here to get my opinion. Do
8 you anticipate any changes at Aeromedevac in their operating
9 policy going forward?

10 A. Well, I know that the company is already starting to make
11 some changes. I anticipate that they will make more changes as
12 they go through the SMS process. I also anticipate that as this
13 investigation ends that I will be intimately involved in helping
14 to facilitate some thinking on some changes that need to be made.

15 Q. Have you managed a certificate that has had an SMS program?

16 A. No.

17 Q. So you're not familiar with SAS?

18 A. I'm familiar with SAS.

19 Q. Okay.

20 A. Just want to be clear. I'm intimately familiar with that
21 system.

22 Q. Okay.

23 A. But the certificate -- you asked the certificates themselves
24 having an SMS program.

25 Q. Yes.

- 1 A. No.
- 2 Q. Okay. Do you have -- is Aeromedevac under SAS?
- 3 A. In the -- in our system --
- 4 Q. Yes.
- 5 A. -- FAA's?
- 6 Q. Yes.
- 7 A. All 135s are under SAS.
- 8 Q. You mentioned a minute ago that they had made, Aeromedevac
9 had made some adjustments to their procedures, but you didn't say
10 what those changes to their procedures were. Can you elaborate on
11 that?
- 12 A. The two that they made was they've gone to 2,000 feet and 5
13 miles of visibility to do this maneuver.
- 14 Q. Okay.
- 15 A. And that the chief pilot will be flying all circling
16 approaches, including this maneuver, and they will perform this
17 maneuver on all 299 line checks.
- 18 Q. Did I hear you correctly, you said the chief pilot will?
- 19 A. No. Sorry. I meant to say the pilot in command, the
20 captain.
- 21 Q. Good.
- 22 A. Apologize.
- 23 Q. Okay, good, good. All right. I just wanted to make sure I
24 heard you correct.
- 25 A. Yeah. He's going to be on every plane.

1 MR. ABRAMS: Okay. That's all I have at the moment.
2 John.

3 MR. BERGES: I don't have anything.

4 MR. ABRAMS: Josh, back to you, sir.

5 MR. CAWTHRA: I have nothing.

6 MR. ABRAMS: Dave?

7 MR. GERLACH: I don't have any more questions. Thank you
8 very much, Warren.

9 MR. ABRAMS: Thank you.

10 This thing is coming to a close real quick here. James, is
11 there anything that you would like to tell us about? What's on
12 your mind with Aeromedevac? What keeps you awake at night? Is
13 there anything that's concerning to you?

14 MR. TREIBER: Four people died. That's always a concern on
15 how to improve anything that we do to make sure that no life is
16 lost. That always concerns me as an inspector, as a pilot, and as
17 a person.

18 MR. ABRAMS: Thank you. We're going to let that be the
19 closing thoughts.

20 Anybody else have anything?

21 All right, gentlemen, the recordings are going to be stopped.
22 (Whereupon, the interview was concluded.)
23
24
25

CERTIFICATE

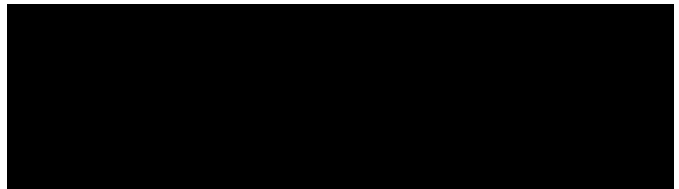
This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: LEARJET 35A, N880Z FATALITY
 IN EL CAJON, CALIFORNIA
 ON DECEMBER 27, 2021
 Interview of James A. Treiber

ACCIDENT NO.: WPR22FA068

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Transcriber