

WPR23LA041

AIR TRAFFIC CONTROL

Group Chair's Factual Report - Attachment 1

Interview Transcriptions

October 14, 2024

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CESSNA 172M AND ROBINSON R44 *

COLLISION AT NORTH LAS VEGAS *

Accident No.: WPR23LA041

AIRPORT IN LAS VEGAS, NEVADA *

ON NOVEMBER 18, 2022 *

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Interview of: JASMINE GREENROYD, Data Ground Clearance/OS
Las Vegas Air Traffic Control Tower

Las Vegas, Nevada

Monday,
November 21, 2022

APPEARANCES:

BETTY KOSCHIG, Investigator
National Transportation Safety Board

BRANDON BOWMAN, Operations Manager
Salt Lake City TRACON

BRANDON JOHNSON, Air Traffic Controller
Salt Lake City TRACON

MATT SMITH, Representative for Ms. Greenroyd
Office of Chief Counsel, Federal Aviation Administration

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I N T E R V I E W

(3:48 p.m.)

MS. KOSCHIG: Okay. And today is November 21, 2022, at 15:48. All right. As I said, we're going to be recording the interview with a digital recorder, and we'll have a transcription made, and the transcription will become part of the factual report, not the audio. So, the volume is -- you won't see that here. So, I know it's been a -- you know, you're just starting your day, and we appreciate you coming here and talking to us.

I'm Betty Koschig. I am a ATC group chair for this accident, and I am from the National Transportation Safety Board. A little bit about us, we're an independent agency. We are charged with determining what the probable cause is of an accident. There's other teams out there that are working on this accident, helping the pilots, looking at the wreckage, and everything, so there's a lot of things going on at this moment, so I'm doing the ATC end to see, you know, what was going on at this end. But our whole goal is to find the facts, look at the safety issues. We don't have any regulatory or enforcement powers. The thing we do most is recommendations and catch the safety issues, try to promote safety, looking at what will make operations safer and what it is that, you know, that could help the facility here. And what goes on here, if it happened here, it could happen anywhere, so we try to look at links between (indiscernible).

So, I'm going to let -- in this situation, you're going to

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1 see, we've got someone from the FAA and somebody from NACA that is
2 part of my group as SMEs (ph.). But this is our group, and we are
3 the NTSB in this situation. I know, sometimes, you think we
4 really don't work together, but this is a situation where we've
5 got, you know, the best SMEs and communication with each other's
6 group so that we look at things objectively, okay? But I'll
7 let --

8 MR. BOWMAN: Yeah, so, I'm from Salt Lake TRACON. I'm the
9 operations manager up there, and currently working as a traffic
10 management officer, as well, up there in the center. Been in the
11 agency for, gosh, 17 years now. I was a controller in the Air
12 Force prior to that. I'm a manager in multiple facilities now,
13 and just kind of moved around in the Salt Lake district, mostly.
14 But, yeah, I'm glad to come down and meet you and be here with
15 you. I know you're probably going through a lot through all this
16 stuff. Crazy weekend. So --

17 MR. JOHNSON: I'm Brandon Johnson. I'm a Salt Lake tower
18 controller up there. Been helping the NTSB for multiple years
19 now, so --

20 MS. KOSCHIG: Oh, and as part of regulations, you are welcome
21 to have a representative, and I see that you do have someone with
22 you. Is this who you wish to represent you?

23 MS. GREENROYD: Yes.

24 MS. KOSCHIG: Okay. Could you please state your name?

25 MR. MATT SMITH: Sure. Matt Smith, from the Office of

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1 Chief Counsel at the FAA.

2 MS. KOSCHIG: Okay. Great. Okay. During the interview,
3 we're going to ask all kinds of questions, and, of course, these
4 questions are going to be directed to you, but I know maybe your
5 rep will let us know if we're going outside of -- or have
6 questions about the way we may ask something or what we ask. So,
7 you know, please be aware that that could -- In our questioning,
8 if you don't understand something, we'd ask you to say, what are
9 you talking about? Ask us, what do you mean? We don't want you
10 to misunderstand a question and just, you know, give us an answer
11 you thought the question was. If you don't know an answer, you
12 don't know it. We may ask your opinion later on certain things,
13 but if you don't know, you don't know. If you don't recall
14 something, you don't recall it. Those are fine answers. Just
15 wanted to let that out there so that you don't have to feel penned
16 in that you've got to give an answer if you don't really know it.

17 Any time you want a break, no problem. Take a break.
18 Hopefully, we won't be very long this -- as long, probably no more
19 than an hour. But if you want to talk to your representative
20 outside the room, you guys can say, please, let's go on a break,
21 just to talk, come back. Same with those. I doubt we'll want a
22 break, but if we wanted to have a break or something, we can do
23 that. But just want you to be comfortable, because we're just
24 here to pick your brain. Any questions so far?

25 MS. GREENROYD: No.

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1 MS. KOSCHIG: If you do have any questions throughout this,
2 please don't hesitate.

3 MS. GREENROYD: Okay.

4 MS. KOSCHIG: So, first, what I'm going to start out doing,
5 how this is going to work, I'm going to ask some questions about,
6 you know, some admin stuff, just find out a little bit more about
7 you, maybe a few (indiscernible) performance questions about, you
8 know, just how things were with you in your life. And then, we're
9 going to go around. I'll ask -- we'll start getting into the what
10 you recall of that day. And then, we'll start just bouncing
11 around questions. We'll go around to each other and see what we
12 have. And then, we'll see what oh, by the ways, we're missing,
13 and fill in any blanks.

14 MS. GREENROYD: Okay.

15 MS. KOSCHIG: Okay? All right. Let's get started.

16 (Indiscernible). Sorry.

17 INTERVIEW OF JASMINE GREENROYD

18 BY MS. KOSCHIG:

19 Q. What is your name?

20 A. Jasmine Greenroyd.

21 Q. Can you spell your last name?

22 A. G-R-E-E-N-R-O-Y-D.

23 Q. Okay. You might see us just taking a few notes just so that
24 we could have those available if we want to see them back on
25 those. What are your operating initials?

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- 1 A. AZ, alpha zulu.
- 2 Q. Okay. When did you start working for the FAA?
- 3 A. 2007.
- 4 Q. Okay. Was that at the academy?
- 5 A. No. I was a VRA hire --
- 6 Q. Oh.
- 7 A. -- so I was straight into the agency.
- 8 Q. All right. Where did you go in 2007?
- 9 A. Cincinnati.
- 10 Q. Oh, nice. How long were you there?
- 11 A. Five years.
- 12 Q. And then, where did you go?
- 13 A. L30.
- 14 Q. What year was that?
- 15 A. 2012.
- 16 Q. How long were you there?
- 17 A. Eight years.
- 18 Q. And then, you came here?
- 19 A. Then, I came here in 2020.
- 20 Q. All right. So, because of VRA, that means you have military.
- 21 What service were you in?
- 22 A. Navy.
- 23 Q. All right. So, me, too. How long you were in?
- 24 A. For six years.
- 25 Q. What year did you go in?

- 1 A. 1998. I guess, five and a half. I got out at the end of
2 '03.
- 3 Q. Okay. I got out in '04. And you were a controller?
- 4 A. Yes.
- 5 Q. What places -- where were you stationed?
- 6 A. Naval Air Station in Pensacola and Naval Air Station in
7 Sigonella.
- 8 Q. Wow. Jealous. Do you have a college degree?
- 9 A. No.
- 10 Q. Any college at all?
- 11 A. Yes.
- 12 Q. Where did you go?
- 13 A. University of Tennessee and University of Phoenix.
- 14 Q. Okay. Do you have any other aeronautical certificates other
15 than, you know, just --
- 16 A. No, just (indiscernible).
- 17 Q. Do you have a current medical?
- 18 A. Yes.
- 19 Q. Any restrictions?
- 20 A. Glasses.
- 21 Q. Okay.
- 22 A. For far and near sight.
- 23 Q. Okay. Required to have them on?
- 24 A. Yes.
- 25 Q. And did you have them on the day of --

- 1 A. Yes.
- 2 Q. -- the accident? Okay. Who's your supervisor?
- 3 A. Adrienne Brown.
- 4 Q. And what positions are you qualified on here, certified on?
- 5 A. All positions.
- 6 Q. And you're an OS?
- 7 A. And I'm an OS, yes.
- 8 Q. And you remain current --
- 9 A. Yes.
- 10 Q. -- in all your positions?
- 11 A. Yes.
- 12 Q. Okay. And what position or positions were you working at the
- 13 time of the --
- 14 A. I was working data ground clearance and OS combined.
- 15 Q. What time did you start your shift that day?
- 16 A. 5:15.
- 17 Q. Okay. And what was -- was that your normal workday?
- 18 A. 5:45 is a normal workday, so I worked 30 minutes of comp time
- 19 at the beginning of the shift.
- 20 Q. Okay. And what were the hours scheduled that day for getting
- 21 off work?
- 22 A. 5:45 to 13:45.
- 23 Q. Okay. And did you get off at 13:45?
- 24 A. No.
- 25 Q. What time did you get off?

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- 1 A. 4:15.
- 2 Q. Okay. Long day. Okay. What's your normal weekly schedule?
- 3 A. I usually work an overtime day on Monday evening, 12:15 to
- 4 8:15. And then, I work an evening, also, on Tuesdays and
- 5 Wednesdays. And then, Thursday, Friday, and Saturday, I work 5:45
- 6 to 1:45.
- 7 Q. Okay. So, Friday was your sixth -- your fifth --
- 8 A. Fifth.
- 9 Q. -- day in?
- 10 A. It was my fifth, yes.
- 11 Q. So, you work a shift every week overtime?
- 12 A. Yes.
- 13 Q. Okay. So, on the day of the accident, did you feel rested
- 14 that day?
- 15 A. Yes.
- 16 Q. About how many hours' sleep did you get that night?
- 17 A. I would say seven.
- 18 Q. Is that normal?
- 19 A. It is.
- 20 Q. Okay. How are you feeling your health is?
- 21 A. I feel it's fine. Like, yeah --
- 22 Q. Well, fine.
- 23 A. -- it's good.
- 24 Q. Okay.
- 25 A. It's good.

1 Q. Okay. Any big changes going on in your life lately? A new
2 house, new car, do anything, or --

3 A. We just --

4 Q. -- changes in there?

5 A. We just built a pool.

6 Q. Oh, wow.

7 A. In my back yard. So, that was definitely some stress, I
8 guess, this summer, but it is done. It's complete.

9 Q. Oh, great.

10 A. So --

11 Q. Get to use it yet?

12 A. It was too cold.

13 Q. Oh.

14 A. I have to wait.

15 Q. Yeah. (Indiscernible), too. Okay. As far as the facility
16 that day, was there anything going on that was distracting at the
17 time of the accident, or anything unusual, just anything that you
18 can explain that was gone on differently, or --

19 A. I don't feel like anything was unusual that day.

20 Q. Okay.

21 A. The two openers with me were overtime. Maybe we didn't have
22 the 6:45. We had someone coming in at 9:00. So, I did have a
23 trainee that I used for a position, you know, who's not certified
24 all the way in the tower, but, you know, I used him to -- on
25 position instead of training.

1 Q. How many people were in the tower at that time?

2 A. Three were in the tower at the time of the accident.

3 Q. Okay. What positions were they?

4 A. I was on ground. Local One was open with Nick Marquez. And

5 then, Olga was on Local Two.

6 Q. Did you listen to the audio of the --

7 A. I did not.

8 Q. Okay. You haven't listened in any --

9 A. I have -- I did not.

10 Q. Okay. How come?

11 A. I wanted it to be from my brain, and not what I heard.

12 Q. Perfect. I love that. Yes. Because that's what I -- if you

13 said you listened, I would have wanted you to try to put yourself

14 back in that position. Thank you so much. But I do hope you

15 listen to the audio --

16 A. I will.

17 Q. -- (indiscernible).

18 A. I definitely will after all --

19 Q. Yes.

20 A. -- my interviews are done, yes.

21 Q. Exactly. So, what I'm going to do now is, let's just get

22 into the day of the accident. You can start at any point: after

23 you came in, or what was building up for the accident. You just

24 tell us what -- tell us your recollections of the events for that

25 day.

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1 A. It was starting to get busy, I would say, around 7:00. We
2 know that, actually, he was going to come in with the helicopters.
3 They called the day before to tell us. When it started getting
4 busy, we staffed up, you know, Local Two. I think there was a
5 little lull where we decombined for a little bit. And then, it
6 started getting busy again, so we just staffed it back up. Wanted
7 to get lunches going, so that's when I combined up the CIC with
8 ground control to start the lunch rotation going.

9 So, after I took a break is when I came back up and got Olga
10 out of ground, and I moved her to Local Two so that controller
11 could get a break. I'm not -- honestly, I don't know how long I
12 had been up there before the incident happened. I was working my
13 position and listened to Local One. I usually listen to Local
14 One, because it's a little more complex than Local Two is. Had a
15 couple of guys taxiing out. One was an IFR (ph.), so I called L30
16 Team U (ph.) to get the release. They called back with the
17 release time. I just quickly just glanced out the window. It
18 appeared the helicopter was lining up on Papa, and the other guy
19 was out on final lining up for 3-0 right. I had no reason to
20 think that he wasn't going to touch down or anything.

21 So, then, I went back to ground. I noticed the guy on the
22 run up there. He was going to cut off the IFR at the runway. So,
23 I asked Local to ask the IFR if he could take Juliet intersection
24 for the departure. And I heard Olga just -- I don't know. She
25 yelled something, but I'm not quite sure what it was, which made

1 me turn around. And the helicopter was, looked like he was west
2 from Kilo (ph.) on 3-0 right headed straight for the Cessna. I
3 don't know if they impacted or if the Cessna just kind of swerved,
4 but the Cessna tipped, and hit his wing, and then came back down.
5 After that point, I called Adrienne, we had an accident. Nick,
6 who's Local One, has the red form in his hand. I'm like
7 (indiscernible) the crash on alert three. I think Olga had a
8 couple more in the pattern. I told her to hold overhead. And the
9 airports closed.

10 Q. So, what happened after that point?

11 A. We had a few guys call in for taxi and some guys calling back
12 in that we held or had them go somewhere else. The -- I think it
13 was the county truck, came out and sprayed the Cessna, because
14 they said it was leaking fuel. So, they sprayed the Cessna. I
15 saw the people get out of the airplane and the helicopter kind of
16 walk off to the side. Adrienne came upstairs; and then, she
17 started making all the calls. The person who was on lunch came
18 back. He got me out of ground. Cut an ATIS saying that the
19 airport's closed. And I plugged in at the assist position just to
20 listen and take any calls that were coming through. I'm not sure
21 how long it took for the fire department to show up, but County
22 Mobile let them out, and then came back. And nobody's moving, and
23 nobody's landing. Everybody's, you know, up in the air. They're
24 not coming down.

25 Q. Okay. And what happened after that?

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1 A. See. Andy came back from his break. I asked to make sure
2 Olga was okay, because the person on Local Two was coming from
3 two hours. So, we closed Local Two, and she got the Local One
4 person out, who took a 30-minute break, and he came back. And I
5 sent Olga. She went on her lunch break; and then, she was down
6 for the rest of the day. I just answered phone calls and helped
7 with the listening for the fire trucks, and County Mobiles, and
8 all that stuff that were going out to the airport, the airplanes.

9 Q. Okay. Thank you. So, did you attempt to contact either of
10 the pilots or you saw that the pilots were getting out of the
11 airplane, or aircraft?

12 A. I'm not sure if Olga tried to reach out to them. I did see
13 them existing both aircraft, yeah.

14 Q. But you said that you saw the airplanes -- did you see them
15 before they -- no, I said airplanes, I think. Yeah. Did you see
16 them before they impacted or at what point?

17 A. So, when I turned to look, it's like a slow-moving train.

18 Q. (Indiscernible).

19 A. You can't -- so, I couldn't tell if they like actually
20 touched or if this guy swerved out of the way, and it was like
21 just microseconds before the Cessna tipped onto his wing.

22 MS. KOSCHIG: Well, let's see if these guys have some
23 questions. Brandon?

24 MR. BOWMAN: How are you doing?

25 MS. GREENROYD: Okay.

1 MR. BOWMAN: Do you need a drink or anything?

2 MS. GREENROYD: No.

3 BY MR. BOWMAN:

4 Q. Okay. Yeah, if you can just kind of recall, and I know we
5 kind of just talked about it again, just where the helicopter was
6 at, which way the helicopter was facing, where the Cessna was at,
7 which way he was facing. Can you go over that and describe that
8 to us?

9 A. So, the helicopter appeared to be facing west at the
10 intersection of Kilo and 3-0 right like on the runway past the
11 intersection. The Cessna, when I saw, was already on the ground
12 facing north. So, it looked like the helicopter was going to
13 T-bone the Cessna on the side, but I don't know if they -- I did
14 not see if they actually touched or not, or if the Cessna, you
15 know, just swerved out of the way.

16 Q. And so, as the Cessna was swerving out of the way, a wing
17 strike, anything like that?

18 A. It had a wing strike, yes, yeah.

19 Q. Okay. Looked like a wing strike?

20 A. It looked like a wing strike from where I was.

21 Q. And did anything else happen as they were going past each
22 other or as they were -- as you recall?

23 A. Not that I recall.

24 Q. Okay. You said you knew that the S-U-U was coming into town.
25 Did you do anything to prep for them coming into town, or was

1 there any pre-duty stuff that guys were looking at before they got
2 here?

3 A. Not a pre-duty, but kind of, you know, just, as everybody's
4 coming upstairs. You know, S-U-U's coming, the two helicopters.
5 When they came, we had three in the pattern, and I knew we only do
6 four in the pattern. So, I told them, only want one helicopter at
7 a time on taxiway Papa for -- to do pattern work. So, one would
8 take off, do his lap, go back in. The next one would go, do their
9 lap, and come back in. So, they would be (indiscernible) shut
10 down, get new students in, and then go back out. But I only -- I
11 did specify only one helicopter at a time on taxiway Papa.

12 Q. And how did you coordinate that with them?

13 A. I just --

14 Q. How was that specified?

15 A. It was just a verbal before they started up --

16 Q. Like a phone --

17 A. -- on the controller.

18 Q. A phone call, or on the radio, or --

19 A. With the controller? No --

20 Q. Oh, no, you told the controller?

21 A. Just the controller, yes.

22 Q. And the controller let them know?

23 A. Yes, yes.

24 Q. Okay.

25 A. Yeah. I assume he did. I was not there when he started.

1 Q. Okay.

2 A. Yeah. They were starting -- I was on a break; and when I
3 came up, they were already doing their laps.

4 Q. Okay. And if I'm the flight school, and I say, hey, I'm
5 coming to do laps, what are you expecting at that point? What do
6 you think's going to happen during your -- during that time?

7 A. So, from past experience, they usually do like a warm-up lap
8 with each student. They fly in from Cedar City; and then, they
9 bring a van full of students to the east ramp. The helicopter
10 will -- helicopter or helicopters will land on the east ramp, do a
11 lap, drop off a student, come back, do a lap. That's usually how
12 they go. And then, after they get their familiarization lap, then
13 it's usually three laps per student in the pattern.

14 Q. How often would you say that they come down? How familiar
15 are you guys with them coming?

16 A. During the school year, they come probably once a month or
17 so. When school's not in session, they usually don't come down.
18 But we can go a few months with them not even coming at all during
19 the school year. But this past time, I think they have been here
20 twice in the last two months.

21 Q. How's the atmosphere been up in the tower, kind of, lately?

22 A. Everybody tries to stay upbeat, but, I mean, everybody's
23 tired. We're working -- everybody works six-day workweeks, so
24 there's definitely some, I think, some tiredness in the tower.

25 Q. Are you the only super, or is there another super in --

1 A. There's another supervisor.

2 Q. Two supes [sic]?

3 A. We have two, we have two.

4 Q. How many are you guys allowed total?

5 A. Three.

6 Q. Three? Anything else stand out to you as abnormal that day
7 as far as what was going on with your employees or what was going
8 on with conditions?

9 A. Not that I can think of. I don't know. Everybody seemed
10 alert and awake. Nobody seemed like they were having any problems
11 or anything like that. At least, they put forward that, you
12 know -- nobody had expressed any concerns or anything.

13 Q. And the first time that you saw the helicopter, you said it
14 was originally lined up.

15 A. So, it was just a quick glance out the window just to make
16 sure they're not cutting anybody off. And to me, it appeared he
17 was lining up on Papa, and the Cessna was on final for 30- right,
18 and it was probably less than a second glance, just --

19 Q. Yeah.

20 A. -- a look out the window.

21 Q. And then, after that, the next glance was after she yelled?

22 A. After she yelled, yes, and that's what caught my attention to
23 turn to --

24 MR. JOHNSON: Okay.

25 BY MR. JOHNSON:

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- 1 Q. What's the normal break/lunch time you --
- 2 A. Break is usually 30, and lunch is 45.
- 3 Q. You said Local One is a little more complex. Can you run me
- 4 through the differences between the two?
- 5 A. Local Two is 90 percent penwork.
- 6 Q. Okay.
- 7 A. Local One is for IFRs depart and land, and almost all VFRs
- 8 depart to wherever they're going. That's coming from Nellis or
- 9 L30. They all call up Local One.
- 10 Q. Who's normally responsible for doing the coordination for
- 11 (indiscernible)?
- 12 A. Local One is the -- per SOP, we kind of just -- everybody
- 13 does it. If you see them taxiing out, they're moving fast, you
- 14 know, so we just call to get the releases and stuff.
- 15 Q. Do you remember when S-U-U started coming down? How long
- 16 have they been doing this for?
- 17 A. For about a year.
- 18 Q. Okay. No, that's fine. And are you aware of any
- 19 conversations the facility has with S-U-U?
- 20 A. I think, I don't know if it was last year or a year and a
- 21 half ago, there was an outreach with them. I think there was,
- 22 yeah, because it was still coded times. I'm not sure what was
- 23 said during that. I wasn't a part of it.
- 24 Q. Okay. Do you have common problems with them?
- 25 A. Yes.

1 Q. Care to elaborate?

2 A. Yes. Last year, I think it was last year, one had come in
3 and landed on the transient ramp, and they took off without
4 permission, and then couldn't find back to where they needed to
5 go. They finally landed over by the fuel island, and we got them
6 hover taxied back over to the transient ramp. Since, I think that
7 outreach was better, because they finally know to expect to go to
8 the east ramp, but, you know, sometimes, it's just a mixed bag of
9 what we get with them.

10 Q. And you said you couldn't find their way back?

11 A. So, he just -- I don't know what he was doing. He did like
12 two laps and just couldn't -- I don't know if he just was nervous
13 or -- I'm not sure. But usually, they land -- if they're on the
14 transient ramp, we have transient pads that they land on, and he
15 just put it down on the ramp. It was -- which was safer than
16 being in the air at that point, I think.

17 Q. Okay. Have you guys ever had discussions (indiscernible)
18 questions, whatever, about alternate options with the helicopters
19 doing pattern work?

20 A. I don't recall. I don't know.

21 Q. Informal, formal --

22 A. I don't think --

23 Q. -- with them?

24 A. I'm not sure.

25 Q. Okay. Even conversations (indiscernible)?

1 A. (Indiscernible), no, not that I can recall. I'm not, you
2 know, I'm not sure.

3 Q. And when you guys -- when you say you look out the window --
4 and I realize you only glanced up for a second on this one, but
5 normally, when you're looking at the window, do you -- what kind
6 of references do you use to get an idea of where they're lined up
7 (indiscernible)?

8 A. Just the pavement and the buildings out.

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

10 BY MS. KOSCHIG:

11 Q. Do you know if the helicopter was -- how many people were on
12 that one?

13 A. I think they said just one --

14 Q. Okay. Do you know --

15 A. -- on that one.

16 Q. -- if that was a solo flight?

17 A. I think it was.

18 Q. Do they let you know when it's a solo flight?

19 A. So, they usually do. I mean, they come for solos, so I think
20 we just assume that they're solos.

21 Q. Oh, okay.

22 A. Yeah.

23 Q. So, they won't just tell you --

24 A. Yeah.

25 Q. -- solo or --

1 A. Yes.

2 Q. -- if it's not solo?

3 A. Not with the helicopters, no.

4 Q. Okay. Do you guys have like a letter of agreement or
5 anything with S-U-U? I mean, do --

6 A. No, nothing I'm aware of.

7 Q. No? Do you think that would be a good idea?

8 A. Maybe.

9 Q. Okay. Tell me who owns what pavement out there for Local
10 Control One, Local Control Two. How (indiscernible)?

11 A. Local Control One owns the west runway, so 1-2 left, one to
12 right. Local two owns the taxiways between the runways, the
13 runway 3-0 right, 1-2 left, taxiway Papa, and those feeder
14 taxiways in the east ramp. Local Two also owns the 7-2-5 portion
15 east of 1-2 left -- or, 1-2 right, 3-0 left. And then, Local One
16 owns the other portion of 7-2-5. And then, ground is the taxiways
17 west of the runways.

18 Q. Okay. So, when you were in Local Control Two, how do you
19 feel the layout is designed up there? Is it -- what's your
20 feeling on it?

21 A. So --

22 Q. Within the tower?

23 A. With my stature, Local Two, working 30s is in a bad spot,
24 because it's kind of hard to see when you're short and trying to
25 look over computer screens. And when it's (indiscernible) in the

1 12s, it's a perfect spot, because it's facing that runway. You're
2 looking outside those windows. But I think that it could be a
3 little hard to see from where Local Two is if we're looking on the
4 30s.

5 Q. Do you have to -- when you're working on Local Two, do you
6 have to walk around quite a bit?

7 A. Yes. If we're on the 30s, I do, yes.

8 Q. Oh. Do you have -- for the Papa taxiway, do you have like
9 something called a Papa Pattern, or -- I'm trying to --

10 A. I think it's -- I don't think it's anything --

11 Q. Official?

12 A. -- official. The helicopters, you know, they keep it tighter
13 and keep their bases tighter, and we advise them (indiscernible)
14 aircraft to work outside of the pattern; and then, the aircraft
15 and the pattern for the runways, we advise them of the helicopter
16 working inside of their pattern. Like, if somebody wants a short
17 approach, then we'll restrict the helicopter to remain like south
18 of 7-2-5 on their approach.

19 Q. Okay. Have you seen -- what's your experience with working
20 at other airports with helicopters? Have you had any experience?

21 A. I do not.

22 Q. Okay.

23 A. No. Cincinnati was just basically in and out.

24 Q. Okay.

25 A. So --

1 Q. All right. So, what's your opinion on working the
2 helicopters on a taxiway, using it as a pattern?

3 A. If everybody is paying attention and playing, then I think
4 it's fine. It's just, sometimes, when there are students on
5 board, and you have to give three transmissions to somebody, it
6 can be taxing, like.

7 MS. KOSCHIG: I'm going to let you ask some questions.

8 BY MR. BOWMAN:

9 Q. You guys have done extensive mitigations. (Indiscernible)
10 was telling us about since the accident last summer. What's your
11 feeling on that? How's it been going? What kind of reception
12 have you gotten? What kind of improvements have been made?

13 A. I thought -- I think it was going well. Definitely, way more
14 traffic calls have been made, more safety alerts, traffic
15 advisories. I know that we had like three briefings in a row
16 about positive control, and some people were, how many times are
17 we going to have the same briefing, type of -- but overall, I
18 think the reception has been good, and there has definitely been
19 an improvement in the traffic calls and positive control since the
20 accident, for sure.

21 Q. What would be your expectation for somebody issuing traffic
22 to -- in this situation? Would you expect traffic to be issued?
23 Were they close enough? Would you be issuing to both aircraft?
24 How would you -- what would be your technique or your expectation
25 on that?

1 A. I would expect a traffic to be issued when they're in
2 proximity and they can see each other. I'd also like for them to
3 give traffic so even if you're not going to see them, at least you
4 know that they're there.

5 Q. Okay. So, would you, I guess, have expected traffic to be
6 issued to the helicopter on the Cessna, the Cessna on the
7 helicopter --

8 A. Yes.

9 Q. -- and so forth?

10 A. Yeah.

11 Q. That would have been a normal expectation? Okay. The Papa
12 Pattern that we're bringing up for them, and we've heard of them
13 of asking these questions on it, it's your understanding that the
14 helicopter would be at a different altitude --

15 A. Yes.

16 Q. -- than the normal traffic in the downwind?

17 A. Yes.

18 Q. And is that anywhere? Is that in your guys' training? Is it
19 in your charts?

20 A. I'll have to get back to you on that. I'm not -- I think
21 it's in our training. But it's been a while since I gave a Local
22 class, so I'm not sure where it is in the training.

23 Q. What altitude would you expect them to be at?

24 A. 500 feet above the ground, so about 2,700 feet.

25 Q. 2,700 feet? And then, your standard downwind?

1 A. Is at 3,000.

2 MR. BOWMAN: Okay.

3 BY MR. JOHNSON:

4 Q. How often do you use 30s versus the 12s?

5 A. It's really wind-driven. In the winter, we use it more,
6 because the winds are out of the northwest a lot more.
7 Occasionally, we'll use it for a 30 request. I would say,
8 75 percent of the time, we're on 12s; and then, 25 percent of the
9 time, on 30s.

10 Q. And then, have you noticed the traffic change, traffic
11 density, all of the above, change over the years?

12 A. So, I've been here for two years. I feel like it has
13 increased. There's a lot more flight schools, it seems. I don't
14 know if there's been an increase in helicopters. Maybe we had a
15 couple extra new ones. But I think traffic has definitely
16 increased.

17 Q. And then, when you clear people into the pattern when
18 airborne, what kind of -- what's the clearance you have that
19 they're issued when they're coming into the pattern work?

20 A. Guess that depends on where they -- like, if they're coming
21 from the northwest, I would tell them to (indiscernible) traffic
22 for normally 3-0 right.

23 Q. Do you (indiscernible)?

24 A. (Indiscernible) traffic. If there's people they're
25 following, I tell them what number they would be. If there is a

1 helicopter, that helicopters are inside your pattern, type of
2 thing.

3 Q. Okay. What about on the ground when they're getting ready to
4 taxi out?

5 A. So, one of two ways. Especially on the 30s, we either clear
6 them, and then tell them that we'll call their turn, and work it
7 out with Local Two who they're going to follow, or taxi across at
8 Kilo, and then coordinate with Local Two to have them go on Delta,
9 and then switch them over to Local Two frequency.

10 Q. Do you give them any preparation before they actually went
11 through the pattern, what to do, what to expect?

12 A. If I know which direction they're going to go, then I would
13 tell them, you know, make right traffic for whatever runway.

14 Q. But no (indiscernible) or anything?

15 A. No.

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

17 BY MS. KOSCHIG:

18 Q. So, on (indiscernible) putting the helicopters in the pattern
19 or how -- it's only the skids, skid aircraft?

20 A. Only the skids.

21 Q. So, how come the wheel ones, no?

22 A. The wheeled ones kick up dirt, and dust, and debris, so I
23 think we just -- so, we keep them on the runway instead of on
24 Papa.

25 Q. Yeah.

1 A. I haven't really seen a lot of wheeled pattern work --

2 Q. Yeah.

3 A. -- yeah.

4 Q. That's true. So, when they're in that pattern, where do they
5 normally turn? I mean, what's the parameters of the pattern?
6 Where do they stay between?

7 A. So, they usually stay within like the length of the runway.
8 They usually don't go past the runways turning base or turning
9 crosswind. It's usually a pretty tight pattern. And then, they
10 go out to kind of like where the bus depot is. That's about as
11 far east as they go in their downwinds.

12 Q. And when the students are in here flying, where do they
13 normally stop to pick up a new one at?

14 A. They'll hover taxi or air taxi to the east ramp.

15 MS. KOSCHIG: Okay.

16 BY MR. BOWMAN:

17 Q. You guys executed the alert three or the alert four?

18 A. Alert three.

19 Q. Alert three. Can you walk me through that process, and what
20 you guys do, and what you expect, what your actions were, or what
21 happened?

22 A. We (indiscernible) give all the information that we have. We
23 have a -- I guess, not a walkie-talkie. It's like a handheld for
24 the fire department that we turn on. After it's declared, the
25 expectation is that nobody's going to land. Everybody stays

1 either in or out of the airspace or divert to another airfield.

2 Q. And during this event, how'd everything work? What was
3 your -- did it go the way you were hoping, if --

4 A. It did. It went the way that I think it was supposed to go.
5 There were a few in the airspace that we kept out. I don't know
6 about the response time of how long it took for them to get to the
7 airport. But Local talked to County Mobiles with all the escorts
8 back and forth across the runways and taxiways, and I think that
9 it went as it's supposed to be planned.

10 Q. And you said, around this timing, the A-T-M came up to the
11 cab?

12 A. Yes.

13 Q. And the A-T-M took over --

14 A. She made all the phone calls so I could be focused on the
15 operation. She made calls to log entries, filled out all the
16 paperwork.

17 Q. Did the pilots ever call up and talk to you guys?

18 A. They -- not me, they did not. I'm not sure if -- they called
19 the tower or called the admin number, but personally, I did not
20 talk to any of the pilots.

21 Q. If they had called, would the line have been recorded?

22 A. We do have a recorded line. I think, if they would have
23 called on the main line, I would have transferred it to the
24 recorded line, so --

25 Q. Yeah. Oh.

1 A. -- to get it, yeah.

2 Q. (Indiscernible)? Do you know if the alert -- no, not the
3 alert. Is the -- do you have like a like walkie with the fire
4 department, or --

5 A. Yes, we do, yeah.

6 Q. Okay. Do you know Patrick Gordon?

7 A. I am not sure. I'm not sure if it is or not.

8 Q. Okay.

9 A. I don't even know what frequency --

10 Q. Yeah.

11 A. -- it is.

12 MS. KOSCHIG: Okay. Right. (Indiscernible) I know we've had
13 some oh, by the ways.

14 BY MR. JOHNSON:

15 Q. Where'd the (indiscernible) come from?

16 A. I'm not sure what fire station they come from. They go to --
17 it's like right over here. It's 27 (indiscernible). It's like
18 the northwest corner --

19 Q. Okay.

20 A. -- of the airport.

21 Q. And then, you said that Mobile was busy coordinating crossing
22 on the runway and stuff?

23 A. Yes.

24 Q. So, when they closed the runways, they're still protected?

25 A. They're still, yes, yes.

1 BY MS. KOSCHIG:

2 Q. Is there any questions that you thought we'd ask that we
3 haven't asked you?

4 A. I've never -- this is -- I've been a controller for 24 years,
5 and this is my first --

6 Q. Yeah. Sorry --

7 A. -- incident.

8 Q. -- we had to go through this.

9 A. I have six years until I'm eligible to retire, so --

10 Q. It's not coming back (indiscernible)?

11 A. Right in time for my daughter to graduate from high school --
12 I mean, college, so --

13 Q. Yeah.

14 A. Yep.

15 Q. Is there anything that you can think of that, besides
16 staffing, that would help, any changes or anything that would help
17 the tower to provide better services, to help you guys provide
18 better services?

19 A. I think, if there was a way, if we're on the 30s, to move
20 Local Two to another position, like another spot in the tower.
21 (Indiscernible) just be more visible from there. Because, you
22 know, when the putt board (ph.) is here, and you're trying to do
23 your pucks (ph.), and then you're trying to talk, you know,
24 there's a moment that your back is turned because you're trying to
25 keep up with the board and where the aircraft are in the air.

1 Q. Has that been talked about before in the --

2 A. I'm not sure. Honestly, I --

3 Q. Yeah?

4 A. -- I don't know.

5 Q. Would it be feasible? I mean, is it -- would -- do you have
6 the --

7 A. There's -- I know that we have -- like, the clearance
8 delivery position is over there, but I don't know how -- you know,
9 if it can forward it or -- you know, I just, I don't know. But
10 then, the computers are there to do the ATIS and all that stuff,
11 so I don't know how in the way or out of the way they would be,
12 so --

13 MS. KOSCHIG: That's a good idea, though, definitely. I know
14 you've got one more.

15 MR. BOWMAN: No, I think this is a lot of information, and I
16 appreciate you talking to us about all this stuff.

17 MS. KOSCHIG: Yeah, exactly. Brian, any -- I mean, Brandon.
18 I called you Brian. Sorry.

19 MR. JOHNSON: No.

20 MS. KOSCHIG: (Indiscernible)?

21 MR. JOHNSON: I'm good.

22 MS. KOSCHIG: Wow. Well, you did give us a lot of good
23 information. Appreciate all your work, and talking to us, and
24 it's been very, very helpful.

25 MS. GREENROYD: Thank you.

1 MS. KOSCHIG: Okay. Thank you.

2 MR. JOHNSON: Thank you.

3 MS. KOSCHIG: The time is now 16:38.

4 MS. GREENROYD: All right.

5 MS. KOSCHIG: Thank you.

6 MS. GREENROYD: Thanks.

7 (Whereupon, at 4:38 p.m., the interview was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the
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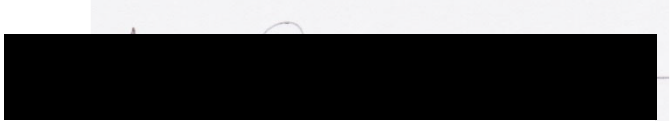
IN THE MATTER OF: CESSNA 172M AND ROBINSON R44 COLLISION
AT NORTH LAS VEGAS AIRPORT IN
LAS VEGAS, NEVADA ON NOVEMBER 18, 2022
Interview of Jasmine Greenroyd

ACCIDENT NO.: WPR23LA041

PLACE: Las Vegas, Nevada

DATE: November 21, 2022

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



Lisa D. Sevarino
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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CESSNA 172M AND ROBINSON R44 *

COLLISION AT NORTH LAS VEGAS *

Accident No.: WPR23LA041

AIRPORT IN LAS VEGAS, NEVADA *

ON NOVEMBER 18, 2022 *

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Interview of: NICHOLAS MARQUEZ, CIC Local Control One/Ground

Las Vegas, Nevada

Tuesday,
November 22, 2022

APPEARANCES:

BETTY KOSCHIG, Investigator
National Transportation Safety Board

BRANDON BOWMAN, Operations Manager
Federal Aviation Administration
Salt Lake City TRACON

BRANDON JOHNSON, Air Traffic Controller
Salt Lake City TRACON

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I N T E R V I E W

(9:40 a.m.)

MS. KOSCHIG: Okay. So, welcome.

MR. MARQUEZ: Thank you.

MS. KOSCHIG: Today is November 22, 2022. It's 9:40 a.m.
All right. So, My name's Bet Koschig. I am with the NTSB. I'm
the air traffic group chair for this accident. And we're here to
talk to you about the accident that occurred with the November-8-
Echo, 8-8-Echo, and November-4-0-4-0-5-0-Papa.

So, just -- I know you've been through this before, but just
a little bit about our agency. We are an independent agency. We
don't work for the FAA, DOT, anybody else. So, in essence, we
don't have any regulatory authority or --

MR. MARQUEZ: Okay.

MS. KOSCHIG: -- powers, enforcing powers. What we're here
to do is find out the facts so we can look at all the safety
issues. That's our main goal: get the facts, pick your brain for
information --

MR. MARQUEZ: Okay.

MS. KOSCHIG: -- and see what we can do to help safety,
because what happened here can happen anywhere, and --

MR. MARQUEZ: Right.

MS. KOSCHIG: -- of course, it's happened here twice, so --

MR. MARQUEZ: Yeah.

MS. KOSCHIG: All right. So, I'm going to let everybody go

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1 ahead and introduce themselves. This is the NTSB group in a
2 setting.

3 MR. MARQUEZ: Okay.

4 MR. BOWMAN: So, my name's Brandon Bowman. I'm a manager
5 with the FAA. I work up in Salt Lake. I've been there for the
6 last 17 years; and then, I was Air Force before that.

7 MR. MARQUEZ: Okay.

8 MR. JOHNSON: Brandon Johnson. We meet again, unfortunately.

9 MR. MARQUEZ: Yeah.

10 MR. JOHNSON: Out of Salt Lake. A controller up there.

11 MR. MARQUEZ: Okay.

12 MR. JOHNSON: (Indiscernible), so --

13 MR. MARQUEZ: Sounds good.

14 MS. KOSCHIG: Okay. So, just to get it on record that you
15 have decided not to have a representative.

16 MR. MARQUEZ: Correct.

17 MS. KOSCHIG: Okay. Great. Thank you. Okay. What we're
18 going to do is, we'll ask you a bunch of questions, and we don't
19 want you to speculate or anything, but we do appreciate your
20 opinion on things that --

21 MR. MARQUEZ: Oh, okay.

22 MS. KOSCHIG: -- that you have knowledge of.

23 MR. MARQUEZ: Okay.

24 MS. KOSCHIG: And if there's something you don't know, I
25 don't know is a great answer.

1 MR. MARQUEZ: Okay.

2 MS. KOSCHIG: If there's something that you don't recall, I
3 don't recall is a great answer.

4 MR. MARQUEZ: Okay.

5 MS. KOSCHIG: So -- and if you don't understand a question,
6 just say, what do you mean?

7 MR. MARQUEZ: Okay.

8 MS. KOSCHIG: And we'll explain it.

9 MR. MARQUEZ: Sounds good.

10 MS. KOSCHIG: Yeah. So, if you need a break or anything,
11 you're more than welcome to --

12 MR. MARQUEZ: Okay.

13 MS. KOSCHIG: -- do that. And any questions so far?

14 MR. MARQUEZ: No.

15 MS. KOSCHIG: Yeah? Understand the process --

16 MR. MARQUEZ: Yes.

17 MS. KOSCHIG: -- pretty much so?

18 MR. MARQUEZ: Yeah.

19 MS. KOSCHIG: Okay. So, we'll just get started. I'm going
20 to just go through the admin questions --

21 MR. MARQUEZ: Okay.

22 MS. KOSCHIG: -- about things; and then, we'll start getting
23 into a --

24 MR. MARQUEZ: All right.

25 MS. KOSCHIG: -- conversation about what happened in the

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1 event and all what's going on after.

2 MR. MARQUEZ: Okay.

3 INTERVIEW OF NICHOLAS MARQUEZ

4 BY MS. KOSCHIG:

5 Q. What is your name?

6 A. Nicholas Marquez.

7 Q. Can you spell your name?

8 A. N-I-C-H-O-L-A-S; last name, M-A-R-Q-U-E-Z.

9 MS. KOSCHIG: Okay. Anyway, that's okay. I've turn my phone
10 off before it starts doing some big noise.

11 MR. JOHNSON: (Indiscernible).

12 BY MS. KOSCHIG:

13 Q. Sorry. What are your operating initials?

14 A. Mike Zulu, MZ.

15 MS. KOSCHIG: Okay. (Indiscernible) typing. We're just
16 taking some notes so that we can --

17 MR. MARQUEZ: Okay.

18 MS. KOSCHIG: -- refer back to them if we have a question.

19 BY MS. KOSCHIG:

20 Q. When did you start with working for the FAA?

21 A. July 2018.

22 Q. Was that the academy?

23 A. No, that was here at the Las Vegas tower.

24 Q. Okay.

25 A. Because I have prior military.

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1 Q. That was going to be my next question. What military service
2 did you --

3 A. Air Force.

4 Q. Air Force? And when did you join the Air Force?

5 A. November 2010.

6 Q. And where were you -- were you an air traffic controller?

7 A. Yes.

8 Q. Okay. And where were you stationed?

9 A. I was stationed at Tinker Air Force Base in Oklahoma between
10 July 2011 up until August 2015.

11 Q. Okay.

12 A. Then, I went to Eglin Air Force Base in Florida from August
13 2015 to August 2017. I got out of the Air Force; and then, I went
14 to Balad Air Base in Iraq from November 2017 until July 2018. And
15 in July, I also -- that's when I started with the FAA, after I
16 left there.

17 Q. Okay. And were you hired under VRA, or what --

18 A. I believe so. I applied as a veteran and prior experience,
19 military.

20 Q. All right. And so, you came directly from there to North
21 Base?

22 A. Correct, and no tech school for the FAA.

23 Q. Okay. None.

24 A. Yeah.

25 Q. Did they offer it?

- 1 A. No. It's usually not -- it's not for military --
- 2 Q. Yeah.
- 3 A. -- so -- unless you -- like if I was to go to radar, then I
- 4 would go to tech school to do that. I don't have radar
- 5 experience.
- 6 Q. Oh, okay.
- 7 A. Yeah.
- 8 Q. Right. Thanks. Do you have a college degree?
- 9 A. No.
- 10 Q. Any college?
- 11 A. Yeah. I'm four classes away from my bachelor's.
- 12 Q. Oh, cool. What college?
- 13 A. Columbia Southern University in Alabama. It's like an online
- 14 thing.
- 15 Q. Okay.
- 16 A. So --
- 17 Q. And what's your degree program?
- 18 A. Business administration with like computer information
- 19 systems.
- 20 Q. Okay.
- 21 A. So --
- 22 Q. Do you have any other aeronautical certificates, like a
- 23 pilot's license, anything?
- 24 A. No.
- 25 Q. Do you have current medical?

- 1 A. Yes.
- 2 Q. Any restrictions?
- 3 A. No.
- 4 Q. Who is your supervisor?
- 5 A. Jasmine Greenroyd.
- 6 Q. What positions are you qualified on or certified on here?
- 7 A. Every position.
- 8 Q. CIC?
- 9 A. Yes.
- 10 Q. Okay. What position were you working at the time of the
- 11 accident?
- 12 A. Local Control One, but it was also combined with Local
- 13 Assist.
- 14 Q. Okay. Okay, what time did your shift start that day?
- 15 A. Friday? I believe it was 6:45 or 5:45. I can't remember.
- 16 Q. Okay.
- 17 A. So --
- 18 Q. It was a day shift?
- 19 A. Yeah, day shift.
- 20 Q. Okay. Was that an overtime shift?
- 21 A. No.
- 22 Q. Okay. What is your normal weekly schedule?
- 23 A. Usually, I'm off on Sundays; and then, Monday, Tuesday,
- 24 Wednesday, Thursday, I'll usually work 12:15 to 8:15. And then,
- 25 Friday, I'll usually work either 5:45 a.m. or 6:45 a.m. And then,

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1 Saturday, I'll always work a 5:45 a.m. And then, Sunday off. But
2 this coming next week, I'll be transitioning to Mondays off and
3 working Sunday.

4 Q. Oh, okay.

5 A. Yeah.

6 Q. Will you like that better, then?

7 A. I like Sundays off better.

8 Q. Oh, okay.

9 A. So --

10 Q. How come the change?

11 A. It's probably because I had a three-day weekend this week
12 with some annual leave this past weekend; and then, usually, when
13 you take leave, you sometimes get moved to another day off.

14 Q. Oh, yeah.

15 A. Yeah.

16 Q. Huh.

17 A. So, if I would have had no leave, I probably would have kept
18 Sundays off.

19 Q. Oh, wow.

20 A. Yeah.

21 Q. You don't have like a seniority --

22 A. Not with leave. Or, you only pick your days off at the --
23 like the year before for the next year on seniority.

24 Q. Oh, okay.

25 A. So -- but your days off can change not on seniority.

1 Q. Wow. Okay.

2 A. Yeah.

3 MR. JOHNSON: So, your RDOs (ph.) --

4 MR. MARQUEZ: Is Sunday morning.

5 MR. JOHNSON: -- is Sunday morning.

6 MR. MARQUEZ: Right.

7 MR. JOHNSON: But you're typically on overtime for --

8 MR. MARQUEZ: Mondays.

9 MR. JOHNSON: -- Mondays.

10 MR. MARQUEZ: Yeah.

11 MR. JOHNSON: And then, because of leave, your overtime's now
12 becoming --

13 MR. MARQUEZ: Yeah. So, this Sunday, I'll get overtime; and
14 then, I'll be off on Monday.

15 MR. JOHNSON: Yeah.

16 MS. KOSCHIG: Okay.

17 MR. MARQUEZ: So --

18 MS. KOSCHIG: Thank you.

19 MR. MARQUEZ: Yeah.

20 BY MS. KOSCHIG:

21 Q. So, overtime, how much overtime do you get every month?

22 A. At least -- well, obviously, it's six days, so at least
23 eight-hour shift. And then, like this week, I have a 10 today;
24 and then, I have a 10, I believe, on Wednesday or Tuesday, one of
25 those days.

1 Q. Every week, you're --
2 A. So --
3 Q. -- working overtime?
4 A. Every week, overtime. And then, usually, if somebody calls
5 in, you can probably get a two-hour holdover. So, today, I got a
6 two-hour holdover, because two people called in.
7 Q. Oh, wow.
8 A. Yeah.
9 Q. Okay. Okay. So, yeah, I know you work a lot of overtime,
10 but on the day of the accident --
11 A. Yeah.
12 Q. -- do you feel like you were rested that day, or --
13 A. Yeah, fully rested and alert.
14 Q. Great. How do you think your health is?
15 A. Ten out of 10.
16 Q. Cool. How many hours' sleep do you get every night, usually?
17 A. Eight to nine or 10. It's 10, probably.
18 Q. Is that about what you got the night before --
19 A. Yeah.
20 Q. -- the accident? Cool. Any big changes in your life lately,
21 any significant changes?
22 A. No.
23 Q. Do you recall anything distracting going on in the tower at
24 that time, or anything unusual?
25 A. No, because I was working my operations for 3-0 left, and

1 ground was doing their thing combining with the CIC; and then,
2 Local Two was running the pattern.

3 Q. Okay. Did you have a chance to listen to the audio?

4 A. No.

5 Q. No? Did they offer it?

6 A. No, but I could have pulled it up on my own, but I just
7 didn't, so --

8 Q. Yeah. It'd be a good idea, after the interview, just --

9 A. Yeah.

10 Q. -- to listen to it just to --

11 A. Okay.

12 Q. Yeah. But I'm glad. I mean, it's --

13 A. Yeah.

14 Q. -- good for interview purposes to give your firsthand
15 information.

16 A. Yeah. I think I only heard the part on Local Two where the
17 local controller said like to turn right twice (indiscernible),
18 and then the helicopter never responded, or something like that.

19 Q. Oh, okay.

20 A. That's the only thing I heard.

21 Q. Oh, okay.

22 A. So --

23 Q. All right. Yeah. After, you know, after you -- yeah, you
24 should listen to that, yeah.

25 A. Yeah.

1 Q. So, what we're going to do now is start getting into what
2 happened that day.

3 A. Okay.

4 Q. But I don't think I explained what we're going to do, is for
5 us to go around here, and I'm going to start off asking you all
6 these questions, and we're just going to go around the room and --

7 A. Okay.

8 Q. -- start asking questions. You've done it before, so --

9 A. Yeah.

10 Q. -- yeah. But I don't want, you know, but I don't want to
11 have to just make assumptions.

12 A. Sounds good.

13 Q. Okay. So, go ahead. Tell me, what do you recall that day
14 leading up at any time you want to start --

15 A. Okay.

16 Q. -- what was going on, until the whole accident, and until
17 after.

18 A. Oh, okay. See, I'm going to go ahead and read my statement,
19 and then --

20 Q. You can, yes.

21 A. -- I can add to it?

22 Q. Yeah.

23 A. Okay.

24 Q. Perfect.

25 A. So, I basically, I was working Local One and Local Assist

1 combined. This event happened in the Local Control Two position.
2 November-8-8-Echo was using runway 3-0 right. And November-
3 4-0-5-0-Papa was using Taxiway Papa. Both were doing pattern on
4 Local Control Two's frequency. They collided on runway 3-0 right
5 at Taxiway Kilo intersection. I did not see the collision take
6 place and was not aware of it until after it happened. I was
7 working Local Control One and had my own traffic operations for
8 runway 3-0 left. And that's what I wrote.

9 Q. Okay. Good. So, can you tell us -- you know, and it's like
10 you've told us that you didn't see anything. Did you happen to
11 hear anything go on in the background?

12 A. No. All the, like, the Local Two told me that they said stop
13 out loud or something like that, but I didn't even hear that,
14 so --

15 Q. Okay.

16 A. Because I believe I was talking to a Pilatus on taxiway Bravo
17 trying to get them to use intersection 3-0 off that Juliet (ph.),
18 because there was a Cessna blocking 3-0 at Kilo -- or, 3-0 left at
19 Kilo. So, I was coordinating with him; and then, at the same
20 time, ground told me that we got the release for that Pilatus, the
21 AirSmart at 3-0 at the Juliet. And for some reason, I didn't
22 clear that Pilatus takeoff on 3-0 left, because I think I had
23 somebody exiting, possibly, or I just didn't have (indiscernible),
24 and I barely got it. And that's when the situation happened.

25 And then, after that happened, I noticed the ground

1 controller went to the phone in the middle to call downstairs and
2 let Adrienne know something happened, but I automatically went to
3 the crash room, because that should have been done first. And
4 when I rang in, I kind of sounded like disorganized a tiny bit,
5 because I didn't really know what happened, and I didn't know the
6 call signs of the aircraft, because I wasn't working there. But I
7 got it as I was going along. I just wanted to get the firetrucks
8 moving and all that stuff, so --

9 Q. That's good. So, what else do you recall going on in the
10 tower?

11 A. Nothing unusual. So, like, Local Two sounded fine with their
12 pattern. I was doing my situation; and then, in the middle of the
13 crash room, I also had a Cessna (indiscernible). She just said,
14 tower, do you want me to do a 360? And I said, November-2-Echo
15 (indiscernible) until further notice. And then, after I hung up
16 the phone, I remember telling the Cessna, you can either go to a
17 practice area or (indiscernible) somewhere. The airport's
18 unusable right now. And then, I also told that Pilatus and the
19 Cessna that was on Bravo ready to depart that it's going to be at
20 least a 30-minute delay until we can resume the airport ops when
21 County Mobile says we can, so -- but I don't remember -- there was
22 no distractions in the cab or nothing, so --

23 Q. So, when did you first notice that the accident occurred? I
24 mean, what spurred you to know that --

25 A. I kind of saw like the ground patroller walking to the desk;

1 and then, Olga -- I saw Local Two like kind of in a little bit of
2 a panic, so I know something was wrong. And then, when I looked
3 over, I kind of just saw like white dust from the situation from
4 the helicopter hitting the Cessna, and then, that's when I knew
5 something was wrong. So, that's what automatically made me go do
6 the crash phone, even though I didn't know what the situation was.

7 Q. Right. It's --

8 A. So --

9 Q. -- good to get them --

10 A. Yeah.

11 Q. -- going, yeah. So, when you looked over and you saw the
12 aircraft, what did you show? Describe what you saw, I mean, after
13 you --

14 A. It was just the Cessna sitting there; and then, the blue
15 helicopter sitting right next to it. But I didn't see like the
16 fuel spilling or anything like that, or no smoke. Just the white
17 dust from like being dusty.

18 Q. What was the situation or the positions of the helicopter and
19 the airplane? Do you recall that?

20 A. The position of the blue helicopter, I think he was facing
21 northwest right past the runway edge line on runway 3-0 at Kilo,
22 and the Cessna was like runway heading on runway 3-0 head, or
23 maybe facing a little bit to the northeast. So --

24 Q. Did you guys happen to take a photo of any of that?

25 A. No, because you're not supposed to have electronics in the --

1 Q. Oh.

2 A. -- tower cab, so nobody took a photo.

3 Q. Yeah.

4 A. Yeah.

5 MS. KOSCHIG: I (indiscernible) more questions. When -- I
6 know you guys were wanting to ask some.

7 BY MR. BOWMAN:

8 Q. I was typing when you had mentioned the directions of the
9 helicopter and the aircraft.

10 A. Yeah.

11 Q. Would you just restate that one more time so I can hear it?

12 A. I believe the blue helicopter was facing a little bit
13 northeast once they were on the ground on runway 3-0 right, but
14 past the runway edge line for 3-0 at Kilo.

15 Q. So, helicopter on the runway --

16 A. Correct.

17 Q. -- facing northeast --

18 A. Correction, facing northwest, northwest.

19 Q. Okay.

20 A. Yeah.

21 Q. And on the right side of the runway?

22 A. The right side of the runway close to the runway edge line
23 off of Kilo.

24 Q. Okay. And then, you said -- can you just explain where the
25 airplane was at again?

1 A. The Cessna was on the runway either facing runway heading or
2 a little bit to the northeast.

3 Q. And would you say he was more centerline of the runway, or
4 was he -- in reference to the helicopter, was he on the left or
5 was he on the right side?

6 A. The helicopter was on the right side; and then, the Cessna
7 was a little bit past the helicopter facing northeast --

8 Q. Okay. So --

9 A. -- on the runway, like --

10 Q. Further --

11 A. -- probably in the middle.

12 Q. -- north and middle?

13 A. Right, in the middle.

14 Q. Okay. And then, you said that you didn't see any smoke or
15 anything; you just saw --

16 A. No, I just saw --

17 Q. -- dust?

18 A. -- the white dust after it already had happened.

19 Q. Okay. And then, can you tell us what you heard, what was
20 going on at that point? I know you said you were working with
21 your Pilatus --

22 A. Yeah.

23 Q. -- and that you were working with your aircraft on the side,
24 but --

25 A. Yeah.

1 Q. -- what did you hear from the --

2 A. I just saw --

3 Q. Okay.

4 A. -- the ground like looking at it, and then walking to that
5 phone in the middle of the room to call downstairs; and then,
6 Local Two, they were just kind of like stressed out or whatnot, or
7 a little bit panicked, but still able to keep her Diamond Star
8 that was on the east side of the airport on 360s, because if
9 something happens, we can't land anybody else until County Mobile
10 resumes ops.

11 Q. Okay.

12 A. So --

13 Q. And did you take any of her aircraft or give her any
14 aircraft?

15 A. No, no, because I think we both only had one in the air in
16 our airspace at that time --

17 Q. Okay.

18 A. -- after it.

19 Q. And after you called the crash phone and gave the information
20 that you gave, could you walk us through what happened next, what
21 you saw, as far as the airfield (indiscernible)?

22 A. After the crash phone, I noticed County Mobile fired up their
23 track. That's my taxiway hotel in runway 3-0 left into the
24 hangar, under the covered hangars. They moved there; and then, I
25 think I crossed them at 3-0 left at the hotel and proceeded on

1 runway 3-0 right at hotel to the incident. And there was a
2 firetruck waiting over there, I think by gate 27A by the BLM ramp
3 in the northwest part of the airport, and we had to wait for
4 another County Mobile vehicle to go over there and escort them
5 onto the airfield, so --

6 Q. When you're in an alert status, do you still have to give
7 crossing instructions on those --

8 A. Yes. We can't --

9 Q. -- vehicles?

10 A. -- say, proceed on all runways and taxiways as necessary. We
11 have to give crossings and proceed ons, as well.

12 Q. Why can't you say, proceed on all taxiways (indiscernible)?

13 A. Because in the (indiscernible), it says you can't use
14 conditional or unconditional phrases.

15 Q. Okay. Once the phone call was made, once the emergency
16 vehicles were there, did anybody else come up in the tower cab?
17 Can you walk us through that?

18 A. Yes. I was given a break, and Local Two, I briefed her to
19 take both Local One and Two, which was -- I thought she should
20 have been offered the relief first, because I was fine. I feel
21 like she wasn't offered relief at first, so --

22 Q. So, you left the tower cab at that point, and it was just the
23 ground controller and the now Local One and Two?

24 A. I think SS came up and got ground. Jasmine slid back to the
25 desk; and then, Local Two was combined with Local One and assist,

1 and got me out for a 30-minute break, in which I went downstairs
2 and started writing the statement.

3 Q. Okay.

4 A. So --

5 Q. A-T-M ever come up?

6 A. Yeah, she came up after the ground controller got the phone
7 and called her. Then, she came up, as well.

8 Q. Okay. And any coordination or anything going on between you
9 and the A-T-M, or you and the supervisor, or anything else --

10 A. No, just my --

11 Q. -- come up, or --

12 A. -- supervisor, Jasmine, she just told me to write a
13 statement, but I wrote it anyway, even though, in accidents, you
14 don't write these. But then, this morning, I had to write it
15 official, because I guess maybe it's a deviation, as well, so --

16 Q. Okay. After you came up -- after you went down to break and
17 came back up --

18 A. Yeah.

19 Q. -- were we still on alert status, or we back to normal
20 operations at that point?

21 A. No, we were still airport closed, because I only took a 30,
22 and ops weren't -- I don't think ops were resumed yet, but I can't
23 remember that, so -- but when I was downstairs, I also tried to
24 file an AT-SAP, but when I was in the middle of it, it went down;
25 and then, it said, AT-SAP will be down for like 60 minutes. So, I

1 had to do it on my next break after that.

2 Q. And what position did you take when you came back up, and can
3 you walk us through that?

4 A. I don't really remember. I think I might have took local,
5 maybe, again. I'm not -- I can't remember what position I took.

6 Q. Okay. Anything else after that point that you did or worked
7 on when you were back in the tower cab (indiscernible)?

8 A. Actually, I think I might have -- did take local, because I
9 remember I had to do more crossing and stuff, because some of the
10 County Mobiles that ended up on the east ramp, and then they
11 wanted to get access of 3-0 right from Kilo. So, I think I did
12 take local again.

13 Q. Okay. During the actual aircraft accident, you said you were
14 looking at something else. You were looking --

15 A. Yeah, I was coordinating with my Pilatus, because he was on
16 Bravo, and the Cessna blocked him from using Kilo full-length, so
17 I was trying to coordinate with the Pilatus, can you accept 3-0
18 left at Juliet for intersection departure? And at that same time,
19 ground was talking to me saying he's released. But for some
20 reason, I didn't clear him for takeoff. It wasn't because of the
21 accident; it was just because I think I might have had somebody
22 exiting. And then, I was still trying to coordinate, reach out to
23 him and see if he can accept that intersection, as well.

24 Q. Okay. You said Pilatus was on Bravo?

25 A. Yeah, AirSmart aircraft.

1 Q. Cessna that was blocking was on what?

2 A. He was holding (indiscernible) at Kilo, which is full-length.
3 And then, the Pilatus was on Bravo, and I asked him if he could
4 accept runway 3's left at Juliet.

5 Q. And he said he could?

6 A. Yes.

7 Q. So, I'm reading the map and just trying to make sure I'm
8 oriented.

9 A. And I either -- I didn't clear the Pilatus for takeoff,
10 because I either had somebody exiting or because that 2-8-Echo was
11 coming in for a left (indiscernible), and it wouldn't have worked
12 yet, so I didn't clear him for takeoff right away, for some
13 reason.

14 MS. KOSCHIG: Okay.

15 MR. MARQUEZ: So --

16 BY MR. BOWMAN:

17 Q. I think you said 2-8 Echo was your other aircraft, wasn't it?

18 A. Yeah, November-4-(indiscernible)-Echo Cessna 1-7-2. They
19 were coming in for like a left downwind running 3-0 left.

20 Q. You mentioned the airport was closed. Is that standard
21 procedure for (indiscernible) three, or at what point was it
22 actually closed?

23 A. After the incident in July where we had the emergency, and
24 then two aircraft landed, the FAA said that that's not how we're
25 supposed to do it, but we never were in that situation to begin

1 with. So, now, we are told, if there's an accident or incident on
2 the airport, we can't use any runway or surface to land or any
3 operations until County Mobile says that the airport is usable.

4 We don't close the airport. We just say, the airport's unusable.

5 Q. Okay.

6 A. Yeah.

7 Q. Okay. That's fine. So, how often do you guys use the
8 helicopter pattern over Taxiway Papa?

9 A. Very often.

10 Q. Very often?

11 A. Daily.

12 Q. Daily? Okay.

13 A. Yeah.

14 Q. How often does Utah (indiscernible) Utah University come own?

15 A. Maybe like once every month or two, but they do have a big
16 track record with us for MORs and not listening, and apparently,
17 they came to do a bunch of solo flights, but I don't think that
18 they're trained well, because when they called in coming from
19 there, whoever was working Local Two told me that they checked in
20 saying they were coming in for 1-2 L, so they didn't even know how
21 to say 1-2 left.

22 MS. KOSCHIG: Yeah.

23 MR. MARQUEZ: So --

24 BY MR. BOWMAN:

25 Q. So, when you work the (indiscernible) 2 North, and you run

1 into helicopter traffic --

2 A. Right.

3 Q. -- what are your expectations and what do you usually --
4 what's your clearances normally like when you put somebody in
5 there?

6 A. If I was working Local Two, I would say, November-4-0-5-0-
7 Papa. If he's on the east ramp ready to taxi, I would say,
8 November-4-0-5-0-Papa taxi to Taxiway Papa via Kilo. And then,
9 once they're there, I'll say, November-5-0-Papa Taxiway Papa clear
10 for the option, and that gives him permission to depart, make a
11 circle, and then land on runway 3-0. Instead of saying, Taxiway
12 Papa clear for takeoff, and then, when he's in the downwind, say,
13 Taxiway Papa clear for the option, we just combine it in one
14 transmission and just say, Taxiway Papa clear for the option.

15 Q. Okay. How were you trained on how to use that procedure?

16 A. So, we just say -- we clear the helicopter for the option;
17 and then, we also can tell him, (indiscernible) Papa, there'll be
18 one Cessna working outside your pattern for any 3-0 right.

19 Q. Right.

20 A. And then, we'll also tell November-8-8-Echo, there's going to
21 be one helicopter working inside your pattern on Taxiway Papa.

22 Q. Okay. And do you know if there's any written procedures or
23 L-O-As anywhere?

24 A. Not for pattern operations on Papa.

25 MR. BOWMAN: Okay. That's all I've got.

1 BY MS. KOSCHIG:

2 Q. What is the pattern altitude for Papa?

3 A. We don't have a pattern altitude. They just try to stay
4 below 3,000, but there's not an official pattern.

5 Q. Yeah. Does that --

6 A. So --

7 Q. -- seem a little bit strange to you?

8 A. Yes.

9 Q. Just give me some insight on how all that came about, or do
10 you know?

11 A. I don't know the history behind it. We just say, Taxiway
12 Papa clear for the option, and we tell them about the other
13 aircraft; and then, we don't give them altitude restrictions or
14 anything like that, so -- usually, the helicopter, if they want to
15 stay at 3,000 in their local, they'll say, request Taxiway Papa at
16 3,000 for this lap or 3,000 until further notice; and then, we'll
17 say approved or not, because usually, the locals do keep it below
18 3,000.

19 Q. Okay.

20 A. But for these S-U-U guys, we just, we don't do the altitude
21 or -- or for transient, we don't say the altitude.

22 Q. Okay.

23 A. So --

24 Q. And so, what are the (indiscernible) like? I mean, when
25 they're staying in the laps, what --

1 A. Yeah.

2 Q. -- what do you expect them -- where do you expect them to
3 turn?

4 A. I kind of expect them to turn like, keep it between Simmons
5 (ph.) and a little bit south of Kerry (ph.) But sometimes, if --
6 usually, the first lap, they'll try to fly a wide; and then, I'll
7 call them out on it and just say, we need you to keep your upwind
8 or your crosswind a little bit closer Taxiway Papa, and then tell
9 them the reason why, because there's aircraft working outside your
10 pattern.

11 Q. Oh, okay.

12 A. So --

13 Q. There's nothing written between you guys and them that --

14 A. No.

15 Q. -- has this understanding of --

16 A. Yeah, there's nothing written that you should keep your
17 pattern like between Simmons and Kerry or something like that,
18 yeah.

19 Q. Would that work out better if you did have something?

20 A. Yes.

21 Q. Okay.

22 A. Yeah.

23 Q. And so, do you know when there's a solo pilot?

24 A. Well, like the S-U-U, they'll call the tower now and say,
25 we're coming with so many students; and then, our manager will

1 write in the notes on that daily schedule, S-U-U, how many pilots,
2 and then -- something like that, so -- what time, as well.

3 Q. Right. But like --

4 A. Yeah.

5 Q. -- on this guy, did you know he was a solo pilot?

6 A. Yes. I got told just in general out loud by somebody --

7 Q. Okay.

8 A. -- that the S-U-U's coming today. They're just here to do
9 solo flights.

10 Q. Oh, okay.

11 A. So, they have --

12 Q. So, all of them were solos?

13 A. Correct. They have an instructor. I think the instructor
14 takes them out for like one lap each or something like that and
15 shows them how it is; and then, he stays on the east ramp like by
16 the van while they do their solos --

17 Q. Okay.

18 A. -- for Taxiway Papa. Usually, the solos do three laps each,
19 but I don't know if they were doing three this time or not.

20 Q. Okay.

21 A. So --

22 Q. All right.

23 A. Yeah.

24 Q. So, how come you don't do the helicopter pattern to the Papa
25 runway?

1 A. If they request it -- usually, our local guys sometimes
2 request it. If we're slow, they'll do it. But I think it's safer
3 just to keep them on Papa, because they like to stop and hang out
4 on the runway, and if we have other Cessnas and stuff, we don't
5 want people to forget about them. So, maybe it's like a
6 (indiscernible) factor to not forget about a helicopter on the
7 runway.

8 Q. Right.

9 A. Yeah.

10 Q. And so, is it always just students that use that pattern, or
11 are there other helicopters that --

12 A. Other helicopters use it. Like, we have Metro Three and
13 Metro Five. Sometimes, they use Taxiway Papa for operations. We
14 have our Robby 96 (ph.) or V-0-2 use Taxiway Papa with their
15 November call signs, and they'll do pattern work on Papa, so --

16 Q. Oh, okay.

17 A. Usually, solo -- with, usually, it's training, or maybe
18 (indiscernible), or something.

19 Q. Oh, okay.

20 A. Yeah.

21 Q. So, you usually don't mix traffic on runways, yeah.

22 A. On the runways, we usually don't. Like, we will sometimes;
23 but usually, we don't, so yeah.

24 Q. Okay. Okay. When did -- yeah. You said, with the airport
25 closed. Who closed it; do you know?

1 A. We don't -- as the -- like --

2 Q. (Indiscernible) --

3 A. -- when I was working local, I was just telling the
4 AirSmart -- I told like a couple of aircraft that the airport is
5 unusable right now. Even though the incident happened on the
6 other runway, we can't use the airport until County Mobile says we
7 can. I don't say the word closed, or I try not to, because it's
8 not officially closed; we're just not using anything on the
9 airport right now.

10 Q. Okay.

11 A. So, if we have guys in the air, we'll either divert them now
12 or offer them something else, so --

13 Q. So, what changes have you seen occur since the last accident,
14 positives, negatives, anything?

15 A. Well, with the closures, like when the last accident
16 happened, we had an Extra and a Cessna land on runway 3-0 left
17 even though the incident happened on runway 3-0- right, but we got
18 in trouble for that. So, now, the operation is, if something
19 happens anywhere on the airfield, we can't use anything until
20 County Mobile says we can resume normal ops or ops on a certain
21 runway.

22 Q. Okay.

23 A. So --

24 Q. Yeah. And what else have you seen change? Any training,
25 anything like that --

1 A. Now, for like, for people in the downwinds, if they're going
2 to be turning at each other, I guess you could say, for parallel
3 runways, now, we're pretty much told to say to both aircraft, do
4 not -- like, runway 3-0 left clear for the option. Do not
5 overshoot final. And then, for 3-0 right, we'll say that, as
6 well, to give -- even though it's in the Aim (ph.) and their
7 student book to not overshoot, we're saying it for more positive
8 control, I guess. And then, if they have each other in sight,
9 which we'd want them to get, then we'll say, maintain
10 (indiscernible) with the aircraft, they're using the parallel, or
11 something like that.

12 Q. Okay.

13 A. So --

14 Q. So, would it be normal for you guys to get a traffic call
15 like for the Cessna coming inbound? You know, you get a traffic
16 call on a helicopter, but with the helicopter, it's coming from
17 behind. Would you give the helicopter the traffic
18 (indiscernible)?

19 A. Usually, when a helicopter's on Papa and we have aircraft
20 working on 3-0 right, we'll just give a general statement like,
21 November-5-0-Papa traffic working outside your pattern is like
22 three Cessnas or a Cessna.

23 Q. Okay.

24 A. Usually, we don't keep them updated point to point, because
25 it's just --

1 Q. Oh, yeah.

2 A. -- too much, I guess.

3 Q. Okay.

4 A. Yeah.

5 Q. Okay.

6 A. So --

7 MS. KOSCHIG: Thanks. Excuse me.

8 BY MR. BOWMAN:

9 Q. How's your guys' morale been? How's the facility? How's the
10 atmosphere?

11 A. The morale, in my opinion, since we've been on six and ones,
12 hasn't been good, because I think it causes people to become more
13 complacent or careless, just because we're here so much. And
14 then, like, getting -- when you're at work thinking you're working
15 an eight, and then you get hold-up every two hours, that's not fun
16 or whatever, so -- and then, ever since the accident happened, I
17 kind of thought deep down they would raise our numbers or give us
18 more staffing. And we have a couple of people in training. One
19 person actually quit the FAA in general.

20 But ever since that, we've actually lost people. Like, one
21 person went to South Carolina, one person went to Florida, and I
22 think we lost one to California, as well, since the incident. So,
23 now, it's even worse. Like, for Thanksgiving, I think there's
24 only two closers, me and one other person. And like for Christmas
25 Eve, there's four people total for the whole day. And for

1 Christmas Day, there's three and a half people, meaning one person
2 is only qualified in ground, and then the other two people are
3 qualified in positions. So, Christmas Day, we actually only have
4 three and a half people. So, it hasn't gotten better for
5 staffing.

6 Q. You mentioned that you came in, that you were part of the
7 last investigation, that you --

8 A. Yeah.

9 Q. -- had done some stuff with that. Have you changed anything
10 in your own practices since then, or --

11 A. Just being more situationally aware and all that stuff,
12 because I wasn't a controller talking to the aircraft when it
13 happened for that last situation. I was just the C-I-C and ground
14 combined, so --

15 Q. Okay. When we were up there in the tower cab, we noticed
16 just kind of the way the layout of the room is --

17 A. Yeah.

18 Q. -- and it seems like some people can't see certain spots.

19 A. Right.

20 Q. Is there anything, any concerns or any changes --

21 A. I did --

22 Q. -- to the tower cab --

23 A. -- bring up to our A-T-M after the first accident happened
24 that in my last facility in the Air Force, we had it to where,
25 when we were on the 30s, we would have local -- for example, in

1 this facility, we would have Local Two where ground is, so then,
2 they can see the approaching and all that stuff and the bases
3 better; and then, if we're on the 12s, then they could be where
4 Local Two is to view that. That would help. Because it doesn't
5 matter where ground is, really, if they're working near there.
6 But there was a button for the ETS (ph.) we had at Eglin where, if
7 we're on the 30s, you hit a button, and it automatically changes
8 the frequencies on ground to Local Two; and then, when we're on
9 the 12s, you hit a button, and it automatically changes the
10 frequencies on Local Two to ground. Because I think ground could
11 be in Local Two or ground, because they can move better to view
12 their ground traffic, so --

13 Q. And how was that received? Was there any movement --

14 A. It was a good idea.

15 Q. -- on that? Did --

16 A. We just had to figure out how we would move that puck board
17 (ph.) to over there. Maybe we would have to have another puck
18 board, probably, or be able to move that one, because I know it's
19 plugged in with like the lights and all that stuff.

20 Q. Okay. I just want to clarify one thing that you'd said. I
21 want to ask about it. You said, if you were going to taxi
22 somebody out, you would say, taxi to Papa via Kilo. And then,
23 when they were ready to go, you wouldn't say, clear for takeoff;
24 you would say, clear for the option.

25 A. Yeah, Taxiway Papa clear for the option. Because then, if

1 you have to say, Taxiway Papa clear for takeoff, and then
2 (indiscernible), you have to say, Taxiway Papa clear for the
3 option. So, we combine it into one. I don't know -- that's just
4 how it is when I got here. I don't know why, though.

5 Q. Any thoughts on that, on --

6 A. I think it eliminates -- it would probably be better if we
7 said Taxiway Papa clear for takeoff and Taxiway Papa clear for the
8 option, because it makes you pay attention more. But at the same
9 time, it also is frequency congestion, because you have to say
10 two transmissions versus one, so --

11 Q. And you feel like the frequency's pretty congested --

12 A. If you had --

13 Q. -- for Local Two?

14 A. Yeah. Now, we have a limit. If Local Two's open, you only
15 can have four in the pattern, max, including helicopters. But
16 beforehand, we would have like five or six in the pattern, and
17 there could be like one or two helicopters on Papa. But usually,
18 we don't ever have more than two on Papa at one time. And
19 usually, if the second -- if one of the helicopters finds out
20 there's another helicopter coming to Papa, they usually go to the
21 east ramp or just quit, because they know they don't like being on
22 Papa with two of you there, so --

23 Q. How do you guys police that for the pattern? Do you tell
24 people, we can't take you right now --

25 A. Yes, we --

1 Q. -- hold out?

2 A. Yeah. We usually tell the aircraft that pattern is full
3 (indiscernible); and then, they'll usually call for a full stop if
4 they're like in the northwest, or they'll usually just stay out in
5 the practice area and say, we'll call be later to see if it's
6 open. And then, if they're on the ground taxiing out, ground pays
7 attention to how many are in the pattern for Local Two. They can
8 have four, max, and Local One can have two, max, and that's been
9 like in effect for about a month. And Local One can have up to
10 two, but usually, it's only safe to have one or none if you have a
11 bunch of people coming back. So --

12 MR. BOWMAN: Okay. Thanks.

13 BY MS. KOSCHIG:

14 Q. How's that working?

15 A. I think it's a lot better. At first, I was kind of upset
16 about it, because we're kind of denying services to aircraft. But
17 you have to mix in people being fatigued working six and ones,
18 with controllers not catching certain things, with pilots not
19 listening. So, you kind of have to balance everything. So, now,
20 I kind of like it.

21 Q. Good.

22 A. Yeah.

23 Q. Okay. A question going back to the clear for takeoff and
24 clear for the option.

25 A. Yeah?

1 Q. Since these are students, do you think it's -- I mean,
2 looking at it from a teaching point of view, do you think it's a
3 good idea to not give them the clearance for takeoff? Do you
4 think it's going to --

5 A. Well, I --

6 Q. -- program them incorrectly?

7 A. Well, these S-U-U helicopters, I don't think they've ever
8 talked to a tower before from where they're coming from, so I
9 think they're coming here to talk to a tower first and do their
10 solo flight, which might be a little too much.

11 Q. Hm. Okay.

12 A. So -- and I kind of feel like if that helicopter was on Papa,
13 and Local Two told him to turn right twice, even if that pilot
14 heard the word, left, in their mind, they cross the
15 (indiscernible) without permission, because she's never said the
16 word, cross.

17 Q. Oh.

18 A. So --

19 Q. Yeah.

20 A. Yeah. So, even if the pilot, in his mind, thought left, he
21 should have at least turned left at (indiscernible) short of that
22 runway, so that shows you that they don't know their runway
23 markings, either.

24 Q. Wow.

25 A. Yeah.

- 1 Q. Okay.
- 2 A. Because she never said the word, cross.
- 3 Q. Yeah.
- 4 A. So --
- 5 Q. That would be something, you know, we could possibly, with
- 6 the L-O-A --
- 7 A. Yeah.
- 8 Q. -- yeah --
- 9 A. Right.
- 10 Q. -- have briefings and stuff, yeah.
- 11 A. Yeah. And maybe -- I think it would be a good idea to -- if
- 12 we're going to use Papa for pattern, if we have the runways
- 13 painted with 3-0 left/3-0 right, maybe we should paint a P for
- 14 Papa right there on both that side and --
- 15 Q. Oh, yeah.
- 16 A. -- this side for the 12s. I know it's not standard to paint
- 17 a big letter, but if we're going to use it for pattern for Papas,
- 18 it maybe could help them, too.
- 19 Q. Yeah.
- 20 A. So, yeah.
- 21 Q. Good idea, I mean, because if --
- 22 A. Right.
- 23 Q. -- you're doing something that's a little bit different,
- 24 here --
- 25 A. Yeah.

1 Q. -- to start with, and, you --
2 A. Yeah.
3 Q. -- need -- the rules need everything --
4 A. Right.
5 Q. -- to go around it.
6 A. Because for our airport, for Papa, nobody uses Papa besides
7 helicopters except for when we get busy for like that every-
8 two-year event that comes. Then, we'll park people on the east
9 ramp. But usually, nobody ever goes to the east ramp --
10 Q. Yeah.
11 A. -- because we're never that full, so --
12 Q. Do any of the students ever come to the tower?
13 A. We did kind of -- after COVID, we resumed tours a little bit;
14 and then, we kind of stopped it; and then, it came back; and then,
15 I think it's still stopped right now, maybe. But I think we've
16 done a couple of tours recently with maybe like family or
17 something. But the A-T-M does have like a page or two of people
18 for tours and order of like when they called, so we have a list
19 for tours.
20 Q. Oh.
21 A. So, yeah.
22 Q. Do you think you guys are too accommodating to the
23 universities and with the flights course?
24 A. Well, now that we have that limit, it's just first come first
25 service with pattern.

1 Q. (Indiscernible).

2 A. Yeah. And I think the previous controller before Local Two
3 situation happened, I think they might have wanted to do pattern
4 at the same time for Papa, but with them, we just, we kind of like
5 babied them and just, we'll just do one, because they brought two
6 helicopters here, but we only let one helicopter at a time --

7 Q. Oh, okay.

8 A. -- even if we didn't have a full pattern for 3-0 right.

9 Q. Oh, okay.

10 A. Yeah.

11 Q. Yeah.

12 A. Because we do know that they have a history, and we kind of
13 try to baby them, I guess.

14 Q. Yeah.

15 A. Yeah.

16 Q. Yeah.

17 A. So --

18 Q. I see that, yeah.

19 A. Yeah.

20 MR. BOWMAN: Is there anything that we should know about or
21 that you can think of that you want to add to any of this?

22 MR. MARQUEZ: Not really. I just feel like they need better
23 training and stuff like that, too, because if they're calling in
24 with saying, 1-2 L and not 1-2 left, that's like, that's ATC 101
25 type of thing, yeah, so --

1 MS. KOSCHIG: Yeah, that's something to (indiscernible) --

2 MR. MARQUEZ: Yeah, and it's also kind of annoying, too, and
3 it happens with our pilots, too, when you say instructions,
4 there's like a pause, and nothing's said, and you have to say
5 something again. So, it's like over-babysitting or whatever,
6 so -- because I think she said it twice to turn right into the
7 ramp, (indiscernible) east ramp, and for whatever reason, he just
8 went left, so --

9 BY MR. BOWMAN:

10 Q. Did you hear her say that? Is that something --

11 A. Not live. Afterwards -- that's the only two transmissions I
12 heard afterwards, because she was listening to the Falcon and the
13 tapes downstairs, matching it up. So, I just heard those two,
14 because she told me, hey, look what I said, or whatever, and then
15 I heard those two. But I didn't listen to the whole situation
16 again.

17 Q. Okay. So, live --

18 A. So --

19 Q. -- you didn't hear it?

20 A. No, live, I did not.

21 Q. Falcon --

22 A. Yeah, because --

23 Q. -- you heard it in the background?

24 A. Right. Because live, I was dealing with my situation with
25 the Pilatus, and I'm on a different frequency than her, so I

1 didn't hear.

2 Q. Okay.

3 A. So --

4 BY MS. KOSCHIG:

5 Q. Is there anything else in the -- that would help make your
6 job easier up there? I mean, staffing is one thing.

7 A. Yeah.

8 Q. But is there anything that you feel that -- I mean, because,
9 I mean, unfortunately, there's been two accidents --

10 A. Yeah. I wonder if --

11 Q. -- so what's going on?

12 A. I wonder if the runways weren't staggered, maybe that would
13 help, because like if they're on 3-0 left and they start that
14 base, they see 3-0 right as a full runway; but then, they have to
15 look further to see 3-0 left, you know --

16 Q. Oh.

17 A. -- because it's staggered in. So, I think the staggered
18 runways is a problem. So, I don't know.

19 Q. Good idea.

20 A. Yeah.

21 Q. Anything else you can think of that would be helpful safety-
22 wise?

23 A. As far as like just people turning base at the same time, the
24 only solution would be to stagger, I guess. But on the 30s, you
25 really can't stagger, because we're so close to the Bravo. And

1 you really can't call LAS for like point-outs, because they don't
2 really answer that often.

3 Q. Yeah.

4 A. So --

5 Q. Okay.

6 A. Yeah.

7 Q. Is there anything we didn't ask that you wish we had?

8 A. No, not really. I kind of -- in my opinion, with pilots, the
9 first three years I was here, we never had wrong-surface landings
10 or issues except for when the GPS used to cross over 1-2 left.
11 People would accidentally land on 1-2 left instead of crossing
12 over last minute to 1-2 right. But they fixed that to where it's
13 a straight-in now.

14 Q. Oh, okay.

15 A. But this past year, ever since COVID, we've had like over
16 30 wrong-surface attempts or landings. Attempts, I think. Some
17 of them, we haven't caught as well. But I don't know what -- it's
18 like this past year, it's like it's nonstop. But the first three
19 years I was here, never a problem, except for that GPS thing that
20 they fixed.

21 Q. Oh, wow.

22 A. Yeah.

23 Q. So, were you guys writing up moors (ph.) -- I mean,
24 submitting moors, for all of those alignments/misalignments?

25 A. If you don't catch the wrong-surface landing, you have to

1 write an MOR and deviate the pilot, and the controller will get in
2 trouble, too, with PROC. If you do catch it, you can either send
3 them around or say like, you're (indiscernible) for 3-0 left or
4 3-0 left clear to land, or you just tell them that they're lined
5 up wrongly. But then, if you fix it, and they still land, they
6 don't get deviated, so they kind of never learn the lesson, I
7 guess you could say. So, it's kind of a hard situation, yeah.

8 Q. Yeah. But, yeah, this, yeah, does need to be documented.

9 A. Right.

10 Q. You know, because if it's happening more --

11 A. Yeah.

12 Q. -- than it was, that seems that something's going on.

13 A. Correct, yeah.

14 Q. And if it's not being reported, no one's ever going to find
15 out --

16 A. Right.

17 Q. -- so --

18 A. Yeah, I just think they don't get deviated when we catch it
19 and save it. But if we don't catch it, they get deviated, and we
20 get in trouble, so yeah.

21 Q. Yeah, but --

22 A. So --

23 Q. -- yeah, that's --

24 A. Right. But I think, technically, I think you probably could
25 deviate them if they admit on frequency they were lined up for the

1 wrong one, then wait until they land, and then deviate them. But
2 I don't think that's happening, so --

3 Q. Hm.

4 A. -- so --

5 MS. KOSCHIG: Have you got something, Brandon?

6 MR. BOWMAN: No.

7 MS. KOSCHIG: No?

8 BY MR. BOWMAN:

9 Q. I guess my only thought as to what you're talking about there
10 is, I'm assuming there was a huge lull in traffic when COVID first
11 hit?

12 A. Right. Well, actually, when COVID hit, that's when we kind
13 of stayed steady, because the only thing you could do is stay at
14 your house or fly, because everything was shut down. So, we kind
15 of stayed kind of steady throughout COVID.

16 Q. Okay.

17 A. But it's like ever since -- the past year, it's just been
18 like way worse than the first three years I was here, so -- unless
19 maybe we just weren't noticing it the first three years, but we
20 never had wrong surface landings, really, except for that GPS
21 thing that they fixed, so --

22 BY MS. KOSCHIG:

23 Q. Did they change anything else at the runway? Did they redo
24 marking --

25 A. No. Well, actually --

1 Q. -- or anything?

2 A. -- like about a month ago, they repainted. I don't know if
3 they finished all the runways. I know they did 3-0 right, and
4 maybe 7 and 2-5. I don't know if they did 3-0 left yet. But they
5 repainted, so --

6 Q. I would have noticed a difference. There must be something
7 going on.

8 A. Yeah. Yeah, I don't know what -- because I don't if they're
9 trying to push people through the pilot school because they fell
10 behind during COVID and they want to catch up or something. I
11 don't know what it is. And then, maybe those students are
12 becoming trainers or -- I don't know.

13 Q. Right.

14 A. So -- because -- but, I mean, like that accident in July,
15 that was a local pilot that overshot, so --

16 Q. Yeah.

17 A. -- I don't know. So --

18 Q. Yeah. Hm.

19 A. Yeah.

20 Q. Yeah, that seems like they should be reported on MORs,
21 though --

22 A. Right.

23 Q. -- because it's a document trail --

24 A. Yeah.

25 Q. -- to show that -- yeah, okay, but --

1 A. But it's --

2 Q. -- if you noticed it, and you caught it, and you --

3 A. Yeah.

4 Q. -- corrected it, that pilot still made a mistake.

5 A. Right. Now, if we notice it and -- should we still deviate
6 them, or just documented it as an MOR without a deviation? That's
7 the thing.

8 MR. JOHNSON: Document it --

9 MR. MARQUEZ: So --

10 MR. JOHNSON: -- as a MOR with a deviation. It's just a MOR,
11 you know.

12 MR. MARQUEZ: Yeah.

13 MS. KOSCHIG: Yeah.

14 MR. BOWMAN: Yeah.

15 MR. MARQUEZ: Because I figure maybe it's better to document
16 it and give them a (indiscernible), and then let FSDO deal with it
17 or whatever so they get more training sometime down, somewhere
18 down the line.

19 MS. KOSCHIG: Exactly.

20 MR. MARQUEZ: Yeah.

21 MS. KOSCHIG: I mean, because they may not give them
22 (indiscernible).

23 MR. MARQUEZ: Right.

24 MS. KOSCHIG: But it documents that --

25 MR. MARQUEZ: Yeah.

1 MS. KOSCHIG: -- that this happened, so --
2 MR. MARQUEZ: Right.
3 MS. KOSCHIG: And if it's happening over and over --
4 MR. MARQUEZ: Yeah.
5 MS. KOSCHIG: -- in the same area, that shows a trend --
6 MR. MARQUEZ: Yeah.
7 MS. KOSCHIG: -- so --
8 MR. MARQUEZ: And another thing we have changed since the
9 accident, too, is, for 3-0 left, we leave the pappies (ph.) on if
10 we're on the 30s. And then, for the 12s, we leave 1-2 pappies on
11 during the day.
12 MS. KOSCHIG: Okay.
13 MR. MARQUEZ: So, whatever runway's like closer in, we leave
14 those pappies on just -- and then, we say it on the ATIS, as
15 well --
16 MS. KOSCHIG: Okay.
17 MR. MARQUEZ: -- which pappies are on. But at night, then we
18 turn them all on like normal.
19 MS. KOSCHIG: Oh, okay.
20 MR. MARQUEZ: Yeah. So --
21 MR. BOWMAN: The pappies, or the --
22 MR. MARQUEZ: I mean, not the pappies --
23 MS. KOSCHIG: The reels (ph.).
24 MR. MARQUEZ: -- the reels, the reels. Yeah, the reels.
25 MS. KOSCHIG: Okay.

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1 MR. MARQUEZ: So --

2 MS. KOSCHIG: You guys got anything else?

3 MR. BOWMAN: I'm good.

4 MS. KOSCHIG: No. Well, thank you so very much.

5 MR. MARQUEZ: Yeah.

6 MS. KOSCHIG: Do you have anything else for us?

7 MR. MARQUEZ: No, that's it.

8 MS. KOSCHIG: All right.

9 MR. MARQUEZ: Yeah.

10 MS. KOSCHIG: We appreciate your time here.

11 MR. BOWMAN: Thank you.

12 MR. MARQUEZ: Any time. Thank you.

13 MR. BOWMAN: Good-bye.

14 MS. KOSCHIG: Good information. Thanks --

15 MR. BOWMAN: Yes, thank you.

16 MS. KOSCHIG: -- so much.

17 MR. MARQUEZ: Thank you. You guys have a good one.

18 MS. KOSCHIG: So, 10:30. Thank you.

19 MR. MARQUEZ: Okay.

20 (Whereupon, at 10:30 a.m., the interview was concluded.)

21

22

23

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25

CERTIFICATE

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

IN THE MATTER OF: CESSNA 172M AND ROBINSON R44 COLLISION
AT NORTH LAS VEGAS AIRPORT IN
LAS VEGAS, NEVADA ON NOVEMBER 18, 2022
Interview of Nicholas Marquez

ACCIDENT NO.: WPR23LA041

PLACE: Las Vegas, Nevada

DATE: November 22, 2022

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


Lisa D. Sevarino
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

CESSNA 172M AND ROBINSON R44 *

COLLISION AT NORTH LAS VEGAS *

Accident No.: WPR23LA041

AIRPORT IN LAS VEGAS, NEVADA *

ON NOVEMBER 18, 2022 *

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Interview of: OLGA RUSH, Air Traffic Controller
Las Vegas Traffic Control Tower

Las Vegas, Nevada

APPEARANCES:

BETTY KOSCHIG, Investigator
National Transportation Safety Board

BRANDON BOWMAN, Operations Manager
Federal Aviation Administration
Salt Lake City TRACON

BRANDON JOHNSON, Air Traffic Controller
Salt Lake City TRACON

MATT SMITH, Representative
Office of Chief Counsel
Federal Aviation Administration

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
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By Mr. Bowman		27, 35, 42, 45
By Mr. Johnson		29, 42, 43, 45, 50

I N T E R V I E W

MS. KOSCHIG: Okay. So, I'm going to start out. I'll let you know my name's Betty Koschig, and --

MS. RUSH: Okay.

MS. KOSCHIG: -- I am part of the NTSB. I'm the air traffic control chair for this group. There's other groups that are involved, as well that, of course, they're with NTSB, but they're not here right this minute.

MS. RUSH: Okay.

MS. KOSCHIG: Little bit about us. We're an independent agency. We don't work for the DOD, FAA, anything --

MS. RUSH: Yeah.

MS. KOSCHIG: -- like that.

MS. RUSH: Okay.

MS. KOSCHIG: So, that gives us a little bit more of a, you know, different view on things. Our main purpose is to find out the facts. We're not here to blame or do anything like that. You know, we don't have any regulatory authority. So, that kind of puts in a situation, we just, we look at the safety issues, and we want to try to find out, okay, well, if it's happened here, then it could happen somewhere else, and try to find out what those are.

MS. RUSH: Okay.

MS. KOSCHIG: So, we're looking at it from a safety point of

1 view.

2 MS. RUSH: Okay.

3 MS. KOSCHIG: And what we're going to do is look at what are
4 the probable causes or any other thing that could have contributed
5 to it. And we're going to be looking at the whole picture, not
6 just at what was going on in the tower --

7 MS. RUSH: Right.

8 MS. KOSCHIG: -- what was going on everywhere.

9 MS. RUSH: Right.

10 MS. KOSCHIG: Okay. So, as part of our process, we do have
11 group members, and we have -- FAA is part of our group, and we
12 have -- NACA has been approved for a party to the group.

13 MS. RUSH: Okay.

14 MS. KOSCHIG: So, I am going to let them introduce
15 themselves, but they -- in this setting, we are the NTSB group.

16 MS. RUSH: Right. Good.

17 MS. KOSCHIG: Okay.

18 MR. BOWMAN: So, I'm Brandon. I came down from the Salt Lake
19 District. I'm a --

20 MS. RUSH: Okay.

21 MR. BOWMAN: -- manager out there.

22 MS. RUSH: Okay.

23 MR. BOWMAN: Been in the agency for 17 years now. Military
24 prior to that. Been in towers, TRACONs, and centers, so kind of
25 have a wide experience there. Been doing a lot of QC stuff over

1 the last few years and working with the quality control group.

2 You've probably met --

3 MS. RUSH: Okay.

4 MR. BOWMAN: -- some of my colleagues over there as you guys
5 came over. But yeah, just, hopefully, you feel welcome.

6 MS. RUSH: Yeah.

7 MR. BOWMAN: Like she said, you know, we're just trying to
8 find out the facts. I know this can be nerve-racking. You know,
9 if there's something that you need, let us --

10 MS. RUSH: Right.

11 MR. BOWMAN: -- know, and --

12 MS. RUSH: Okay. Thank you.

13 MR. BOWMAN: -- definitely there for you.

14 MS. RUSH: Yeah. I appreciate it. Thank you. You
15 (indiscernible).

16 MR. JOHNSON: Yeah, yeah. Kind of gave myself away.

17 MS. RUSH: Yeah.

18 MR. JOHNSON: I'm Brandon Johnson. I'm also from Salt Lake.
19 I work in the tower there. I'm active. I'm a current controller
20 up in the Salt Lake Tower.

21 MS. RUSH: Oh, okay.

22 MR. JOHNSON: I've been there since 2009, been doing this
23 accident investigation stuff since 2011, 2012, somewhere in there.

24 MS. RUSH: All right.

25 MR. JOHNSON: Done a few of them. Part of that is military,

1 but I was also a mechanic, aircraft mechanic, and --

2 MS. RUSH: Yeah.

3 MR. JOHNSON: -- pilot, so --

4 MS. RUSH: Well, that's good.

5 MS. KOSCHIG: All right. So --

6 MS. RUSH: Okay.

7 MS. KOSCHIG: -- part of the process also --

8 MS. RUSH: Yeah.

9 MS. KOSCHIG: -- is that you are able to have a
10 representative, and --

11 MS. RUSH: Right.

12 MS. KOSCHIG: -- I see you do have a representative. Will
13 Mr. Representative please say his name?

14 MR. SMITH: Sure. Matt Smith with the FAA's Office of the
15 Chief Counsel.

16 MS. KOSCHIG: Yes. Thank you. So, you are, at any time,
17 welcome to talk to your representative.

18 MS. RUSH: Okay.

19 MS. KOSCHIG: If you want to go outside the room and have a
20 word, that's no problem. If you needed a break at any time, no
21 problem.

22 MS. RUSH: Okay.

23 MS. KOSCHIG: Just let me know. And the same thing with us
24 if we needed a break, but I don't think we'll be here that long in
25 order --

1 MS. RUSH: Okay.

2 MS. KOSCHIG: -- to take many --

3 MS. RUSH: Sounds good.

4 MS. KOSCHIG: -- breaks, yeah. And during the interview, if
5 there's any question that we ask you don't understand or --

6 MS. RUSH: Yeah.

7 MS. KOSCHIG: -- we're not saying it correctly --

8 MS. RUSH: Yeah.

9 MS. KOSCHIG: -- ask us, what do you mean?

10 MS. RUSH: Yeah.

11 MS. KOSCHIG: And I'm sure your representative will also,
12 he'll let us know if we're asking -- if we're going -- if we're
13 not asking some correct, as well --

14 MS. RUSH: Okay.

15 MS. KOSCHIG: -- and, you know, Matt may ask us that.

16 MS. RUSH: Okay.

17 MS. KOSCHIG: Also, if there's a question you don't know --

18 MS. RUSH: Yeah.

19 MS. KOSCHIG: -- I don't know is the perfect answer.

20 MS. RUSH: Okay.

21 MS. KOSCHIG: We don't want you to make something up.

22 MS. RUSH: Right.

23 MS. KOSCHIG: We may ask you some questions to speculate
24 based off of your experience, but it's more of what you know as
25 experience, not -- you know, so if there's some question we ask

1 about the incident that you --

2 MS. RUSH: Right.

3 MS. KOSCHIG: -- don't know, it's fine. The same thing if
4 you don't recall something. If you don't recall it, you don't
5 recall it. So, those are perfect answers. Just didn't want you
6 to think that you couldn't say that.

7 MS. RUSH: Right. Okay.

8 MS. KOSCHIG: Okay. So, do you have any question for us yet?

9 MS. RUSH: Not at this time.

10 MS. KOSCHIG: Okay. All right. Okay. So, what I'm going to
11 do is start off by asking some, just some basic questions --

12 MS. RUSH: Yeah.

13 MS. KOSCHIG: -- and get to know you a little bit --

14 MS. RUSH: Okay.

15 MS. KOSCHIG: -- and -- before we start talking about --

16 MS. RUSH: Okay.

17 MS. KOSCHIG: -- the incident or accident. First, let me do
18 the time check. It's 11:34.

19 Okay. So, you may see us take, just take scribble-down
20 notes --

21 MS. RUSH: Okay.

22 MS. KOSCHIG: -- while we're doing it just so we'll have
23 things fresh in our memory.

24 MS. RUSH: Okay.

25 INTERVIEW OF OLGA RUSH

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1 BY MS. KOSCHIG:
2 Q. So, what is your name?
3 A. My name is Olga Rush.
4 Q. How do you spell your last name?
5 A. R-U-S-H.
6 Q. What are your operating initials?
7 A. OJ, Oscar Juliet.
8 Q. Okay. And when did you start working for the FAA?
9 A. On November 4, 2009.
10 Q. Was that when you went to the academy?
11 A. Yes.
12 Q. Okay. Where did you go from the academy?
13 A. DFW TRACON D10.
14 Q. Oh, okay. How long were you there?
15 A. Three and a half years, until September of 2015.
16 Q. And then, where did you go?
17 A. I went to Cedar Rapids. It's up-down. CID is the initials,
18 up-down facility in Iowa.
19 Q. Okay. And then, where did you go?
20 A. I went to Addison Tower, Alpha Delta Sierra. It's -- and I
21 did W. Metroplex. It's a tower only.
22 Q. Yeah. Been out there.
23 A. Oh, okay.
24 Q. It's a nice tower, yeah.
25 A. Yeah, it is good. I'm afraid --

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- 1 Q. And how long --
- 2 A. -- to ask when you've been there, but okay. I was there for
- 3 a year.
- 4 Q. A year?
- 5 A. Yeah. 2015 to 2016.
- 6 Q. Okay. And then, where did you go?
- 7 A. Las Vegas Tower.
- 8 Q. And how long were you there?
- 9 A. A year and a half.
- 10 Q. And then, where'd you go?
- 11 A. North Las Vegas Tower.
- 12 Q. Okay. What year was that one?
- 13 A. It was 2008. April 1, 2008 is my start date in North Las
- 14 Vegas Tower.
- 15 Q. 2018?
- 16 A. I'm sorry. 2018, yes. 2018.
- 17 Q. April 1, huh?
- 18 A. Oh, yeah.
- 19 Q. Okay. Do you have any other air traffic controller
- 20 experience?
- 21 A. Just for the FAA.
- 22 Q. Okay. Any voluntary experience?
- 23 A. Negative.
- 24 Q. Okay. Have a college degree?
- 25 A. I have some undergraduate work.

- 1 Q. And where did you go?
- 2 A. Texas, University of Texas --
- 3 Q. Oh.
- 4 A. -- in Arlington.
- 5 Q. Oh, okay.
- 6 A. Yeah.
- 7 Q. Do you hold any other aeronautical certificates --
- 8 A. Negative.
- 9 Q. -- pilot's license --
- 10 A. No.
- 11 Q. -- anything? Do you have a current medical?
- 12 A. Yes.
- 13 Q. Do you have any restrictions?
- 14 A. Corrective lenses for when (indiscernible).
- 15 Q. Okay. Did you have on corrective lenses at the time --
- 16 A. Yes.
- 17 Q. -- of the accident? Was it contacts?
- 18 A. Contacts.
- 19 Q. Okay. Who's your supervisor?
- 20 A. Daniel Fields (ph.)
- 21 Q. Daniel Fields?
- 22 A. Fields, yes.
- 23 Q. Okay. What positions are you qualified on here?
- 24 A. I'm a fully certified controller.
- 25 Q. Okay. What position were you working at the time of the

- 1 accident?
- 2 A. Local Two.
- 3 Q. Okay. What time did you start your shift that day?
- 4 A. I opened. It was 5:45 local time.
- 5 Q. Okay. And when would you have been at your shift that day?
- 6 A. 1345.
- 7 Q. Okay. That was the scheduled time?
- 8 A. That was the scheduled time.
- 9 Q. Was that a normal shift, or did you --
- 10 A. No, it was my overtime shift.
- 11 Q. Overtime shift?
- 12 A. Yes, it was an --
- 13 Q. Okay.
- 14 A. -- overtime shift. It was my sixth day.
- 15 Q. Sixth day?
- 16 A. Yes.
- 17 Q. What day -- what time did you actually get off that day?
- 18 A. Shortly after 4 o'clock local time.
- 19 Q. Okay. What's your normal work schedule, the days and the
- 20 hours?
- 21 A. The schedule that I (indiscernible) at the beginning of the
- 22 year would be --
- 23 Q. Was it the one that you work on now?
- 24 A. Yes.
- 25 Q. Okay, okay.

1 A. It would be with Friday/Saturday off. But because of the
2 staffing shortages, we always have overtime, so we always work
3 six days.

4 Q. And the hours, are they the same every day, or --

5 A. Mostly. They vary based on staffing, again, but they are not
6 drastically varied. Usually, you have two night shifts when you
7 come in, so Sunday/Monday would be the night shifts. And then,
8 the remaining of the week would be the early shifts. And my
9 overtime is normally early shifts, as well.

10 Q. Okay. So, on Sunday and Monday, you would have -- what time
11 would the --

12 A. 12:15.

13 Q. 12:15 p.m. --

14 A. Yeah, until --

15 Q. -- so --

16 A. -- 8:15, yes.

17 Q. 8:15, okay. And the morning shifts are --

18 A. 5:45 --

19 Q. -- 5:45 to --

20 A. -- yeah. 5:45 to 6:45. Depends on the staffing.

21 Q. Okay.

22 A. So, yeah, they end early afternoon.

23 Q. Okay. So, it's normal for you to work six days a week?

24 A. Yes.

25 Q. Okay.

- 1 A. Yes, for almost --
- 2 Q. How long --
- 3 A. -- the last three years.
- 4 Q. For the last three years?
- 5 A. Last three years.
- 6 Q. Okay. All right. So, I want to ask a little bit about, you
- 7 know, you worked overtime, but did you feel rested that day that
- 8 you came in?
- 9 A. We never feel completely rested. Let's put it that way.
- 10 Because the life/work balance, you know, it's very hard to reach,
- 11 so we fatigue just more or less on the six-day workweek. It's,
- 12 yeah --
- 13 Q. Yeah.
- 14 A. -- it's kind of normal.
- 15 Q. Yeah. Do you feel that had an impact on anything that
- 16 occurred that day?
- 17 A. It's hard to tell for me. Again, this was just a state of,
- 18 you know, how we've been operating for a few years now.
- 19 Q. Right.
- 20 A. So --
- 21 Q. About how many hours of sleep do you get per night?
- 22 A. Average, about six, seven, yeah.
- 23 Q. Was that about the same the night prior to the accident?
- 24 A. Yes.
- 25 Q. Okay. Any big, significant changes in your life lately?

1 A. No.

2 Q. No?

3 A. No.

4 Q. Was anything going on at the facility that was distracting or
5 anything different going on at that time?

6 A. I cannot speak for the distractions. I didn't feel that I
7 was distracted.

8 Q. Okay.

9 A. But it's just overall environment since the events of the
10 last safety events back in July. It's just, it's been changing
11 the environment in the facility.

12 Q. And in what way has it?

13 A. People are more alert, more, you know, more paying attention.
14 There is much less side conversations going on.

15 Q. Yeah.

16 A. We are focused on the duties.

17 Q. How do you feel your overall health is?

18 A. I'll say, pretty good, yeah. I mean, I exercise, I, you
19 know, try to take care of myself.

20 Q. Okay.

21 A. Yeah, so --

22 Q. Great. Okay. Now, I'm just going to -- oh, wait. Another
23 question. Did you listen to the audio or watch any replay of the
24 accident?

25 A. Yes.

1 Q. You did?

2 A. Yes.

3 Q. When did you do that?

4 A. Shortly after I was relieved of the position --

5 Q. Okay.

6 A. -- that day.

7 Q. Just listen the one time, or did you listen again?

8 A. I listened several times.

9 Q. Okay.

10 A. I was doing my AT-SAP report.

11 Q. Okay. Oh, good. You --

12 A. Yes.

13 Q. -- put an AT-SAP? Okay. So -- and one of the reasons I ask

14 that is because I know you remember what it says on -- you know,

15 what you heard on the audio, what you, you know --

16 A. Yeah.

17 Q. -- recall from the audio --

18 A. Yes.

19 Q. -- but I want you to take yourself back to that day.

20 A. Yes.

21 Q. Because I want what you experienced that day.

22 A. Yes.

23 Q. So, I would like you to start at any point in your workday

24 about, you know, what the traffic level, the complexity, and

25 building up into what was going on at the airport at that time.

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1 A. Okay. Well, it started off by one of the controllers not
2 showing up for his scheduled shift. So, my supervisor and me
3 talked about adjusting to the operations necessary to accommodate
4 for the absence. The controller did end up showing up an hour
5 later because the schedules were confused. He had a confusing
6 schedule for that day. We did talk -- I'm an OJTI, so we did talk
7 about the possibility of training on local control with my trainee
8 based on, again, staffing and the required traffic volume.

9 On our daily schedule, we saw a note from the night before --
10 perhaps from several nights before, put in by the (indiscernible)
11 traffic manager, stating that Southern Utah State University
12 helicopters will be coming in. And we did notice that, so we did
13 discuss with my supervisor at that time about splitting up the
14 positions (indiscernible) the training for the helicopters. And
15 yeah, so we were just, you know, waiting for them to arrive. We
16 were working. The day was just normal. We got busy; slowed down.
17 And we were -- actually, my supervisor at the time pulled up on
18 the flight check site to see, because he can actually see live
19 traffic, to see where the helicopters were. And we did think, we
20 need to be prepared for their arrival.

21 So, around 9 o'clock, the helicopters came in. I was on
22 break at that time, or I shortly gave up the position right before
23 they actually came to the airport. I did see them in the scope.
24 I took a break, and I came up to relieve the Local Two controller,
25 and I got a briefing. And so, of course, the focus of the

1 briefing was on helicopter operation. We did have two fixed-wing
2 aircraft in the runway 3-0 right operating at the time, in
3 addition to the two helicopters who were operating out of the east
4 ramp. The controller I was relieving told me that helicopters
5 were, you know, doing very clear-cut thing. They were entering
6 the landing service, the Taxiway Papa, at a certain taxiway, doing
7 a lap in the pattern, exiting at a certain Taxiway Kilo. And
8 while the first one exits, the second one enters and does the same
9 thing again, so they're rotating one helicopter at a time. So,
10 that seemed to be a very preferred way of operation, because it's
11 very manageable.

12 And I was working the position for about, I would say, 15
13 minutes at that time, and both of helicopters had their turn
14 several times in the pattern. And on one of those turns, the 5-0
15 Romeo, the helicopter in question, took off Taxiway Papa, and
16 everything was as before. I also had Cessna 8-8-Echo operating in
17 the pattern at that time. He was midfield downwind. And a
18 Diamond Star coming in from the northeast to enter the pattern, as
19 well. So, the helicopter was doing a very -- I noticed the tight
20 turns that they were doing in the pattern, so I was definitely
21 paying close attention to that. It was a little tighter than
22 normal would prefer. But them being training helicopters, you
23 know, we do have a long history with Southern Utah State
24 University.

25 So, a helicopter was doing a turn, and at that point, on his

1 base to final, he was cleared to land on Taxiway Papa. On that
2 base to final, I gave a traffic call to a fixed-wing aircraft, a
3 Cessna 8-8-Echo, about the helicopter. I did not issue the call
4 from the helicopter to the Cessna, because at that time, the
5 Cessna was at the helicopter's 6 o'clock, so I knew that no visual
6 could be obtained at that time, but for Cessna to see the
7 helicopter is very easy, very favorable position. And helicopter
8 was landing, was hovering over Taxiway Papa. He was still higher
9 than -- he was hovering, but in a higher-than-normal level, and he
10 was slowly descending.

11 I issued him instructions to make a right turn on Taxiway
12 Kilo, the same thing that they'd been doing, the same pattern that
13 they'd been doing for hour and a half before that. Told him to
14 right on Taxiway Kilo, that the landing at the east ramp would be
15 at your own risk. East ramp is a rather large area. And the
16 second helicopter and the group of people waiting to take their
17 turns, obviously, were there. And I didn't hear a readback at the
18 time, so I was watching the helicopter still slowing down, and I
19 thought that perhaps it was a critical stage of flight for him.
20 And then, I heard the call sign provided to acknowledge the
21 readback, the instructions that I'd given them, and I repeated my
22 instructions. I slowed my voice, and I told them again to make a
23 right turn on Taxiway Kilo. And I observed helicopter hovering
24 over Taxiway Papa very slowly drifting towards a right turn on
25 Kilo.

1 At the time, I had to walk across the tower to find my
2 remaining aircraft in the pattern to make sure that the pattern
3 entry was complete, and I observed the aircraft, the Diamond Star,
4 entering the pattern. And I turned around to walk across the
5 tower to observe my helicopter, and at that time, I saw a
6 helicopter. It appeared that he made, instead of a right turn
7 into the ramp, he made a left turn and was entering the runway.
8 The Cessna 8-8-Echo that was on that base on the final approach
9 on -- for runway 3-0 right was touching down at that time. And
10 the distance between the touchdown of Cessna 3-0 right to Taxiway
11 Kilo is extremely short, and Cessna was still at the full landing
12 speed on his landing role. And at that time, when I turned around
13 to see the helicopter entering, I saw the Cessna doing the basic
14 maneuver, and it looks like they cranked the wheels all the way to
15 the left to avoid the helicopter. At that time, helicopter landed
16 on runway 1-2 left right in front of the Cessna. Cessna did the
17 basic maneuver to the left, tipped on the wing, and for a minute,
18 it looked like it would go upside-down. And it turned right-way
19 up and just kind of drifted towards; and so, they were just in
20 that position.

21 So, obviously, at that time, my concern was to ask if any
22 aircraft needed assistance and go get a hold/establish
23 communication with both of the aircraft. And I asked Cessna
24 8-8-Echo, the instructor, I assumed to be an instructor. She told
25 me that they're okay. We're okay. And I asked the helicopter,

1 and I didn't get any read back from him at that time. The
2 procedures were executed for, obviously for the crash procedures,
3 were executed. The supervisor saw that happening at the same
4 time. The collision happened at the same time. And she was
5 notifying the personnel, and Local One controller called the crash
6 phone. I still had another aircraft approaching the base that I
7 needed -- I could not let them land, obviously, because the
8 airport becomes closed upon the accident. And I asked Local One
9 controller to pick up the crash phone to make a phone call, and we
10 established communication with the 3 Delta C, or the remaining
11 aircraft in the pattern, and told them to just do the 360s until
12 further advised.

13 And that was that. And the fire department was called, and
14 everybody was notified, and I kept trying to establish
15 communication with the helicopter pilot. And then, finally, he
16 just repeated his call sign, but he didn't say anything else. And
17 I remember asking him if it was -- how many people on board. And
18 he said, it's just me. It's a solo flight. And I asked Cessna
19 8-8-Echo if it's two people on board, and the response was yes,
20 that it's two people on board. So, yes, at that time, we observed
21 that there was -- some kind of a fluid was spilling from the
22 Cessna. Now, we know that it was possibly fuel from the tank.
23 So, yeah, the fire department came in, and they just, you know,
24 sprayed the Cessna down, and just kind of take it from there.
25 Q. Okay. So, what happened after that? Did you -- were you

1 relieved from the --

2 A. No.

3 Q. -- position, or --

4 A. No. We --

5 Q. -- what was going on in that tower?

6 A. We didn't have personal to relieve me off the position. My
7 supervisor was working CIC and ground patrol position combined.
8 And air traffic manager was called from downstairs, and so she
9 immediately came in the tower, and did a great job helping us.
10 But two controllers were on break. One of them was not certified
11 to work local control in there. The controller that I relieved,
12 he was finishing the break, because it was just 15 minutes into
13 the break. So, no, I worked the position for about, I can say,
14 maybe 10 minutes, the Local Two; and then, I was actually asked to
15 relieve the Local One controller, and I was working Local One for
16 some time, like, I don't know, maybe 30 minutes or two, for Local
17 One. So, no, then, after that, I was relieved.

18 Q. So, how come were you asked to relieve the Local One
19 controller --

20 A. I --

21 Q. -- do you know?

22 A. -- don't know. I don't know. It's part of my duties to run
23 the shift at that time.

24 Q. Okay. But you were talking to both of the aircraft that were
25 in the accident?

1 A. Yes.

2 Q. Yes? Okay.

3 A. Yes. I was working on -- I was talking to both of the
4 aircraft while I was on Local Two.

5 Q. Okay.

6 A. Yes.

7 Q. Okay. One of the things you mentioned was, you know, when
8 you were at the Local Control Two position --

9 A. Yes.

10 Q. -- you have to walk across the room. Tell us a little bit
11 more about --

12 A. Yes. The --

13 Q. -- what goes on with that.

14 A. The position, the Local Two position, is open up, be
15 responsible for the pattern operations on runway 3-0 right or
16 runway one runway 1-2 left, whichever flow we're in that day, and
17 obviously, for helicopter traffic, all the traffic would be
18 (indiscernible) field. The position, the location of the position
19 where I'm plugged in and where my, you know, all the equipment is,
20 it's the furthest it could be from the approach end of runway 3-0
21 right that we use. We also have some weather equipment, the
22 monitors, probably three large monitors there. There was a beep
23 tower beam (ph.).

24 So, for me to visually observe the traffic touch down or take
25 off of runway 3-0 right, I have to work to walk past the whole

1 tower and actually kind of move Local One in the way. If they're
2 looking for the traffic, I have to move ground control out of the
3 way to physically observe it. If we're on the south flow and
4 we're landing runway 1-2 left, it's obviously easier to see,
5 because it's more angled towards this way. But yeah, runway 3-0
6 right is the furthest it could be from Local Two position. And
7 usually, if you work on Local Two position, and you're at runway
8 3-0 right, you literally, you're walking. You're walking a lot.
9 And so, if somebody else is walking to answer the phone, the and
10 positions are combined, you kind of have to, you know, step over
11 the cords and do a lot of maneuvers to visually observe the
12 aircraft, yes. And me being of average height of 5'3", yeah, it's
13 quite some steps.

14 Q. Yep. So, is it -- has anybody ever brought up maybe
15 switching positions, flopping --

16 A. The locals --

17 Q. Yeah.

18 A. -- on the ground? So, the way it is, the -- no, the answer
19 to that is no, not that I heard of. Nobody brought it up. But
20 even, in my opinion, even switching it, it wouldn't really help,
21 because you still have the downwind to take care of. So, from
22 where I was, the positions in the air is advantageous. It's the
23 touchdown and the takeoff that's on the other side of the tower.

24 Q. Oh, okay.

25 A. So --

1 Q. All right. So, you would -- it would be some issues if
2 you --

3 A. It would be, yes. Either way, it would be some areas that
4 would be inaccessible to fully have the visual control of, and us
5 being, you know, (indiscernible) tower, we have to see it with our
6 eyes, so --

7 Q. Right.

8 A. Yeah.

9 Q. Exactly. Do you normally run helicopter operations from
10 Taxiway Papa?

11 A. Taxiway Papa. Yes. The Taxiway Papa parallels runways, so
12 it's lined up with the winds and lined up with the operations.
13 Taxiway Papa is extremely popular with the helicopters.
14 Everybody, including metro, including law enforcement, they're
15 doing the maneuvers, in Taxiway Papa, yes.

16 Q. Okay. How come you don't use the runway for those
17 operations?

18 A. The helicopters don't quite fit into the pattern of traffic
19 that we have. They're slower, they hover, they might do some
20 hover maneuvers back and forth. We just don't have the runway to
21 spare for that. We do, if traffic allows, we do allow helicopters
22 to do pattern work or, you know, any kind of hover work on the
23 runway, but it's very rare, very rare.

24 Q. Okay. Yeah.

25 A. Both of the runways are usually occupied by traffic. It's a

1 busy airport. There's a lot of flight schools, so there's always
2 somebody there.

3 MS. KOSCHIG: Okay, great. I've got some more questions, but
4 I'm going to let some of the other guys ask them.

5 MS. RUSH: Okay.

6 MS. KOSCHIG: Thank you.

7 BY MR. BOWMAN:

8 Q. You said something about being small, hard to see. Is there
9 anything standing at Local Two or anywhere where you move that
10 you're not able to see the movement areas?

11 A. If I'm standing on Local Two, I cannot see approach end of
12 3-0 right, and it's not just me, the height. Nobody can see the
13 approach end of 3-0 right. You have to angle around the monitors.
14 And most likely, you will have to walk to at least the middle of
15 the tower to observe 3-0 right approach, yeah. And that's what
16 was being used. And also, including Taxiway Papa approach end
17 when they're in the north flow. You can't see those just standing
18 on Local Two position. So, me having an aircraft entering the
19 downwind from the northeast that I was talking to, and having
20 helicopter operations, so it was walking, and that's normally what
21 happens (indiscernible).

22 Q. Have those monitors always been there?

23 A. Monitors have always --

24 Q. Are they fairly new?

25 A. -- been there. No. They've always been there. It's NIDS

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1 (ph.), it's the weather monitor, and the FDIO. So, they're always
2 there.

3 Q. You stated that the helicopter at this time was closer than
4 normal?

5 A. The patterns were tighter than normal, than what we normally
6 see on it. But actually, all -- even the pattern works with the
7 helicopters that are work prior to that particular one, I noticed
8 that they're running a very tight pattern.

9 Q. Okay. So, all helicopters --

10 A. Very tight pattern.

11 Q. -- just to clarify --

12 A. They go a little further out.

13 Q. -- all, that day, all of them were running the same pattern?

14 A. Yes. Both helicopters from S-U-U were running the same
15 pattern, and it's closer than what we normally see helicopters
16 operate.

17 Q. Okay. So, I kind of read these in the wrong order for
18 myself, here. On your history, you said you were at DFW for three
19 and a half years, Iowa for some years, Texas for some years,
20 Las Vegas.

21 A. Yeah, yeah.

22 Q. Successful at every location. CPC?

23 A. CPC of Addison, CPC at CID, and CPC of VGT.

24 Q. Okay. So, then, CPC IT, D10 --

25 A. D10.

1 Q. -- and LAS?

2 A. And LAS, correct.

3 MR. BOWMAN: Okay. That's all the follow-up questions I had
4 on those.

5 BY MR. JOHNSON:

6 Q. Excuse me, sir. For the helicopter operations on Taxiway
7 Papa, when they go back, do they at least -- how long do they
8 typically stay in the pattern?

9 A. The --

10 Q. Yeah.

11 A. It really depends. Are we talking about S-U-U --

12 Q. Yeah, S-U-U.

13 A. -- (indiscernible)? They stay there for quite some time --

14 Q. Quite some time?

15 A. -- for half a day, yeah.

16 Q. Do they ever have to stop for fuel?

17 A. Occasionally, fuel comes to them.

18 Q. Oh, fuel comes to them?

19 A. Yeah.

20 Q. Okay.

21 A. It comes to them. There's quite a few people travel from the
22 school, so we get them for a few hours.

23 Q. And for helicopter, normal helicopter operations --

24 A. Yeah.

25 Q. -- not S-U-U, when they --

- 1 A. Yeah.
- 2 Q. -- fly their pattern, about how far out do they typically go?
- 3 How wide is their pattern?
- 4 A. They stay inside our 1-2 left pattern. That's why it's vital
- 5 to be very consistent with the traffic calls, to notify the second
- 6 the helicopter entering Papa Pattern, you always notify -- or, in
- 7 my experience, always notify my 1-2 left or 3-0 right traffic
- 8 pattern, advise that the helicopter is operating inside their
- 9 pattern. Because otherwise, if an aircraft decides to do a short
- 10 approach without asking us, and there's a helicopter operating
- 11 inside, there would obviously become a conflict.
- 12 Q. What about the 7-2-5? (Indiscernible)?
- 13 A. 7-2-5? No, no, we hardly use 7-2-5. It's just the winds
- 14 usually favor one or the other, yeah.
- 15 Q. And who controls 7-2-5?
- 16 A. Local One.
- 17 Q. Local One base?
- 18 A. Yes.
- 19 Q. So, helicopters, do they overfly that runway frequently?
- 20 A. 7-2-5?
- 21 Q. Yes.
- 22 A. Yes, unless we specifically notify them to stay south of the
- 23 course of 7-2-5.
- 24 Q. And --
- 25 A. Occasionally, we have a seven departure that's going

1 northeast, and it's advantageous to get them that way.

2 Q. Okay.

3 A. Yes.

4 Q. And then, Taxiway Papa --

5 A. Yes.

6 Q. -- what's the coordination like with you and the ground

7 patrol when you do that?

8 A. Ground control?

9 Q. Yeah.

10 A. Ground never talks to helicopters. They call --

11 Q. Yeah?

12 A. They call Local One. Helicopters call Local One when they go

13 (indiscernible).

14 Q. And they go from -- and then --

15 A. From --

16 Q. -- from Taxiway Papa?

17 A. Yeah.

18 Q. How do you guys coordinate the use of Taxiway Papa?

19 A. So, Taxiway Papa belongs to Local Two control --

20 Q. Okay.

21 A. -- and when a helicopter is ready to do pattern work on Papa,

22 they -- all the parking is on the west side, so they initially

23 call Local One. Local One, based on the traffic that Local One

24 and Two have, cross them to (indiscernible), which is into Local

25 Two. It can either be accomplished midfield if traffic allows, it

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1 can be accomplished south of the field. However we can get them
2 there, we get them there.

3 Q. Okay.

4 A. This obviously wasn't the case for S-U-U, because they were
5 already coming from the northeast, so they never really --

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

7 BY KOSCHIG:

8 Q. This question -- you say, you know, all these helicopters
9 were --

10 A. Yeah.

11 Q. -- coming in. Was there a briefing item that went on that,
12 do you know that, you know, if someone here briefs the pilots?

13 A. So, the Southern Utah State University, we have quite a long
14 history with the establishment, and not all of it is good. Back
15 in, I would say, 2020, they started to fly into Las Vegas, and --
16 for to do the -- complete their VFR requirement for the tower
17 control environment. So, we right away (indiscernible) and the
18 controllers working, we notice that they require way more
19 assistance than your average bear. We had to accommodate pattern
20 work. We had to restrict other traffic. We had to hold other
21 traffic, or move other traffic, or (indiscernible) other traffic
22 sometimes to accommodate for their pattern work. It was rather
23 erratic. It's actually gotten to a point where once, in January
24 2021, it was one time, two helicopters came in. They stayed there
25 for half a day. And there was a violation of them coming in while

1 they're doing pattern work. It was extremely erratic. And
2 leaving, they got another violation for it, because they departed
3 in IFR clearance without any release, any clearance. They just
4 took off.

5 So, all the controllers working S-U-U helicopters -- now, it
6 doesn't happen often, maybe once a month, once every couple of
7 months that they come in, all the controllers were stressed in
8 working S-U-U helicopters, because the complexity and workload was
9 just, you know, increasing drastically with their flights, and
10 it'd gotten to a point that in January 2021, I was controller in
11 charge when they were coming in, they were going, both ways now,
12 and I saw both the violations happening. And I actually went
13 downstairs and talked to the air traffic manager about it, and
14 they said, we can't accommodate that level of -- it doesn't -- it
15 seems like they're struggling, seems like they need a little bit
16 of help. It just puts the other traffic in danger, because our
17 attention is more focused on their pattern work flying, their
18 clearance readback. The readback was nonexistent. The just
19 missed instructions. And I told her that I really feel like they
20 need more of our help. Is there anything I can do? That's the
21 conversation I had with my air traffic manager.

22 Now, we were still in the COVID environment in 2021, and we
23 obviously could not have a face-to-face meeting. One of the
24 options was to have face-to-face meeting at the terminal with the
25 training administrator's office school. But my manager reached

1 out to the Southern Utah University and talked to one of the
2 training administrators, and she advised me that I am to schedule
3 a Zoom phone call with the training administrators, and also with
4 FSDA (ph.), to address the violations, and not so much the
5 violations, but to help them out, to be more -- to be safer in our
6 environment.

7 And shortly after that, probably a few weeks after that, I
8 scheduled a Zoom phone call with the training administrator of
9 S-U-U. There was quite a few people on that phone call. And my
10 manager was there for support on the background just, you know,
11 listening in. Both of the FSDA representatives were on the phone
12 call. And during that conversation, it turned out that whatever
13 the training material was presented to the future pilots, it was
14 very much misaligned with FAA requirements and my requirements to
15 do my job safely and effectively. So, I was very happy that we
16 could address a lot of concerns. A lot of questions were asked
17 during that meeting.

18 And after the Zoom meeting, helicopters were now coming in
19 from S-U-U for a long while. Again, we were in a COVID
20 environment, and it's just recently, in the last six months or so,
21 they started coming in again. And as far as I know, all the other
22 flights were without any incident. So, I was really hoping that
23 the Zoom phone call, my answers, you know, helped them.

24 Q. Did you discuss during that call about the pattern work
25 and --

1 A. Oh, yes.

2 Q. -- you know --

3 A. Yes, absolutely. We talked about the pattern work, we talked
4 about the requirements of hear back/readback. We talked about
5 landing clearances. We talked about IFR/VFR. Class Bravo
6 avoidance, because obviously, Class Bravo is just south of us.
7 Maneuvers on the ramp in reference to other vehicles and
8 pedestrians on the ramp. Yeah, there was quite a few subjects
9 discussed.

10 Q. All right. And you arranged that meeting?

11 A. With the help of my A-T-M --

12 Q. Oh.

13 A. -- air traffic --

14 Q. Great.

15 A. -- management, yeah.

16 MS. KOSCHIG: That's great initiative. Okay. Brandon?

17 MR. BOWMAN: I wrote down a couple of things.

18 BY MR. BOWMAN:

19 Q. You said Papa Pattern. Is that something that's memorialized
20 somewhere?

21 A. The helicopter pattern.

22 Q. Yeah. It makes sense to me what you're saying, but --

23 A. Yes. I see what you're --

24 Q. -- I don't know if it's memorialized or if it's in an SOP.

25 A. Not that I know, no, it's not cemented if you're talking

1 about the distances flown and all. No, it's not cemented
2 anywhere.

3 Q. Is that something that you guys, that all the controllers,
4 would know up there?

5 A. Yes, absolutely, during training. Yes, absolutely. The
6 pattern work that's on Taxiway Papa is, like I said, is usually
7 inside the pattern work that's conducted on 1-2 left and 3-0
8 right. And it's -- you know, everybody knows about everybody.
9 All the traffic laws have to be made. And they're just once, but,
10 you know, on every pattern, all the traffic laws have to be made
11 so that something --

12 Q. You said Taxiway Papa is owned by local control?

13 A. Local Two's one of the landing -- the surface belongs to
14 Local Two. It's their jurisdiction of operation, yes.

15 Q. Even when there's no helicopters, if it's just normal
16 operations --

17 A. Yes.

18 Q. -- Papa's --

19 A. If Local Two's opened up, it's Local Two.

20 Q. Okay.

21 A. Yes. Runway 1-2 left, 3-0 right, and Papa is Local Two.

22 Q. Okay. As you think back about the event, and as you're
23 walking across the cab and all that, can you just walk me through
24 that? You said the aircraft was lined up and landing on Papa.

25 A. Yeah, that helicopter, yes --

1 Q. The helicopter?

2 A. -- he was, yes. I observed him lined up with Papa, and
3 really recent -- we had the recent, you know, incident. We are
4 very diligent about visually observing traffic lined up for the
5 right landing surface. So, I cleared the helicopter on Taxiway
6 Papa, and he was lined up on Taxiway Papa. The Cessna that was
7 operating on 3-0 right was just finishing base to final turn, and
8 it appeared to be lined up for 3-0 right.

9 Q. And there's no way that that could have been mistaken with
10 the monitors and with the low stuff?

11 A. No. No, no, no. Not (indiscernible). I mean, that was --
12 that part, I was physically there for that. I walked to the
13 ground control to see that.

14 Q. Okay.

15 A. Yes. I physically observed that.

16 Q. And as the helicopter came in and was lowering over Papa, you
17 gave him an instruction; and then, I think you said he didn't
18 respond to that instruction?

19 A. He didn't respond, and I watched him slowly just drift -- on
20 Papa, drift towards Taxiway Kilo with the right turn I instructed
21 him to make, but he didn't respond. And then, I made a
22 transmission to another aircraft while keeping my eyes on the
23 helicopter. And then, he came up with a call sign. He gave me
24 the call sign. And just to reiterate the instructions, I repeated
25 the instructions slower. I have to be aware of my accent, and I

1 have to be aware of the rate of speech, and so, sometimes, I slow
2 down the rate that I speak, and just make -- especially for
3 training aircraft. So, I repeated it slower, and he was still
4 drifting. It appeared that he was in that turn. He was still
5 drifting on Papa. He was in that right turn. And so, I looked at
6 him; and then, making sure that my other aircraft is entering the
7 pattern as instructed. So, yes, so I walked back to look at my
8 Diamond Star in the air, in the downwind.

9 Q. And just for my own reference --

10 A. Yeah.

11 Q. -- how high off the ground was he? Was he well off the
12 ground? Was he pretty low to the ground?

13 A. I couldn't tell. I really couldn't tell. I mean, he looked
14 like he -- he wasn't low on the ground, but he wasn't high. He
15 looked like he was at the hovering altitude. But again, I do
16 not -- I never flew helicopters before, so -- I mean, never
17 piloted before, so I don't know what altitude he was at.

18 Q. So, normal, though --

19 A. So, normal.

20 Q. -- comparative-wise?

21 A. Yeah. It appeared normal.

22 Q. Okay. And then, when the aircraft -- can you talk me through
23 the next portion? As the --

24 A. Yeah.

25 Q. -- aircraft was aligned by Papa --

- 1 A. Yeah.
- 2 Q. -- on --
- 3 A. On Papa --
- 4 Q. -- and his nose was facing 3-0, kind of -- his nose is north.
- 5 A. Okay.
- 6 Q. And then, he started to drift.
- 7 A. So, I didn't --
- 8 Q. And then, the aircraft turned back?
- 9 A. I didn't see the drift. The last I saw of the helicopter
- 10 when I repeated my instruction to make a right turn on Taxiway
- 11 Kilo, and I looked at him, and him hovering on Papa. He was
- 12 making -- it appeared he was making the right turn angling slowly
- 13 towards Taxiway Kilo. And that's where I stepped to look at my
- 14 other aircraft, and when I walked back to look at it, I saw him,
- 15 that he's already entering runway 3-0 right with a Cessna touching
- 16 down on the landing bow (ph.).
- 17 Q. And when he was entering 3-0 right, was the aircraft turned
- 18 back that direction, or was the aircraft still facing --
- 19 A. It appeared he was going west, he was going west. And then,
- 20 he just landed. He just kind of plopped on the ground.
- 21 MR. BOWMAN: Okay. Okay.
- 22 BY MS. KOSCHIG:
- 23 Q. Okay. Did you actually see the accident occur?
- 24 A. Yes.
- 25 Q. Okay.

1 A. Yes, and there was no time for me to respond, because I
2 turned around, and I saw helicopter just dropping and the Cessna
3 start doing a basic maneuver --

4 Q. Okay.

5 A. -- because there was no time for Cessna to react other than
6 doing the basic maneuver --

7 Q. Right.

8 A. -- on the ground.

9 Q. Okay, great. Oh, one more question.

10 A. Yeah.

11 Q. For the Papa Pattern --

12 A. Yeah.

13 Q. -- do you guys know what it's all about? Well, what is
14 the -- about what altitude do they fly, and what -- when they're
15 flying, what do you expect, what altitude, the parameters?

16 A. Helicopter altitude's 2,800. And our normal pattern is
17 3,000, so we see our --

18 Q. Okay.

19 A. -- traffic's necessary --

20 Q. Yeah.

21 A. Traffic calls are necessary, yes. And, I mean, we watch the
22 helicopters all the time, because they're obviously, they're
23 training. Everybody's training, and they're doing pattern work.
24 They're training, helicopters training, you know. We might have
25 training, as well. So, yes, we always watch them. It's always

1 physically find them. Where are they at? So, that's why it was
2 important for me to find the other aircraft, where the -- because
3 I knew that the aircraft was approaching, that the Diamond Star
4 was approaching the field downwind. I knew that the second
5 helicopter is going to take off right after the first one exits,
6 because that's what they'd been doing for an hour and a half. So,
7 I was already, you know, preparing for that traffic halt.

8 Q. Okay. And usually, they'll start out at the end of Papa
9 and -- or do they take off like at Kilo, or --

10 A. So, for that particular operation, usually, every helicopter
11 does it a little bit different. Sometimes, they alternate pattern
12 work with hovering and doing hover work on Taxiway Papa back and
13 forth, and then they take from whatever position they're at.

14 Q. Okay.

15 A. For S-U-U, that was my focus on the relief briefing with the
16 controller. He told me that the entrance point for them was from
17 Taxiway Lima (ph.), which is the very southern end of Papa. The
18 end of Taxiway Lima, they take off from there, Papa, make a turn,
19 land, and exit at Taxiway Kilo, which is about midway for Papa.

20 Q. Okay. And part of their plan is to stay within the compounds
21 [sic] of not to cross?

22 A. Not to cross, correct, yes.

23 Q. Not to cross runway (indiscernible)?

24 A. Not to cross, yes, any --

25 Q. Active runway?

1 A. Right, any ones.

2 MS. KOSCHIG: Okay. So, Brandon?

3 BY MR. JOHNSON:

4 Q. Just to clarify. Well, to start off, just to clarify. You
5 said their entry is Taxiway Lima?

6 A. Taxiway Lima from the eastern end, yes.

7 Q. Okay. Now, for your Diamond Star who was coming back, was he
8 already in the pattern, or was he just entering?

9 A. He was entering the pattern for the (indiscernible).

10 Q. He was heading for that one?

11 A. Yeah. He was approaching the field downwind.

12 Q. Okay. And then, so that would have been like basically right
13 behind you as you're --

14 A. Right.

15 Q. -- (indiscernible)? Yeah.

16 A. Yeah.

17 MR. JOHNSON: Okay. That's all I got.

18 MS. KOSCHIG: Brandon, any thoughts?

19 MR. BOWMAN: I think that covers most of the stuff I was
20 thinking about. Well, I guess I do have one.

21 BY MR. BOWMAN:

22 Q. In one of the things that we read, it talked about an
23 agreement between the control facility and S-U-U. Is there and
24 agreement that you're aware of or know about with that, or is it
25 just --

1 A. I don't recall seeing one.

2 Q. No letter of agreement between you guys and S-U-U?

3 A. I don't recall seeing it, no.

4 Q. And just to clarify, you're not saying definitively that one
5 does not exist that you're --

6 A. No, no.

7 Q. -- just not aware of?

8 A. I don't recall seeing it.

9 Q. Yeah, okay.

10 A. Yes.

11 MS. KOSCHIG: Thank you.

12 MR. BOWMAN: That's it, yeah.

13 BY MR. JOHNSON:

14 Q. Do you know if the altitudes for the patterns are published
15 anywhere, if they're written down somewhere for pilots to
16 reference?

17 A. I believe that they are on the chart.

18 MR. JOHNSON: Okay.

19 BY MS. KOSCHIG:

20 Q. So, is there something we didn't ask that you wish we would
21 have asked?

22 A. Well, I think I won't be, you know, the first one to tell you
23 that, but the effects of overtime --

24 Q. Okay.

25 A. -- is killing us. It really is. Yes, the number of people,

1 the requirements between holdovers, working the 10-hour shifts,
2 the six-day standards, the training, the, you know, the training-
3 providing. I mean, it's -- I'd imagine it's in any other facility
4 like that, but who can really -- we're a small facility, so, you
5 know, we're really seeing the effect of that.

6 Q. Yeah. Yes, (indiscernible). Is there anything that you can
7 think of that would help you as a controller besides, you know,
8 getting more people in, to help you better in the tower do your
9 job? Do you -- what do you feel is lacking?

10 A. Right. Well, lacking from perspective as a controller
11 working the airports, runway renumbering. I think that --

12 Q. Okay.

13 A. -- would be a huge thing. Because the number of times we
14 have to reiterate left and right, that's just -- you know, that
15 would be good. We did curb the traffic flow, and, I mean, to you,
16 it might seem like even though it's a 7 VFR tower, that place gets
17 busy, you know. And I worked a level 12 for three and a half
18 years, and I was all but one position certified. The
19 unpredictability of the traffic volume, it just really takes an
20 effect. And most of the traffic is training aircraft, as well, so
21 the more likelihood of them making a mistake.

22 So, we did curb some of the pattern work in the last couple
23 of months as the result of an incident, because before, you were
24 just nonstop. It's just you're singing like a canary the whole
25 two hours, an hour and a half in your position, and it does get

1 kind of hazy after an hour. So, I mean, staffing is probably the
2 main thing, but the positive control over the volume of pattern
3 work is definitely helping. And it's very new to us now, so we're
4 adjusting to that, as well. Yeah, but the runway numbering will
5 be huge. The numbering will be huge --

6 Q. Yeah.

7 A. -- for us to work.

8 MS. KOSCHIG: I'm trying to think of anything else. Seems
9 like there's something else I wanted to ask. I'm going to think
10 for a minute. Excuse me. Guys, got anything?

11 BY MR. JOHNSON:

12 Q. What would you like to see the runways numbered as?

13 A. 3-0, 3-1.

14 Q. 3-0, 3-1?

15 A. Yeah. So, something, you know, something different. Even if
16 it's 3-0, 2-9, but 3-0, 3-1 would be much more -- you know -- yes.
17 The likelihood of getting -- and again, some of the pilots, they
18 have accents as well as me, and I'm the last person to, you know,
19 harp on someone's accent, but it's simply hard to hear left and
20 right sometimes. It's -- yeah. (Indiscernible).

21 BY MR. BOWMAN:

22 Q. You had talked in the beginning -- I just want to make sure I
23 have your wording right here so I can see it. You had talked
24 about, due to some of the corrective natures after the accident
25 that happened in the summertime, that people are more focused,

1 less talking. Can you elaborate on that a little bit, on the
2 training that you guys have gone through, and the effects of that
3 training, and how you feel that that's going for overall safety?

4 A. I feel it is very effective, and by less talking, I mean less
5 of a small talk, you know, unrelated, because everybody, you know,
6 human, discussing the weekend, you know, but we live in Vegas, so
7 there's --

8 MS. KOSCHIG: Right.

9 MS. RUSH: -- you know, several places to go, things to do.
10 But it's definitely like nonexistent, small talk unrelated to
11 work. We get multiple briefings, number of briefings, you know,
12 awareness. Definitely raises awareness of traffic patterns and,
13 you know, traffic, just more effective ways to handle traffic.
14 You -- I mean, the changes are really profound in a way. The
15 attitude in the facility's definitely, you know, sombering,
16 versus -- I mean, we were never very jolly, but in terms of, you
17 know, we are more tightened up, paying better attention to traffic
18 now. (Indiscernible).

19 MS. KOSCHIG: Yeah.

20 MS. RUSH: I sound really all over the place. But yeah, it's
21 just, the awareness is there, you know. It's heightened.

22 MS. KOSCHIG: Yeah.

23 MS. RUSH: It's --

24 MS. KOSCHIG: Yeah.

25 MS. RUSH: Yeah, about the readback, about the hear back,

1 about the following the procedures.

2 BY MS. KOSCHIG:

3 Q. When you're working the pattern, if you have -- have you ever
4 had to turn pilots away?

5 A. Oh, every day.

6 Q. Okay, good.

7 A. Every day. There's not -- not an hour even goes by. Local
8 Two only opens up if the volume requires it. We don't have
9 staffing to open Local Two. Opening Local Two normally means that
10 the CIC person, the standalone CIC that's monitoring operations,
11 will be combined with the ground patrol. That was the case, in
12 fact. So, we don't have the staffing to open Local Two, and, you
13 know, so that's only if the -- and, I mean, it's been open more
14 times than not lately. Yes, absolutely, we say no all the time.
15 All the time. In the past, I used to work, you know, six aircraft
16 in a pattern, which is a lot. Six aircraft with -- if you add
17 two helicopters, and it's --

18 Q. Yeah.

19 A. -- nonstop. We -- you know, nonstop talking. And now, for
20 Local Two, it's curbed down to four aircraft, including the
21 helicopters, in the pattern. So, yeah, we still have to turn them
22 down. Sometimes, we open the facility, and they'd be already
23 doing pattern work, and we'd be open. We have to, you know,
24 ground some of them to meet the requirement.

25 Q. Wow.

1 A. So --

2 Q. But is there -- is it individually set on how many airplanes
3 that you can handle, or is it kind of a known thing?

4 A. So, before, it was. Before the accident, it was individually
5 set where, you know, you know the proficiency level, you know the
6 compass level of the controls. You know, some controllers are
7 comfortable with five, you know, six in a pattern; and some
8 controllers, three. And they say, hey, you know, they don't play
9 well together. They don't listen. I cannot take anymore. So, it
10 was individually set. Now, in the last month, I believe, it was
11 two if Local One is open, so it's only two aircraft in the pattern
12 for the time. If there is more demand for the pattern work, then
13 Local Two gets open, and it's two for Local One and four for Local
14 Two, and it's set for every one across.

15 Q. Okay. Is that part of the SOP, or is it --

16 A. It was part of the briefing given by the A-T-M.

17 Q. Oh, okay.

18 A. Yeah, just in the last month or so.

19 Q. Oh, great.

20 A. Yeah.

21 Q. And you think that was a good idea?

22 A. Yes. It was a great idea. The flip side of the coin is, if
23 it changes in the future, and the people who get trained without
24 holding off traffic, and if something changes in the future, it
25 will be quite an adjustment for that. But for right now, it makes

1 it very manageable. Makes it easier.

2 Q. Is there anything you guys put on the ATIS about pattern work
3 and --

4 A. Limited pattern operations, normally, if we don't have the
5 staffing to open Local Two.

6 Q. Okay. Well --

7 A. We do put that.

8 MS. KOSCHIG: Great.

9 MR. BOWMAN: Betty, I just want to say we've been going for
10 about an hour. I want to make sure you're --

11 MS. KOSCHIG: Yeah.

12 MR. BOWMAN: -- okay. Do you need --

13 MS. RUSH: Oh, no, you can --

14 MR. BOWMAN: -- to take a break?

15 MS. KOSCHIG: Oh, thank you so much.

16 MS. RUSH: Yeah, I'm good.

17 MR. BOWMAN: Okay.

18 MS. RUSH: I'm good. Thank you --

19 MS. KOSCHIG: Thank you.

20 MS. RUSH: -- for asking, yeah.

21 MS. KOSCHIG: Actually, I think we're about all --

22 MR. JOHNSON: So --

23 MS. KOSCHIG: -- (indiscernible), almost, then.

24 MR. JOHNSON: Yeah.

25 BY MR. JOHNSON:

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1 Q. Earlier, you mentioned that if you have like four in a
2 pattern and two helicopters, you guys are pretty busy.

3 A. It's pretty busy.

4 Q. So, the helicopters, do they count or not count in this four?

5 A. Right now, they do.

6 Q. They do?

7 A. Right now, yes. Right now, they're part of that, too. And
8 that's the reason why Local Two is open, because, like I said,
9 there was two aircraft when I took the position, two aircraft on
10 the runway, and two helicopters. Even though they were flying one
11 at a time, you couldn't say that it would be the case for the
12 whole time they --

13 Q. Yeah.

14 A. -- were there, so --

15 MS. KOSCHIG: Anymore?

16 MR. JOHNSON: I got nothing.

17 MS. KOSCHIG: Any questions for us?

18 MS. RUSH: No, not at this time.

19 MS. KOSCHIG: All right. Well, we sure do appreciate you --

20 MS. RUSH: Oh, you, too.

21 MS. KOSCHIG: -- coming in here, and you've given a lot of
22 good information so we can understand what happened better, so --

23 MS. RUSH: Okay.

24 MS. KOSCHIG: -- thank you --

25 MS. RUSH: Good.

1 MS. KOSCHIG: -- very much.

2 MS. RUSH: Yeah, of course. I'm glad to help.

3 MS. KOSCHIG: All right.

4 MS. RUSH: So --

5 MS. KOSCHIG: Thank you. Time, 12:30.

6 (Whereupon, at 12:30 p.m., the interview was concluded.)

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CERTIFICATE

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

IN THE MATTER OF: CESSNA 172M AND ROBINSON R44 COLLISION
 AT NORTH LAS VEGAS AIRPORT IN
 LAS VEGAS, NEVADA ON NOVEMBER 18, 2022
 Interview of Olga Rush

ACCIDENT NO.: WPR23LA041

PLACE: Las Vegas, Nevada

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.



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Transcriber