

Delta Air Lines, Inc.
New York, NY
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**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.**

ATTACHMENT 3

NTSB Interview Transcripts

243 Pages

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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DELTA AIRLINES FLIGHT 1086

RUNWAY EXCURSION

LAGUARDIA AIRPORT, NEW YORK

MARCH 5, 2015

Docket No.: DCA-15-FA-085

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Interview of: KEVIN DAUWALTER

Airport Operations Conference Room
LaGuardia Airport
New York, New York

Wednesday,
March 11, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: JASON FEDOK
Survival Factors Investigator

APPEARANCES:

JASON FEDOK, Survival Factors Investigator
National Transportation Safety Board

DAVE KEENAN, Air Safety Investigator
Federal Aviation Administration

ERIC PRICCO
Delta Air Lines

STEVE JANGELIS
Air Line Pilots Association

CHRIS RHOADS
The Port Authority of NY & NJ

CHRIS PLUNKETT
The Port Authority of NY & NJ

JAMES MUNDAY, Operations Manager
LaGuardia Airport
(Representative on behalf of Mr. Dauwalter)

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Kevin Dauwalter:		
By Mr. Fedok		4
By Mr. Pricco		63
By Mr. Fedok		67
By Unidentified Speaker		68
By Mr. Keenan		76
By Mr. Fedok		79

I N T E R V I E W

(10:33 a.m.)

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2
3 MR. FEDOK: This is an interview with Kevin Dauwalter.
4 The time is 10:33 a.m. on March 11, 2015.

5 All right. First, can you just spell your name for us?

6 MR. DAUWALTER: Last name is spelled D-a-u-w-a-l-t-e-r.
7 First name is Kevin.

8 MR. FEDOK: And, Kevin, you're okay if we record the
9 interview?

10 MR. DAUWALTER: Yes.

11 MR. FEDOK: Okay. And I'd like to just go around the
12 room and identify who's present. So, Jason Fedok with the NTSB.

13 MR. PRICCO: Eric Pricco, Delta Operations.

14 MR. JANGELIS: Steve Jangelis, ALPA.

15 MR. RHOADS: Chris Rhoads, Port Authority Operations.

16 MR. PLUNKETT: Chris Plunkett, Port Authority
17 Operations.

18 MR. KEENAN: Dave Keenan, FAA Air Safety Investigator.

19 MR. MUNDAY: Jim Munday, LaGuardia Operations Manager.

20 MR. FEDOK: And, Kevin, you selected Mr. Munday to be
21 your representative for this interview. Is that correct?

22 MR. DAUWALTER: Sure, yes.

23 MR. FEDOK: Thank you very much.

24 INTERVIEW OF KEVIN DAUWALTER

25 BY MR. FEDOK:

1 Q. So I think you've already written a statement, talked to
2 one of our investigators. So I know you've made some corrections
3 and changes to that statement, so --

4 A. Yes.

5 Q. -- do you want to just go ahead and walk through it?
6 For some of us it will be the first time we've gotten to hear it,
7 so just go through it in as much detail as you can and your
8 experience that day.

9 A. Do you want me to read this?

10 Q. No, you don't have to, but you can use it as a template
11 if you'd like to --

12 A. Oh, okay. I mean, I haven't look at it again. Jim took
13 some of the comments I had in the margin and put them into the
14 body of the email, so I haven't had a chance to look at it again.
15 So this isn't officially my statement yet until I --

16 Q. That's fine. So let's just consider this, for the sake
17 of this -- you know, this interview will be a separate, second
18 interview.

19 A. Uh-huh.

20 Q. So you may refer to your first, you know, statement
21 there and, you know, make any clarifications, corrections in there
22 on this record, and then we'll use this for sort of the official
23 record. Is that okay?

24 A. Uh-huh.

25 Q. Okay. So please begin.

1 A. All right. So on the day of the incident, March 5,
2 2015, I was the snow coordinator on the day shift. Chris Plunkett
3 was the assigned airport duty manager. His call sign is 90. And
4 our shift started at 0630. We had a condition 5, which is 33
5 operators from maintenance. They operate the equipment, which
6 gives us the ability to put 15 pieces of snow equipment on the
7 aeronautical.

8 At the time of the incident, it was moderate -- light to
9 moderate snow. At 10:00 -- and this is a -- this is not an
10 observation; this is a measured amount of snowfall for the event
11 -- was 2.3 inches of snow, and at 11:00 was 2.7 inches, just
12 before the aircraft had touched down and, you know, was involved
13 in the excursion. So that was a total of four-tenths of an inch.

14 And we had Team Green -- we had five teams out working
15 that day, and in the morning the teams were set up -- actually,
16 Lizzette Robles, my deputy chief, had set up the teams and I
17 concurred with them. Team Green was assigned to Runway 422, and
18 that's their typical assignment. So we try to remain consistency
19 with assigning teams to the different parts of the field so --
20 it's better for the tower; they get used to it.

21 So Team Green is the -- was assigned to Runway 422.
22 They had five multipurpose or multifunctional pieces of equipment
23 working with one plow on Team Green. Team Blue had four
24 multipurpose pieces of equipment -- I'll say multifunctional
25 pieces of equipment, and one plow working on 1331. Team White was

1 assigned to the west side taxiway system and they had one
2 multifunctional piece of equipment, brooming, plowing and blowing
3 the west side taxiways. Team Red was assigned to the east side
4 taxiway system, brooming, cleaning -- brooming, plowing and
5 blowing the east side taxiways. And we had a -- our fifth team
6 was Team Amber, and I believe they had two pieces, right?

7 MR. PLUNKETT: Yeah, they had two high-speeds.

8 MR. DAUWALTER: They were working with two, I believe,
9 high-speed and connectors off of both runways.

10 Now, when Team Green is occupying Runway 422 it's
11 typical that I'll give them direction, to Team Amber, to work on
12 the high-speeds so we limit the coordination with them in the
13 tower. When he knows he has two teams on, it's easier for them to
14 work with the snow, the snow teams on the runway. And when Team
15 Blue is occupying 13, I'll have Team Amber -- will clean the high-
16 speeds and connectors off of 13.

17 So from what I -- from the logs that we were looking at
18 and from the recordings up in the tower, I believe Team Blue was
19 given access to Runway 13 somewhere around 1500 Zulu and was
20 working continuously making several passes. He had to have made
21 probably three to four passes on that runway before it was decided
22 that we would allow the aircraft that were being held by TRACON to
23 start coming in.

24 So Team Blue exited the runway at 1535 Zulu, which is
25 10:35 local time, and shortly thereafter I made a radio

1 transmission to the FAA that I was -- I would -- Team Blue would
2 remain clear so that they can get their arrivals in. And sometime
3 shortly thereafter the Team Blue lead had advised me that he was
4 having problems with his windshield wipers. So he returned -- he
5 had to go down to automotive. We have our own automotive division
6 who maintains the equipment.

7 So the staging area for our equipment is the Marine Air
8 Terminal, because we can get all of the pieces of equipment on
9 there and we can deploy them from that area, which is the way he
10 brought his equipment down. I said to Chris, I said let's take
11 his equipment so we can, you know, maintain -- keep working on the
12 runway. So we took over as Team Blue lead at that time also
13 coordinating.

14 So we took the equipment up to the approach of 1-3 and
15 we staged on Double Delta, which is at the approach of 1-3 but
16 it's also off to the side, so if the tower wanted to get a
17 departure off of 1-3 -- you never know what they're going to do,
18 if they're going to change configuration -- we wouldn't be
19 blocking access for the aircraft on Papa and Golf.

20 So I called the tower and I told them that Team Blue was
21 holding short on Double Delta. We let them get the arrivals in
22 and we would continue to monitor breaking action. About 2 minutes
23 after that I called my office and I had them call them on the
24 direct line -- we have a direct ring-down line that goes direct --
25 it's a direct ring to the air traffic control tower -- advising

1 them that I wanted a gap for Runway 13 so we can clean the runway.

2 Now, her conversation to the tower was that the 100
3 wants Team Blue -- wants a gap for Team Blue so they can treat the
4 runway. And then there's another conversation on -- from the
5 young lady who took the phone call to TRACON requesting the gap.
6 And I know the exact time that that happened, if I can just -- so
7 1551 was when, I think, the phone call was made. I have to look
8 at this -- yeah, 1551 we were holding at Double Delta. I don't
9 see my comment here about the office, though. But, you know, a
10 couple minutes after that then our office called the tower to ask
11 for the gap.

12 And we're monitoring braking action. There was a United
13 that came in 462, reported fair conditions, you know, braking
14 action fair, and poor on Mike. Two minutes later, 1546, United 3-
15 -- United 694, Airbus 319, landed and reported good braking on the
16 runway and good braking conditions at taxiway Mike. He
17 specifically stated, "and good down here," so he was contradicting
18 what his own company had reported.

19 And then shortly thereafter, at 1554, the CRJ Envoy
20 landed and reported that runway braking action was good and exited
21 at taxiway Victor, which is a couple hundred feet -- a few hundred
22 feet past Mike. And then there was another Delta that landed
23 after him, but we don't have the braking action on him. And
24 that's when -- at 1602, I believe it was the official arrival time
25 of the 1086.

1 And I had heard from Team Red lead, who was down at that
2 end, that there was a Delta aircraft that hit a fence. That's
3 what I heard at the moment. And, you know, I started thinking
4 maybe it was -- it could have been a Delta that maybe hit the
5 blast fence down at the east end, so I wanted to get the condition
6 that he was reporting again, so I asked on our frequency to repeat
7 what he had said.

8 And at that time we're also monitoring the tower and I
9 had noticed that Delta 1086, where the tower had lost radio comms
10 with the 1086 and he was calling him repeatedly. So that's when I
11 realized that something was wrong with 1086. And we immediately
12 called -- crossed the Runway 422 at Papa, and we got on the runway
13 and I closed 13 because then, you know, by that time I had
14 realized that there was an excursion involved.

15 Got on the runway and they had the -- I think it was
16 Delta 1999 go around because I had closed the runway. And when we
17 -- we could see from down field the tail of the aircraft was not
18 on the runway, so then that's when we realized there was an
19 excursion and I closed the airport so that we can get the, you
20 know, emergency equipment out there.

21 MR. PLUNKETT: You should also interject that where we
22 were sitting at Double Delta, we couldn't see anything at that
23 time.

24 MR. DAUWALTER: No, we couldn't see anything. From --

25 MR. PLUNKETT: The visibility was --

1 MR. DAUWALTER: -- from that vantage point we couldn't.

2 MR. PLUNKETT: Nobody saw anything, the tower. Nobody
3 saw anything, except for Johnny that was down there. So that's
4 why we was trying to figure what was -- you know, what it was,
5 because we couldn't see anything.

6 MR. DAUWALTER: But we were reporting the runway
7 conditions as a quarter of an inch up to 1-foot snow banks along
8 runway edges. And, just so you know, our edge lights here are on
9 the edge of the runway, at 12 inches you still have most of the
10 edge light visible because they're 14 inches high. And that's
11 basically it. We --

12 BY MR. FEDOK:

13 Q. Yeah, since you went through the whole thing, just keep
14 going with your --

15 A. Then we drove down the runway. We got there as quickly
16 as we could. We were the first ones on the scene. Chris and I
17 jumped out of, out of the vehicle. I called for as many
18 operations people that I could get to the field -- on the field to
19 the site of the aircraft, because I knew we were going to
20 evacuate.

21 What I observed was the aircraft intact, which was nice
22 to see, and resting on the top of the berm at approximately 5,000
23 feet on Runway 13. And he was -- his left wing had been ruptured
24 and he was -- fuel was pouring out at a very high rate, in my
25 estimation. And we were signaling -- I was up on the dike right

1 next to the captain -- or the co-pilot, trying to get his
2 attention to open the overwing exits, emergency exits.

3 MR. PLUNKETT: I just want to say one thing. I didn't
4 jump out of the vehicle with Kevin.

5 MR. FEDOK: Okay.

6 MR. PLUNKETT: Because I -- I saw a bunch of our guys
7 approaching the vehicle and I -- we needed somebody on the outside
8 of the event so that there could be communication, you know, and I
9 could manage it from the outside, because once you get into the
10 fray in there, you're in it, you know, and there's no one out on
11 the perimeter to try to control it. So when I saw Kevin go, I
12 stayed in the vehicle so I could communicate with tower and
13 whoever I had to communicate with to sort of coordinate it.

14 MR. DAUWALTER: That's right, because you told me I'm
15 going back to the vehicle and I'll manage it from here.

16 MR. PLUNKETT: Yeah.

17 MR. DAUWALTER: So -- and we were desperately trying to
18 get the attention of the -- anybody on the aircraft to pull the
19 doors open, you know, basically motioning to open the doors. They
20 didn't realize at the time that -- what we were saying, but there
21 was a transmission over the tower frequency that you probably
22 heard of one of my -- somebody from my staff contacting the tower
23 to advise the captain that there was a -- to notify Crash, Fire,
24 Rescue and that there was a fuel leak from the left wing.

25 And at some point thereafter, it seemed like it was

1 maybe about 10 minutes later, you know -- I mean, I know, you
2 know, when you're under those conditions it could have been, you
3 know, a lot sooner, but it seemed like it took a little while for
4 them to open the doors, and then we started just bringing people
5 off. We -- my next -- my first step was to -- I grabbed
6 somebody's portable radio and I started calling my office to make
7 sure we had the buses out there and, you know, getting everybody
8 to move their vehicles out because Crash, Fire, Rescue needed to
9 get to the site unimpeded.

10 MR. PLUNKETT: Did you mention that after you closed
11 1331, a few seconds later you closed the entire airport?

12 MR. DAUWALTER: We closed 422 -- the airport, yep.

13 MR. PLUNKETT: Okay.

14 MR. DAUWALTER: I think I said that.

15 MR. PLUNKETT: I didn't hear it.

16 UNIDENTIFIED SPEAKER: He did.

17 MR. PLUNKETT: Okay.

18 MR. DAUWALTER: Yeah, at 1604, closed Runway 13, and
19 then when I could see the aircraft was involved in the excursion,
20 we closed the airport. So it was the same time; it was just
21 seconds later, 1604.

22 That's it. And then the rest was the recovery.

23 BY MR. FEDOK:

24 Q. Okay. I'd like to walk back through this with you and
25 ask some follow-up and specific questions, if that's okay?

1 A. Uh-huh.

2 Q. All right. So talking a little bit about the planning
3 for this event and your participation in that, when did that start
4 and how did it progress until the time of the actual snowfall?

5 A. It was the day prior, we had a -- I remember we had a
6 conversation, I think -- we didn't have -- we had a phone
7 conversation about the level of the alert and the time it was
8 going to start. Initially somebody had recommended maybe starting
9 at 10:30, and I said, no, start it at 1830, this way we have
10 everybody here. I don't want -- if the snow does start early, I
11 don't want, you know, operators driving in, in heavy snow.

12 So it was the day prior we established that we would
13 start the alert at 1830 on the 4th, so the overnight crew had
14 their full contingency of operation staff and maintenance had
15 their 33 operators and all their maintenance foreman. And when we
16 got in in the morning at 6:30, we started our day with setting up
17 -- you know, going out into the field doing a field inspection and
18 calling, you know, our ops teams, coordinating that and setting up
19 the teams and just calling everybody over to the staging area to
20 get ready to go out and start doing what they had to do, treating
21 the runway, brooming, plowing. And once that started, it was a
22 continuous operation, continuous monitoring, continuous
23 inspection.

24 What we do is -- as the coordinators, we get on with the
25 team to see how, you know, how effective they're doing, if, you

1 know, we need to bring other pieces of equipment out. Also, if
2 something breaks down, you know, we want to get it off the runway,
3 because both runways were open. I know checking in with the
4 tower, at some point we went to formal deicing. And like the
5 flow, I don't know what the flow rate was. We can check that,
6 but, you know, I checked with the tower to see what the flow rate
7 was, and we try to give them advance notice in the tower so they
8 can coordinate with TRACON.

9 It's more an issue for the arrivals, but the departures
10 were also cognizant of their holdover time on their deicing so
11 they don't have to go back to the gate. But once formal deicing
12 is implemented, it makes it a little bit easier here at LaGuardia
13 Airport because then they get a slot, they get a departure time
14 and a slot for them to actually go out and, you know, call the
15 tower for their taxi clearance.

16 So we're monitoring all that and we're in constant
17 communication with the tower. We're on and off the -- both
18 runways with each team, and we'll also get off the runways and
19 we'll inspect the taxiways to see if there's anything that needs
20 to get addressed. And then we'll basically -- you know, if we
21 have to, we'll redirect our teams.

22 Q. And I should have asked this earlier, what is your
23 official position at LaGuardia?

24 A. I'm the chief operation supervisor.

25 Q. Okay. And on that day you were serving as snow

1 coordinator?

2 A. Yep.

3 Q. Is that the term?

4 A. Yeah. Yeah, if I'm on during the daytime, most storms
5 I'll coordinate and -- but if it's -- you know, on that particular
6 event I was the coordinator and Chris was my right-hand man at the
7 time. For an added element of safety, we always try to have two
8 ops people in the vehicle, one driving and one in the passenger
9 seat.

10 Q. Okay. And your call sign is 100?

11 A. 100.

12 Q. Okay. And what is the primary purpose of the snow
13 coordinator at LaGuardia? What is your primary job out there?

14 A. Well, the coordinator -- because I'm not only -- I'm not
15 the only coordinator. On the night shift there'll be an assistant
16 chief operation supervisor coordinating. But it's just basically
17 to make observations, to get information from the office as far as
18 measured snowfall, to check with the weather forecaster to find
19 out if -- like, if we have a heavy band coming through that went
20 -- you know, we want to see how long it's going to last. And it's
21 just basically, it's --

22 MR. PLUNKETT: Coordinating with the tower.

23 MR. DAUWALTER: It's coordinating with the tower access
24 onto the movement area, mostly the runways, because the taxiways
25 we have a letter of agreement that allows us to operate. But as a

1 courtesy, we always let the tower know who's working where so they
2 can anticipate what they're going to be asked, because it's the --
3 the team lead is actually doing the radio communication with the
4 tower to gain access onto the runways. We're just telling the
5 teams, whether it's Blue Team, Green Team, Red Team, what we want
6 them to do.

7 Based on wind direction and runway configuration, we
8 will concentrate mostly on the high-speeds and turnoffs for that
9 specific runway operation. That day it would have been 13 high-
10 speeds or possibly the 4 high-speeds if, you know, if somebody was
11 an arrival on 4, if they started arriving 4. And that's what we
12 were doing, we're just coordinating with our operations staff,
13 we're coordinating with the snow desk to give me the pieces of
14 equipment that I need for that particular moment in time, we're
15 calling the office and coordinating, you know, what we need out
16 there in the field or --

17 MR. PLUNKETT: Calling NOTAMs in.

18 MR. DAUWALTER: -- calling in the field conditions so
19 that the office can issue the NOTAMs.

20 BY MR. FEDOK:

21 Q. Okay. That was my next question. So you are solely
22 responsible for the field condition reports that come in?

23 A. Making the observations and calling them in to the
24 office.

25 Q. Okay.

1 A. And so they can put the broadcast via the NOTAM.

2 Q. So you are in direct communication with the tower for
3 operational issues --

4 A. Uh-huh. And --

5 Q. -- which is getting which runway when, getting access to
6 those types of things?

7 A. Yes, yes.

8 Q. Do you make direct field condition reports to the tower
9 as well?

10 A. Yeah, we can, and if they ask for it, we'll give it to
11 them.

12 Q. Okay.

13 A. And on that particular day they did ask for a field
14 condition report and we reported that we had the quarter inch of
15 snow, 12-inch snow banks, and it was broomed and plowed and we
16 advised them that it had not been treated.

17 Q. Okay. And you said that's on request by the tower
18 you'll provide that to them?

19 A. Yes.

20 Q. Do you routinely provide them field condition reports or
21 does that all go through NOTAM?

22 A. It's usually preferable to go through NOTAMs, but when
23 the tower makes the request, we'll give it to them.

24 Q. And how often -- you said you were continuously making
25 observations of the conditions. How often do you make a field

1 condition report?

2 A. When the condition changes. You know, it depends on the
3 intensity. And this particular event was light to moderate. It
4 was a very fine snow. In my estimation, it was a dry snow. And I
5 knew from -- every hour on the hour my office calls the Marine Air
6 Terminal weather service and gets an inch count. So, at that time
7 I had known that it was, at 10:00, was 2.3 and at 11:00 was 2.7,
8 because they're relaying that information to me out in the field.

9 So, aside from my observation, I'm getting that
10 information. It's an official measurement, it's not just an
11 observation. But I'm also listening to braking action reports,
12 and at that, at that time all the braking action reports were
13 good, except for that one that was fair and poor, but it was
14 immediately contradicted by his company, the same aircraft -- type
15 aircraft.

16 Q. So when you're doing active operations on a runway, are
17 you issuing a field condition report after each clearing event?

18 A. No, only if it's -- only if the conditions have changed.
19 Because when we pass -- make a pass with the equipment, we're
20 actually less than what was reported; it's a thin covering. But
21 it -- when -- you know, if we have to get off the runway for a
22 departure or an arrival, and because we work on the open runways
23 here, then you can get a covering of snow. But at no point did it
24 go above a quarter of an inch at the -- as of, you know, the
25 incident.

1 Q. All right.

2 A. So that's why we continuously reported it as a quarter
3 of an inch.

4 Q. Okay. So even after you had cleared it, you continued
5 to report a quarter of an inch --

6 A. Yeah, for the --

7 Q. -- even though you just cleared the runway?

8 A. Yeah, for the safety of the, you know, the aircraft, so
9 that the pilot knows.

10 Q. Okay. I just want to get -- go back through again some
11 of these things. So you have five teams set up and you have a
12 duty manager assigned to each of those five teams.

13 A. At that particular day there was a duty manager leading
14 Team Green and there was a duty manager leading Team Blue.

15 Q. And there's also someone trailing?

16 A. Trailing them was a -- the next level down.

17 Q. Okay.

18 A. It was a senior supervisor.

19 Q. And the purpose of those two individuals is what?

20 A. The lead will call the tower to make sure that they have
21 the access onto the runway. The tail is there to monitor the
22 effectiveness of the equipment, if they have to move a piece of
23 equipment over so they don't, you know, leave snow in trail or, if
24 something breaks down, he can immediately notify the lead and
25 address it with the tower.

1 He's also there because we have intersecting runways.
2 So if they're on Runway 4 and they're crossing the runway
3 intersection, if the tower has somebody lined up to depart, the
4 tail will call for the lead and say -- and call the tower and say
5 that we're clear of the intersection so he can let that aircraft
6 depart. And he's also -- when they get off the runway, once they
7 pass the hold bar, he's the last vehicle off the runway and he'll
8 call the tower and tell them that they're clear.

9 Q. And on this day you had the Blue Team with four
10 multifunction vehicles and one plow working on 1331, and that was
11 their -- their only tasking was the runway?

12 A. Yeah, plowing, brooming and the multifunction equipment
13 also has a blower in the back to blow the snow to the side. The
14 plow is there if we -- because the rate of speed was probably
15 about 20 miles an hour for the equipment, and if they build a snow
16 berm on the edge of the runway, the plow will be able to, at a
17 higher rate of speed, cast the snow over the lights so we don't
18 bury the lights. Also, the plow is filled with sand, so if we
19 needed to also put sand down, we would put sand down.

20 Q. Okay. And can you just walk me through that process of
21 brooms, plows, and how that -- how it all works together to get
22 the snow off the runway?

23 A. Uh-huh. Team Blue was operating with the four pieces
24 going up one side of the centerline and then back down the other
25 side of the centerline. Team Green has --

1 Q. Let's stick with blue. So they had --

2 A. Okay.

3 Q. -- four brooms that are going up and down the
4 centerline; is that right?

5 A. Yeah. They're going -- they're staggered. This team at
6 this stage was staggered to the right of the centerline. So
7 they're going up and they're coming back. They're do an eastbound
8 pass and a westbound pass. And, but like I said, the plow and the
9 broom is approximately 26 feet in width, so four plows can do a
10 good job at getting full width.

11 Q. And then the plow, is it throwing the snow or does it
12 just have a big blade which --

13 A. It's pushing the snow to the right.

14 Q. Okay.

15 A. And then whatever that -- the plow doesn't pick up, the
16 brooms pick up and also push to the right. And then whatever is
17 left behind, the blower blows it.

18 Q. Okay. So it's plows followed by broom followed by
19 blower?

20 A. Yeah.

21 MR. PLUNKETT: On the same piece of equipment.

22 MR. DAUWALTER: On the same piece of equipment.

23 BY MR. FEDOK:

24 Q. Got it. All right. And then you had the Amber Teams
25 working -- alternating with whichever runway was closed,

1 alternating with Blue or Green or Red Teams.

2 A. Whichever runway was occupied.

3 Q. Right.

4 A. So, they were on -- doing the 13 turnoffs and connectors
5 and they were also doing the Runway 4 turnoffs and connectors.

6 Q. Okay.

7 A. And if we get a report from the tower that they're going
8 to switch configuration, then we'll concentrate on the affected
9 turnoffs and high-speeds. Typically our wind pattern here is --
10 you know, in an event, is northeast and then the winds swing
11 around to the northwest. So eventually, you know, we'll get the
12 31 high-speeds and turnoffs, because then they'll be on a 31
13 operation.

14 Q. So the Blue is continuously working Runway 1331, and you
15 said at 1500 Zulu they had done three to four passes?

16 A. I was advised that -- I think it was 15 to 1505 is when
17 they first -- on that particular time, they had gotten another gap
18 for us -- for them to clean the runway. They were operating all
19 day long on 13, but they at some point -- and I didn't go as far
20 back -- they did allow some arrivals to come in. They had gotten
21 off and let the arrivals in, and then about 1505 I was told that
22 they had -- the tower had given them access again onto 13.

23 Q. Okay. So that's when they got on.

24 A. Yeah. And so, if they're doing -- they were doing
25 multiple passes, multiple passes, and at 1535 Zulu is when they

1 got off again. And then --

2 Q. Okay. So they had the runway for about a half an hour
3 between 1505 --

4 A. Yeah.

5 Q. -- and 1535. And when you say a pass, that's once down
6 the runway, turnaround, a second time back?

7 A. Yep.

8 Q. Three would be a --

9 A. Going back and forth, and it takes roughly -- what is it
10 -- 12 minutes?

11 MR. PLUNKETT: Twelve minutes to do a run, yeah.

12 MR. DAUWALTER: Twelve minutes.

13 BY MR. FEDOK:

14 Q. Up And back?

15 A. Yeah, and we call that a full pass.

16 Q. So up and back?

17 A. Yeah.

18 UNIDENTIFIED SPEAKER: Clarify (indiscernible).

19 MR. DAUWALTER: Yeah, I'll show you on the, on the map.

20 UNIDENTIFIED SPEAKER: I'm just wondering, when they,
21 when they said that it was cleared from 10:05 to 10:35 --

22 MR. DAUWALTER: He's coming on, coming on -- they may
23 have to have to hold him at the intersection if they have a
24 departure, or they'll clear him full length. They get on, then
25 they get off because this is, you know, a large piece of

1 equipment. To make it safe for the operators, they'll get off and
2 they'll get back on, and then they'll go back down.

3 This particular day, Team Blue is going, because they
4 had the four pieces, up and then down -- this is the north side of
5 the centerline and the south. They were doing the south side and
6 then the north side. Team Green -- I know you wanted to stick on
7 Blue --

8 BY MR. FEDOK:

9 Q. It's okay.

10 A. -- had the five multifunctional piece of equipment, so
11 they were doing what we call the spearhead formation. So they
12 would go up, get off, and then turn around here on Romeo, and then
13 get back on and go down. And they were also followed by a plow to
14 cast the snow over the edge lights.

15 Q. Okay. So they basically would clear the south side with
16 the four plows going up, and then when they turned around, they
17 would clear the north side of the centerline, and one full pass
18 then would clear the runway within 24 minutes or --

19 A. No, one full pass is about 12 minutes.

20 Q. Okay, 12 minutes for a whole cycle.

21 A. Yeah.

22 Q. Okay, got it. Six minutes down, 6 minutes back?

23 A. Right.

24 MR. PLUNKETT: Right.

25 MR. FEDOK: Got it. Okay.

1 BY MR. FEDOK:

2 Q. And so, that would take us to 10:35 local --

3 A. Yep.

4 Q -- thereabouts.

5 A. And that's when they call clear, because they were
6 holding departures so that they -- the tower wanted to get some
7 arrivals in -- I'm sorry -- they were holding arrivals. The tower
8 wanted to get some arrivals in. And --

9 Q. At that point -- I'm sorry -- at that point did you make
10 a field condition report after those passes?

11 A. Well, prior to that, I did. Prior to that, yeah,
12 because I was with Team Green at the time. But the Team Blue, the
13 lead, when you're -- they're qualified to make an assessment of
14 the field.

15 Q. Okay. Did he make an assessment or how does that work?
16 Did he pass it to you or --

17 A. No, he did not. No.

18 He didn't, did he?

19 MR. PLUNKETT: No.

20 MR. DAUWALTER: But coming off, you know, with the
21 equipment it's always down to thin covering.

22 BY MR. FEDOK:

23 Q. And were you treating with chemicals at this point as
24 well?

25 A. No, no, because we were continuous brooming and that

1 would just have -- it would have been a waste. It would have
2 broomed it right off. In our experience, it just -- you put it
3 down and if you come behind it with a broom you're going to broom
4 it off.

5 Q. Okay.

6 A. But if we -- we had the material in the plow, and if we
7 had less than good, we would have treated.

8 Q. Okay. So the -- I'm just looking at the NOTAM that
9 Lizzette gave me yesterday, and the one that was in effect looked
10 like it was issued at 1403. So this would have been the one, I
11 guess, before that you were mentioning. It was one-quarter inch
12 wet snow observed, okay.

13 A. Uh-huh.

14 Q. All right. Now, earlier there was a field condition at,
15 looks like, 0445 in the morning, with wet, deiced solid and
16 sanded.

17 A. Uh-huh.

18 Q. So that would have been because you weren't actually
19 plowing at that point?

20 A. Uh-huh, yep. To hold over the -- basically, I think
21 that was -- was that 4:45 local time?

22 Q. Yes, 4:45 local time.

23 A. Yeah, that was the A shift treated -- pre-treated before
24 the first snowflake or around when it started. And I had -- we
25 could probably look back and get the surface temps, but I don't

1 know what the surface temperatures were back then at that time.

2 Q. And there was one also between there, at 7:38 local,
3 which says field conditions thin wet snow, deiced solid and
4 sanded.

5 A. Yep.

6 Q. At that time would plowing have been going on? I'm
7 losing track of time.

8 A. Yeah, we might have but, you know, I'd have to look at
9 the accumulation at that point.

10 Do you remember when --

11 Q. Does that help you?

12 A. -- we dropped the brooms and the plows? Yes, it would.

13 Q. Okay.

14 A. And what time was that?

15 Q. That was 0738 or 1238 Zulu.

16 A. These are in local times, just so you know.

17 Q. Okay.

18 A. The log.

19 Q. You're referring to the airport ops snow log? Okay.

20 A. If the multis are out, they're brooming and plowing. So
21 they were -- they probably -- it was a treatment and brooming. We
22 probably treated after we were going to -- just before we were
23 getting off the runway with the equipment.

24 Q. Okay. So walk me through how that works, then. So you
25 do your passes --

1 A. Yeah. If we know that we're going to get off, we may --
2 if we have the plows with us, we'll drop chemical and sand.

3 Q. Okay.

4 A. But -- now, that may not always be my call. It could be
5 the -- sometimes the plow operators do it on their own.

6 Q. Okay.

7 A. So, you know, I would have to say that if the NOTAM says
8 that it was treated, then we probably were getting off the runway
9 and we just dropped sand and solid chemical. We use sodium
10 acetate as our solid chemical on the runways, along with sand.

11 Q. Okay. So, the fact that it was used once when you left
12 the runway at 7:38 but not then at 9:00, that's not necessarily
13 your call to make as snow coordinator or that would be up you?

14 A. It would be my call. But at that point I probably -- I
15 would -- I didn't put any product down because the rate of snow at
16 that -- was probably -- had probably increased to that quarter of
17 an inch an hour. And that's all in the log, as to every hour on
18 the hour it's documented, it's measured and documented. So at
19 that point if we're continuous brooming and plowing and the type
20 of snow, we wouldn't have treated unless we got a poor braking or
21 a fair braking.

22 Q. Okay. So it's not standard operating procedure, then,
23 once your last pass and you turn the --

24 A. No, no.

25 Q. -- runway back over to airplanes, to salt or sand --

1 A. No.

2 Q. -- after your last pass? Okay.

3 All right. Let's get back to -- so you said there was a
4 -- that was a regular transmission to the FAA at that point that
5 you remained clear. You cleared --

6 A. Uh-huh.

7 Q. -- Runway 13, and at that point the lead on the Blue
8 Team had to go to automotive, you said?

9 A. Uh-huh.

10 Q. Is that right?

11 A. Uh-huh.

12 Q. Okay. And you took over as team lead at that point.

13 A. Yes.

14 Q. What does that -- physically put you in a different
15 location than normal or --

16 A. Well, it puts me in the lead with the Blue Team because
17 that's the arrival runway. I know it's more difficult to get on
18 the arrival runway. And the departure runway was -- I had the
19 assistant chief with the Green Team, they were working on 422 -- I
20 don't remember if they got cleared.

21 MR. PLUNKETT: I don't either. I know they were working
22 on it. I don't know whether they were --

23 MR. DAUWALTER: But basically I just wanted to -- I
24 wanted to be there with the equipment at the approach of 1-3 if we
25 got less than good braking action so we can get on and -- with the

1 equipment to clear it off.

2 BY MR. FEDOK:

3 Q. Okay.

4 A. I didn't want any delay -- if he's at automotive for any
5 length of time because of the vehicle, I wanted to make sure that
6 we were there at the approach of 1-3 to, you know, get immediate
7 access, you know, if we got less than a good braking action.

8 Q. I got it. So that's where you were staged at DD, you
9 were monitoring braking action. And then you mentioned the ring-
10 down line and you were looking for the gap for 13.

11 A. Uh-huh.

12 Q. Can you go over that again for me? There's a -- that
13 would be coming through here --

14 A. Yeah.

15 Q. -- with Lizzette or --

16 A. Yep. It's going in the office. I'll show you where I
17 was sitting --

18 Q. Okay.

19 A. -- with the equipment. This is the approach at 1-3, and
20 we're sitting right here on this taxiway here.

21 Q. Okay.

22 A. In case they had to bring -- in case they want to depart
23 13, we didn't want to block access.

24 Q. Okay.

25 A. Because then what happens is, if we're up here and, you

1 know -- if we're up here and they need to get an aircraft out,
2 we'll just block them. And if they need to get us on the runway
3 to get us out of the way, then it's a little bit challenging for
4 them upstairs.

5 Q. For reference, that's Double Delta?

6 A. Yeah.

7 Q. Okay. And so talk to me about the ring-down line and
8 the request. You made the request, right?

9 A. I made the request. It was probably around the same
10 time, 1551. The specific conversation from my office to ATC was
11 that the 100 was looking for a gap on Runway 13 so Team Blue could
12 treat. I wanted to get on the runway even with the good, so we
13 can maintain the good. You know, I knew at that -- you know, with
14 the rate of snowfall at approximately quarter of an inch an hour,
15 it was a good half hour, 25 minutes before he was on there, and I
16 wanted to make sure, like, every 10 to 20 minutes we get on there
17 and broom it off.

18 Q. Okay. And so, again, that information goes from your
19 radio --

20 A. Sometimes I'll call it on the radio -- on the tower
21 frequency or we'll call it in to the office and they'll pick up
22 the phone and get on the phone right away with the tower and
23 coordinate it.

24 Q. And in this case, which was it? Do you recall?

25 A. At this time I told them, I radioed to them that I was

1 holding short on Double Delta, Team Blue -- I was calling myself
2 Team Blue -- holding short for -- so you can get arrivals in and
3 I'm monitor braking action. And then right away or a minute after
4 we called my office on our VHF radio, the instruction was to call
5 the tower and tell them Team Blue needs access onto the runway,
6 get us a gap.

7 Q. Okay. And at that point you're monitoring the braking
8 actions of folks who are landing. You mentioned the one at 1546,
9 the 1554, which would have been just after the phone call you
10 made.

11 A. Uh-huh.

12 Q. And then there was additional Delta that came in at 1602
13 which did not provide a braking report. Is that something that's
14 routinely requested by the tower, in your experience?

15 A. Yep. Yeah.

16 Q. And was there one on that flight?

17 A. No. According to the tapes, it was not asked for by the
18 tower.

19 Q. Okay.

20 A. And it was not provided. I didn't hear it provided by
21 the Delta pilot. I think he got off at Mike, though. I want to
22 say he exited at Mike.

23 Q. And in your position, do you have the ability to request
24 those?

25 A. Yes. Then we do a request. We will make the request.

1 Q. All right.

2 UNIDENTIFIED SPEAKER: 1526 did not provide a braking
3 report.

4 MR. DAUWALTER: And that was the one --

5 UNIDENTIFIED SPEAKER: Correct me if I'm wrong, but it's
6 a voluntary PIREP, correct?

7 UNIDENTIFIED SPEAKER: It's a voluntary PIREP.

8 UNIDENTIFIED SPEAKER: Unless requested by the pilot out
9 of the tower.

10 UNIDENTIFIED SPEAKER: Which there's an assumption to
11 that if nothing was said.

12 MR. DAUWALTER: Right. And they give it, they provide
13 it, you know, based on -- what they'll do is, they'll come in and
14 they say, yeah, we'll agree with that braking action, you know.
15 So it's good to have.

16 By MR. FEDOK:

17 Q. All right. And your notification, the first thing that
18 anything was wrong, you mentioned that the Team Read lead
19 mentioned an aircraft hit a fence.

20 A. Yeah.

21 Q. Do you know where he was located at that time?

22 A. Was he down by Mike? I think he was between Mike and
23 Lima on Bravo, and that was -- I think John gave his statement to
24 Peter. To Peter, right?

25 Q. What's his name?

1 A. John Benedetto.

2 Q. If we have it, I --

3 A. B-e-n-e-d-e-t-t-o.

4 UNIDENTIFIED SPEAKER: He gave it to Dan.

5 MR. DAUWALTER: He gave it to Dan, okay.

6 BY MR. FEDOK:

7 Q. And you mentioned at that point you heard it repeated on
8 frequency as the tower was trying to get a hold of 1086.

9 A. Uh-huh. I heard him call him at least two or three
10 times, right? Wouldn't you say?

11 MR. PLUNKETT: Uh-huh.

12 BY MR. FEDOK:

13 Q. And is that what made you want to cross the runway at
14 that point?

15 A. Yeah. Then I realized that there was a sense of
16 urgency. And also, I mean, you know, I had asked for repeated
17 confirmation from John in ops to relay his message, because it
18 seemed to me like he was stepped on. And, you know, I'm sure he
19 was excited and I just wanted to make sure it wasn't just
20 somebody, you know, that may have had a wingtip incident with the
21 blast fence down there.

22 And then I closed 13, like I said, as soon as I got on
23 Runway 4 because then at that time, just by the fact that they
24 lost radio contact with 1086 and then I had heard north fence,
25 that he was in the north fence, I knew that he had veered off the

1 runway and was on our north fence.

2 Q. All right.

3 A. And that's when the airport was closed.

4 Q. And talk to me about how you close a runway or close an
5 airport. What are the procedures you guys have in place to do
6 that?

7 A. Well, anybody can close a runway or, you know, in this
8 case, I closed 1330 -- 13 was the first call that was closed, so I
9 can get on the runway. Because I was already on 4 and I knew that
10 the quickest access was to go down 13, so I closed 13. The tower
11 communication back to me was 13 is closed, and I said,
12 affirmative, and --

13 Q. Can you show us up here again where exactly you were so
14 I can just get a picture in my mind?

15 A. Okay. So, actually, you know what -- up here. So we
16 were sitting here with the equipment. By that time, I should
17 mention, I was the 100 again because Julian (ph.) had quickly
18 returned and took over probably --

19 MR. PLUNKETT: 1558.

20 MR. DAUWALTER: -- around the time when the CRJ landed;
21 Julian had pulled up and I gave him back his team. So then at
22 that time Chris and I were freed up.

23 So we crossed at -- was it Papa or Golf? I think it was
24 Papa, right?

25 MR. PLUNKETT: I thought it was Papa, yeah.

1 MR. DAUWALTER: Papa. Got on the runway and then I
2 realized at that point I had to close 13, and then I got onto the
3 runway.

4 BY MR. FEDOK:

5 Q. Was 4 already closed at this point?

6 A. No, 4 was not closed.

7 Q. So, both were --

8 A. Yeah.

9 Q. -- both were operational, there was no plowing going on?

10 A. No. You have to ask Team Green. I can look back at the
11 log and see if he was occupying the runway or if he was staged.

12 This is where we stage the equipment. They would have
13 came off then they would have held the equipment down here on
14 Marine Air Terminal ramp.

15 So I get on the runway and I -- right away I call 13 is
16 closed. He had an aircraft on short and final. I think it was
17 Delta 1999, I think. He had him go around.

18 Driving down the runway at this point I could see --
19 because he was somewhere around here, right, 1,000, 15-, 2,000.
20 So he was right about here. You can make out -- and also based on
21 the radio transmission, that's when I closed the airport on the
22 tower frequency 118.7.

23 Q. Okay. So you go on 118.7 and say 13 is closed, and then
24 as you get down closer you --

25 A. Seconds later I'm on 13 now, as soon as I made the turn

1 and we closed the airport on the same frequency, 118.7.

2 Q. And is that -- that's all it takes to --

3 A. Uh-huh.

4 Q. -- is just a frequency --

5 A. Yep.

6 Q. -- to say airport's closed?

7 A. Yeah.

8 Q. Do you have to provide any additional information or --

9 A. Well, my office issued a NOTAM immediately following.

10 Q. Okay.

11 A. And issued a high-speed notification to all the -- to
12 the airport community.

13 Q. So the NOTAM then goes out following that.

14 A. Uh-huh.

15 Q. Now, the tower is an FAA facility, obviously. Is there
16 a letter of agreement with how all this works with opening and
17 closing runways and taxiways and all those sorts of things?

18 A. We do have an emergency -- LOA for emergency --

19 Q. LOA.

20 A. -- yeah, procedures. I don't know -- I'd have to review
21 it offhand to see what it specifically states.

22 Q. Okay.

23 A. So I don't want to go on record saying --

24 Q. But, I mean, you guys close your runways --

25 A. Yeah.

1 Q. -- all the time and close the airport. Is that --

2 A. Well, prior -- I mean, in --

3 Q. -- standard operating procedure, I believe it is?

4 A. -- in an emergency -- in emergency situations it's --
5 that's standard operating procedure, yeah.

6 Q. That's what I was getting at.

7 A. And if it's any other kind of closure for like
8 construction or scheduled closure, it's closely coordinated with
9 the tower through meetings and whatnot --

10 Q. Got it.

11 A. -- based on, you know, wind direction and whatnot.

12 Q. Okay.

13 A. And the facility's needs.

14 Q. I just wanted to make sure I understood the emergency.
15 All it takes is a simple --

16 A. Yep.

17 Q. -- call? Okay.

18 A. And a lot of times -- you know, obviously the tower
19 didn't know what had happened right away, but if they had saw this
20 aircraft had the excursion, you know, they should be, you know,
21 ceasing operations, and then officially it would be closed by the
22 Port Authority.

23 Q. Okay.

24 A. But in this, I believe they did not see the aircraft
25 until -- and they didn't know what was going on until we closed

1 the airport. Because there is a recorded conversation to my
2 office inquiring as to why 13 was closed because they had an
3 aircraft on short and final, and then it was explained to them
4 what had happened. And I believe that's when they initiated the
5 EANS, Emergency Alert Notification System.

6 Q. All right. So, let's talk a little bit more, then,
7 about what happened -- you got on scene you said you were the very
8 first vehicle --

9 A. Yeah.

10 Q. -- to come up to the aircraft, and you had already --
11 you said something about calling for operations folks --

12 A. Operations, yeah.

13 Q. -- to respond. Do you have a direct line to the fire
14 department as well to --

15 A. No.

16 Q. -- activate them?

17 A. No, I don't in my vehicle, but they do monitor Echo
18 frequency, the VHF frequency, so they -- it's possible they had
19 heard my transmission. And my managers were also monitoring the
20 radio frequency, and Jim can attest to the fact that he was with
21 the ARFF captain at the moment and he had told him that there was
22 something going on in the field that we need to dispatch the
23 Crash, Fire, Rescue.

24 Q. Okay. All right. And are any of your frequencies
25 recorded or just the -- the tower I know --

1 A. No, just -- yeah.

2 Q. -- has to be recorded, but internal operations is --

3 A. Just -- no, ours are not, no.

4 Q. All right. So, you -- other operations folks obviously
5 responded when you requested, because you mentioned there were
6 other vehicles out there.

7 A. Uh-huh, operations and maintenance.

8 Q. Talk to me about the aircraft. Were any of the exits
9 open at this point --

10 A. No.

11 Q. -- when you got there?

12 A. No. No, we -- the exits were not open. There was a
13 substantial leak from the left wing. And we climbed the dike, we
14 were up at the top of the dike -- and the way the aircraft was
15 positioned, the door and the window, we were almost in full view
16 of the co-pilot, who -- I don't know if he heard us or not, but I
17 don't recall him looking at us. But we were trying to get their
18 attention to open the overwing emergency exit on the right side.
19 And then we also went down and we were motioning to the -- so I
20 was up and back trying to get somebody's attention to open the
21 doors.

22 And we were hopefully -- I was hoping that the person
23 that's supposed to be sitting in that seat, is assigned that seat
24 I guess based on their capacity to operate that door, and we were
25 hoping that somebody would have eventually, you know, opened the

1 door, realized that there was a sense of urgency to get them off.
2 At some point they finally opened the doors and we went to the
3 back of the wing and we started to help them evacuate.

4 Q. Do you remember if --

5 UNIDENTIFIED SPEAKER: I'm just grabbing Jim.

6 BY MR. FEDOK:

7 Q. Do you remember if the firefighters were there before or
8 after --

9 A. After.

10 Q. -- the exits were opened?

11 A. After.

12 MR. PLUNKETT: I think they showed up after.

13 MR. DAUWALTER: I think it was after.

14 BY MR. FEDOK:

15 Q. Okay. So you were helping people of the wings before
16 they got there?

17 A. Yeah.

18 MR. PLUNKETT: Yeah.

19 MR. DAUWALTER: Yeah.

20 BY MR. FEDOK:

21 Q. Okay. And did they, did they do any --

22 A. They applied foam.

23 Q. -- foam and --

24 A. Yep. They foamed -- they put a blanket of foam in the,
25 in the area where the fuel spill, fuel leak was.

1 Q. So you saw people coming out the right side overwings,
2 is where you were helping?

3 A. Right side overwing and we were --

4 Q. What other exits did you see --

5 A. We were pulling them off, we were helping them down, you
6 know, physically supporting their weight, a few of us, to gently
7 lower them onto the ground, and then we were directing them. And
8 I had my staff were lined up, and the buses got there very quickly
9 because that was one of the first things we called for at least
10 four buses; two buses got there very quickly. And we just were
11 corralling them to make sure that they were -- had a safe access
12 away from the aircraft onto the runway where the buses were going
13 to be positioned.

14 And at some point I remember looking and the tail cone
15 had been removed and they were taking some people off the back.
16 And at that point everybody, aside from operations, was there.
17 There was some off people, ops and maintenance, and we were all
18 assisting the passengers get off.

19 Q. Okay. Did you see any on the left side of the airplane
20 or do you stay on the right side?

21 A. I was -- we were on the right side for the entire
22 duration.

23 Q. Okay. Did you ever see anybody open up that forward
24 right exit?

25 A. No.

1 Q. Okay. And the tail cone, you said you didn't see it
2 come off, you just noticed it was off. Did you see an evacuation
3 slide out the back?

4 A. No.

5 Q. Were people walking out? Was there a ladder there?

6 A. No, they were walking out. Yeah. The tail of the
7 aircraft was, because of the position of the aircraft, was a few
8 feet from the ground. It wasn't touching the ground; it was a few
9 feet from the ground. So it was just, you know, a short drop from
10 the back to the -- but I did not see the shoot deployed.

11 Q. Okay.

12 MR. PLUNKETT: There wasn't no shoots -- no shoots were
13 deployed.

14 BY MR. FEDOK:

15 Q. There wasn't, no?

16 A. No.

17 Q. Okay. I'll walk back through -- I had a couple of other
18 areas I wanted to get into. I mentioned earlier the sensors on
19 the airport. Talk about --

20 A. Okay.

21 Q. -- what they are, where they are and how they operate.

22 A. All right. We have -- I'll show you on the map. It's
23 going to be general vicinity, because they're even hard to find
24 when you're walking out there because they're embedded. We have a
25 surface sensor on the 13 deck. We have a surface sensor on the 2-

1 2 deck. We have a surface sense somewhere here on Papa. We have
2 a surface sensor down here at the approach of 4, right in this
3 area here. And we have a surface sensor down here at the approach
4 of 31.

5 And they're all operated by remote processing units that
6 -- and they're just surface embedded in the runway with an epoxy,
7 and then there's a cable, a cable that's run to pull-box to our
8 manhole, and then -- from the pull-box probably to the manhole,
9 and then the manhole to the RPU.

10 UNIDENTIFIED SPEAKER: And what's RPU and what's --

11 MR. DAUWALTER: Remote Processing Unit.

12 UNIDENTIFIED SPEAKER: Okay.

13 MR. DAUWALTER: So that feeds -- relays the information,
14 the data from those sensors on -- to our computer

15 UNIDENTIFIED SPEAKER: Okay. I'm not sure you're going
16 to get there. What kind of -- I'm not familiar with what kind of
17 sensor. What are they sensing or what kind of --

18 MR. DAUWALTER: It's a -- they're sensing any kind of
19 ice, snow, wet, rain or whatever.

20 UNIDENTIFIED SPEAKER: Oh, okay, surface conditions.

21 MR. DAUWALTER: It's giving us the temperature of the
22 surface. We do have at this particular RPU here and this RPU down
23 here at this end, we do have atmospheric reading. So it's giving
24 us the, you know, the wind, the --

25 UNIDENTIFIED SPEAKER: That's right, it's -- I think you

1 -- did you have that?

2 UNIDENTIFIED SPEAKER: It was on the --

3 MR. DAUWALTER: Yeah. You know what, it's -- I pulled
4 it up for -- I think it was Pete maybe. Who's the guy from the
5 FAA? I showed it to him. But it'll tell you, you know, the
6 contamination --

7 UNIDENTIFIED SPEAKER: Oh, that was the stuff when you
8 came by the other day. It was Dave Guerlach (ph.).

9 MR. DAUWALTER: Okay. But it gives us whatever, you
10 know, the information -- the most important thing is the surface
11 temperature that it provides us, and we document that. These are
12 all -- these surface temps are documented and we take -- we always
13 take the deck sensors, the deck sensor temperatures and we log
14 those because those are typically going to be the lower
15 temperature because of the, you know, the construction of the
16 deck. You know, these are all over water so they're going to cool
17 faster. So we always base our decisions on those temperatures.

18 BY MR. FEDOK:

19 Q. Okay. And are those sensors also -- you said they're
20 also providing data on the type of contamination.

21 A. Yeah, just those -- the -- any of the sensors that come
22 off of those RPUs. There's four RPUs, four -- one -- I think
23 there's three RPUs, right? Three RPUs for 1, 2, 3, 4, 5, 6
24 sensors, right? One, 2, 3 -- yeah, 6 sensors. And that's
25 Vaisala, that's Vaisala equipment.

1 Q. Say it again?

2 A. Vaisala, V -- Vaisala is our -- they're providing the
3 service for us, the equipment.

4 Q. Can you spell that for me?

5 A. V, as in Victor, a-i-s-a-l-a.

6 Q. So they're the owners -- I mean, they're the vendor?

7 A. Yeah, they -- right.

8 Q. Okay. And that provides you with type of condition --

9 A. Yeah.

10 Q. -- or type of contamination --

11 A. Right.

12 Q. -- like snow, ice --

13 A. Yep.

14 Q. -- wet?

15 A. And if there's any chemical factor involved, if we put
16 chemical down, and the temperate of the surface. And the other
17 ones that give us the atmosphericals, also give us wind speed and
18 wind direction.

19 Q. Okay. Does that information -- where does it feed to?

20 A. Feeds into my office here or I can pull it up on my
21 iPhone, you know, my personal iPhone because it's Web-based.

22 Q. So you're out there, when you're in snow coordination
23 position you have access to that information?

24 A. Yeah, and we're constantly getting updates or we're
25 asking for updates to the offices to the surface temperatures and

1 the air temperature.

2 Q. But that information is not part of the field condition
3 report. That is part of --

4 A. No. No. It's just for our trending analysis and what
5 we need to do out there in the field.

6 Q. Okay.

7 A. You know, if we know -- if surface temperatures are
8 above freezing, it could be snowing and, you know, not sticking on
9 the ground, you know, just on grassy colder surfaces.

10 Q. Okay. So it's another tool just to use --

11 A. Just another tool, yep.

12 Q. -- to modify the -- okay. And while we're on the topic
13 of tools, you mentioned you do have a CFME here, Continuous
14 Friction Measurement. And could you tell me about it and how you
15 guys use it, when you use it?

16 A. Well, when the advisor circular changed I think in 2008,
17 the FAA stated specifically stated in the advisory circular that
18 there was no correlation between the braking performance of a
19 vehicle and the Mu readings that are provided by the CFME and the
20 characteristics of braking action of an aircraft. So our
21 department came out with a policy that friction testing can be
22 used to basically evaluate, you know, trends for us as far as, you
23 know, how effectiveness our snow removal is, but that Mu readings
24 are not to be published.

25 So, we -- you know, if -- we use the continuous friction

1 measuring equipment in the summers to -- for rubber removal.
2 We'll do -- every week we do a friction test weekly to, you know,
3 identify if we need to -- if we have the need to remove rubber
4 deposits from the runway.

5 Q. Okay. And the policy, was that a policy letter or
6 something you guys have at Port Authority?

7 A. Yeah.

8 Q. Does that go for all the airports or is that just
9 LaGuardia?

10 A. That's, yeah, all the Port Authority airports.

11 Q. Okay. And just so I understand it, the policy was that
12 because there's no correlation with Mu readings, you consider them
13 essentially invalid?

14 A. Yes.

15 Q. But yet, the tool can be used for trend analysis just to
16 determine the effectiveness of your plowing operation?

17 A. And in this case our -- we were basing our evaluation or
18 observation on -- evaluation on our observation and the rate of
19 snowfall at the time.

20 Q. Okay. Since the change in the AC -- you said 2008?

21 A. I think it was 2008.

22 Q. This is the way the Port has been operating with that
23 equipment, it has not been used --

24 A. Shortly thereafter, the policy was implemented by the
25 aviation department.

1 Q. Okay. So you have not -- I'll just ask you at LaGuardia
2 since that's where we are. LaGuardia has not been using the CFME
3 for trend analysis for snow removal operations since 2008?

4 A. I don't recall using it. I don't know if anybody else
5 has used it.

6 Q. Okay.

7 UNIDENTIFIED SPEAKER: Jay, could I ask a --

8 MR. FEDOK: Sure.

9 UNIDENTIFIED SPEAKER: I just want to correct my notes.
10 I think you said there's no correlation but can be used for
11 analysis for plowing. I think you said for plowing.

12 MR. FEDOK: Right. Is that --

13 UNIDENTIFIED SPEAKER: But we don't -- but we only use
14 it for the summer.

15 MR. FEDOK: Right. The policy -- what I think I heard
16 was that the policy allows you to use it for trend analysis for
17 plowing operations, but you guys have made it an operational
18 decision only to use it during summer for rubber removal. Is that
19 accurate?

20 UNIDENTIFIED SPEAKER: Okay.

21 MR. FEDOK: Is that accurate? I don't want to put words
22 in your mouth; is that accurate?

23 UNIDENTIFIED SPEAKER: So, it's not -- I understand
24 it's, again, the trend part of it and that there's no correlation,
25 but is it utilized in any way in --

1 MR. DAUWALTER: No, not -- I have not used it since the
2 policy came out --

3 MR. PLUNKETT: Nobody's used it.

4 MR. DAUWALTER: -- for winter operations.

5 MR. PLUNKETT: Nobody's used it.

6 BY MR. FEDOK:

7 Q. And is that a piece of equipment that requires
8 specialized training?

9 A. Uh-huh.

10 Q. So are there still trained operators on the airport of
11 how to use that?

12 A. Uh-huh.

13 Q. Okay. All right.

14 UNIDENTIFIED SPEAKER: I have the AC circular up if you
15 want to --

16 MR. DAUWALTER: Was it 2008?

17 UNIDENTIFIED SPEAKER: It's had some revisions to it
18 since, but --

19 UNIDENTIFIED SPEAKER: 2012.

20 UNIDENTIFIED SPEAKER: -- 2008 is the base. It's --
21 yeah. It's December 9, 2008 is the AC but there's been some
22 revisions to it.

23 MR. DAUWALTER: 30C? What are you looking at, 30C or --

24 UNIDENTIFIED SPEAKER: 30C.

25 MR. DAUWALTER: Yeah, 30C was the last one then, and the

1 policy was adjusted.

2 BY MR. FEDOK:

3 Q. All right. Sorry to jump around, I wanted to go back to
4 another topic here. I'm kind of hit and missing some of my things
5 here. Talk about FAA oversight and inspections. In your
6 position, Kevin, do you have any interaction with the FAA in their
7 oversight and --

8 A. Yes.

9 Q. -- inspection process? Can you explain that?

10 A. For 139 inspection, yes.

11 Q. Could you explain that for me?

12 A. Well, I oversee the program, but I have staff that
13 actually does the grunt work, maintaining records, self-
14 inspection, and I just make sure that -- you know, I oversee the
15 people that are doing those self-inspections and maintaining the
16 records. And when there is our annual inspection or if there's a
17 surveillance inspection it's typically coordinated through me and
18 my staff.

19 Q. And describe how that generally works with the FAA when
20 they come on and do a 139 inspection.

21 A. Typically about 2 weeks out, a month out they'll --
22 we'll know the schedule prior to a month out when they're coming
23 out, and 2 weeks later they send us the standard letter as to what
24 they're specifically looking for from the various disciplines that
25 we're, you know, we're regulated to carry out to stay a

1 certificated airport. And that involves, you know, our self-
2 inspection records, our training records, fueling records, off
3 records, and training. Our self-inspection is, you know, a key
4 component.

5 And those are all items that we provide, we maintain,
6 and we give that to them at the day of the inspection. And we
7 have 100 percent review of our training records and our self-
8 inspection records. And they look at every single, you know,
9 page. We also review our ACM at the time of the inspection. If
10 there's any changes to our ACM, we provide them with the changes.
11 They get reviewed by the FAA and, if approved, they're stamped and
12 then they're put into effect in the ACM.

13 And our wildlife management program is analyzed and
14 scrutinized at the time of the inspection. And depends on when
15 our inspection falls -- last year it fell on a date where we were
16 in the process of doing like our annual wildlife review, so that
17 was a page-by-page review with the FAA for their approval because
18 we had made -- if we made any changes.

19 But, yeah, it's -- and then it's -- not only is it a
20 review of the records, but it's also a physical inspection of the
21 airfield for the lighting, pavement, markings, signs. And then
22 it's a physical inspection of the fuel farm, all the trucks that
23 do the fueling. And then it's a physical inspection of the ARFF
24 and they do a time trial. They also do the phone testing. And I
25 think that's about it. And then it concludes and, you know,

1 whether or not we've had any kind of gigs, you know, we'll get a
2 letter of correction.

3 Q. Okay. So you do it with the inspectors, obviously,
4 when they're here on the airport doing the inspection. Do you
5 have like an FAA liaison or counterpart you talk with more
6 frequently than the inspection or is there --

7 A. From the FAA?

8 Q. Yeah.

9 A. Yeah, that would be our FAA inspector.

10 Q. So you're constantly in --

11 A. Yes.

12 Q. How often would you say you talk to your inspector? Is
13 it frequently --

14 A. I talk to him a few times a year, yeah. If I need
15 clarification on a regulation or an AC, you know, I'll give him a
16 call and we have a very good relationship. Our inspector that,
17 you know, that we're dealing with now was a former Port Authority
18 employee, so he is all -- you know, I know him personally, so we
19 have a very good relationship and anytime we need clarification on
20 something we'll call him. But also if we need to update something
21 in the field, like if we had -- this year we had construction
22 where we made a taxiway non-movement area, so that's something
23 that we had to update our sign and walking plan. But -- so, we
24 have a great relationship with the other inspectors that I've
25 dealt with since 2009 since I was involved in that role.

1 So, I've probably -- I had John Green, I had Dennis,
2 Evelyn, Guillermo, and Frank. So I have about a half of dozen of
3 them that I have, you know, a good working relationship with and I
4 can call them anytime. But on a -- to be honest with you, on a
5 like an annual basis, I may talk to them on several occasions.

6 Q. Okay. And the one you said was a former Port Authority
7 employee, which one is that?

8 A. Yeah, that was our inspector that we're dealing with
9 now, yeah.

10 Q. What's his name?

11 A. Frank Loprano.

12 Q. All right. Do they ever come by for any other
13 inspectors or pop in for any other reasons, other than the annual?

14 A. Yeah. Typically, you know, they've done surveillance
15 inspections for our off-time trial after, you know, our annual
16 inspection. And then more recently they did a surveillance
17 inspection. You know, this was back in -- geez, was it
18 (indiscernible)? But typically --

19 Q. And the surveillance inspection is?

20 A. They can come out any time they want, FAA, and that's
21 why it's called a surveillance inspection. So, they did --
22 they'll do a surveillance -- like they did a surveillance
23 inspection after Sandy and immediately after this incident they
24 came out and we had a meeting with them, so -- you know, about the
25 incident and --

1 Q. Is that Frank?

2 A. No, Frank wasn't involved in that. That was Evelyn.

3 Q. Okay.

4 A. And another -- and two individuals that I don't remember
5 the other guys name, to be honest with you.

6 Q. And they came out the day after the event?

7 A. Day after, yep. They would have been here, I guess, on
8 the 6th. Yeah.

9 Q. Okay. Any other personnel that you've encountered,
10 other than your primary point of contact with Frank, anybody else?
11 You mentioned some other names that were here for this event, but
12 anybody else you've had any contact with?

13 A. No, I haven't had contact with my inspector since the
14 incident. He -- it's possible that he is off doing another
15 airport somewhere.

16 Q. Okay.

17 A. But I also want to say that I do talk to him after our
18 -- whenever there's like a snow event. Because he'll call me
19 before the -- we have the conference call. He'll call me
20 periodically with updates on field conditions, and that's just to
21 check in and see how things are going, if we need anything.

22 Q. That sounds interesting. Say that again. He calls you
23 during the snow event when it's --

24 A. He has.

25 Q. -- actually snowing?

1 A. He has.

2 Q. Okay.

3 A. I didn't have any dealings with him for this event.

4 Q. Okay.

5 A. But in the past he's called -- we've had contact and
6 we've talked about field conditions at the moment. But on this
7 particular event I did not. So he might not -- which tells me
8 it's possible that he's out of town doing another inspection.

9 Q. Okay. So, would you say that's regular interaction with
10 a snow event he'll call you and sort of --

11 A. Not regular, no.

12 MR. SLUSARSKI: Do you guys need anything?

13 MR. FEDOK: We're almost done. I'll be out in just a
14 minute. Okay, thanks, Kelly. I'll be out in just a minute.

15 MR. SLUSARSKI: Do you want me to sit --

16 MR. FEDOK: We're almost done.

17 MR. SLUSARSKI: Okay.

18 MR. FEDOK: We're just wrapping up. Dave's sitting in,
19 so --

20 MR. SLUSARSKI: Okay.

21 MR. FEDOK: We'll be done in just a few minutes.

22 Thanks, Kelly.

23 MR. SLUSARSKI: Okay, you bet.

24 MR. FEDOK: Appreciate it.

25 MR. SLUSARSKI: Yep.

1 BY MR. FEDOK:

2 Q. Yeah, I just had a couple more points here. Let's see,
3 so we talked about the CFME. All right. So I wanted to go over
4 the runway condition reports again. I looked at the AC last night
5 and I think you said earlier that you will update the field
6 conditions as they change.

7 A. Uh-huh.

8 Q. Looking at the AC, it says that you got to update each
9 time the change in runway surface occurs, and one of those things
10 includes the application of chemicals or plowing or sweeping.

11 A. Uh-huh. If --

12 Q. That's not what you guys look at?

13 A. Right. But we weren't treating, okay, and the last
14 time, I think according to the log, you said it was earlier in the
15 morning.

16 Q. Uh-huh.

17 A. So had I started to treat the runway, then the NOTAM
18 conditions -- or the field condition reports and the NOTAMs would
19 have been updated to say broomed, plowed, deiced solid and sanded.
20 And that's when I would have updated them.

21 Q. Okay. So -- but just the very fact of brooming and
22 plowing isn't sufficient enough for you to think there's a change
23 necessary for the field conditions?

24 A. To lower it -- maybe to lower it from quarter of inch to
25 thin.

1 Q. Okay.

2 A. But my concern is, at that point if we have to get off
3 the runway to allow arrivals and departures, I wanted to report
4 what I knew to be the conditions out there most extreme, I would
5 say, or the -- you know, so that I could communicate to the
6 airport community so that they can, you know, do whatever they had
7 to adjust whatever they needed to to land safely.

8 Q. Okay. So it takes some time, then, to -- once they get
9 off the runway, to get, you know, airplanes landing again. You
10 guys don't do a friction test after you've plowed. You don't
11 update the field condition report. So how does that aircraft
12 that's the first guy in have any idea what he's getting into
13 because the field condition report's going to be --

14 A. He'll call the tower. The tower will give them the
15 field condition. And if the tower wants an update, he'll call us;
16 they'll call us and we'll broadcast that over 118.7 --

17 Q. Okay.

18 A. -- so they're hearing us. And then the tower will say
19 to the aircraft -- if it's an arrival, it's coming in after we've
20 gotten off. Because sometimes we'll get off and have the sequence
21 the aircraft to come in, or if it's a while -- like if we're on
22 and off and there's a departure, there's a gap in departures
23 because, you know, they reduce their operation. So what will
24 typically happen is the tower will ask us for a field condition
25 report and we'll provide that over the frequency.

1 Q. Okay. That did not happen in this case.

2 A. It happened. It happened before I took over because I
3 think it was a departure. It happened before I took over for Team
4 Blue, correct? Do you remember that?

5 We were driving down Double Bravo, I think, or Double
6 Alpha and I think there was going to be a departure --

7 Q. Okay.

8 A. -- and they asked for the field conditions. And I
9 reported it as a quarter of an inch of wet snow, broomed, plowed
10 and I don't recall if I said the 12-inch snow banks on the edges,
11 but -- and I had said that was for both runways.

12 Q. Okay. And what time was that again? That would have
13 been --

14 A. If you go back maybe -- because I didn't go back that
15 far --

16 MR. PLUNKETT: Departure was like 10 to the hour
17 roughly.

18 MR. DAUWALTER: Yeah.

19 MR. PLUNKETT: A Southwest departure -

20 MR. DAUWALTER: Yeah, you know, I wish I could remember
21 it, to be honest with you, but it had to be maybe 10:15.

22 MR. PLUNKETT: Yeah.

23 MR. DAUWALTER: So, 10:15 to 10:30, I -- you know.

24 BY MR. FEDOK:

25 Q. Okay. So, you're making that field condition report

1 10:15 to 10:30 --

2 A. Yeah, I remember giving a field condition report.

3 Q. Okay.

4 A. And everybody knows it because it was on Channel 7,
5 so --

6 Q. See, my concern, though, is that the NOTAM that's out
7 for the field condition report, it's the same but it's 2 hours old
8 at the time of the accident arrival. So a lot has happened in 2
9 hours. How often do you --

10 A. Well, we're continuously brooming and plowing now.

11 Q. Okay.

12 A. And we never got above a quarter of an inch. But I'm
13 also going based on the rate of snowfall that's given to me by my
14 office on the hour.

15 Q. Okay. So what you're basically doing is using that
16 field condition report as a worst-case scenario --

17 A. And visual observations.

18 Q. -- saying it's never gotten worse than this.

19 A. Right. And at some point I was on the runway with Team
20 Blue, with them between that 10:00 and 10:35 hour, and I probably
21 would have been on -- also bounced back and forth with Team Green
22 and on the runway with them, you know, evaluating their
23 effectiveness as well and the condition on the runway.

24 Q. Okay.

25 A. So I'm going all over the place. I'm here, I'm over

1 there one minute and I'm getting on, you know, with the Blue Team
2 to drive with them.

3 Q. Okay. All right. I think that's all I have.

4 A. We're also doing braking with the vehicle. So we'll get
5 up to a good rate of speed and we'll hit the brakes.

6 Q. With your vehicle?

7 A. Yes.

8 Q. I see, okay.

9 A. Yeah.

10 Q. So run me through how that work would, then.

11 A. Well, when we're with the team, or if we're doing a
12 regular service inspection, and the log says when we do a service
13 inspection, it's routine and typical standard operating procedure
14 for us to do a brake test with the vehicle. And we'll hit it and
15 we can tell -- I mean, you know, if there's -- you know, for a
16 vehicle braking action, if it's good or whatever the --

17 Q. Will that go into -- any of the field condition reports
18 or anything like that?

19 A. No. No, that wouldn't be.

20 Q. Okay. So how often do you do that? Is that a routine
21 SOP?

22 A. It's routine. It's anytime I'm on the runway we'll get
23 up as much speed as we can and we'll hit the brakes.

24 Q. Okay.

25 A. Yeah.

1 MR. FEDOK: Okay. Very good. I'm going to let these
2 guys ask some questions, if they have any left. Eric, do you want
3 to go ahead?

4 MR. PRICCO: Yeah, I have a couple.

5 BY MR. PRICCO:

6 Q. Going back to the personnel, you mentioned 33 operators.
7 Is that planned according to --

8 A. That's on a condition 5 -- a condition 5 we have 33
9 drivers. Now, that -- when we do go to a condition 5, we have to
10 call in staff from other -- we have what we call SEMC, Structural
11 Engineering, Maintenance and Construction, and they're structure
12 mechanics but they're -- I don't know, they're kind of like the
13 special forces, these guys. So they come in to supplement our
14 facility staff on a condition 5.

15 And with 33 drivers, because you take one driver out to
16 load the product into the trucks and then you take another driver
17 or two for the roadways, so that leaves us with approximately 30
18 drivers for the field, which gives us 15 pieces. And on that day
19 the snow forecast warranted calling in the -- go to the highest
20 level. I think the -- I'd have to look at the forecast.

21 Q. The forecast, do you recall what the amount that they
22 said --

23 A. I think it was 4 to 7 inches over the entire event. And
24 I, you know, I know have -- I saved the forecast. So I have that
25 available if you need it. But also, factual, which you would know

1 anyway, but at the time -- the Delta arrival before 1086, the
2 touchdown RVR was 6,000 feet, and I heard -- this is what I heard,
3 that the rollout RVR was 5,000. And I think the winds -- I don't
4 know if I put it in here -- were relatively calm. I think it was
5 0208 to 0209.

6 MR. PLUNKETT: Yeah, I was going to say 0208 or
7 thereabouts.

8 MR. DAUWALTER: Yeah. Okay. And, yeah, so that -- so,
9 you know, I mean, there's no sense in going into the other, but if
10 you want to know what our capacity is for the other conditions, I
11 can give that to you.

12 BY MR. PRICCO:

13 Q. No, if that's the planned equipment to -- you went
14 through each group, that's the planned equipment for those. No
15 inoperative equipment during the event or --

16 A. I think there were three pieces that were out of
17 service. That's -- that would be maintenance's -- you can get
18 that from maintenance. I think there were --

19 MR. PLUNKETT: Yeah, there were a couple of pieces out.

20 MR. DAUWALTER: -- a couple pieces out of service being
21 worked on. And you have in our snow plan our entire fleet, so you
22 can see --

23 BY MR. PRICCO:

24 Q. That's fine. And you had mentioned when you were doing
25 the passes, about 20 minute was the approximate time of closure of

1 the runway?

2 A. Well, when you say -- the runway, in our opinion, is not
3 closed.

4 Q. So you don't close it?

5 A. We don't close the runway. We work on hot runways.

6 Q. Okay. So, that's the coordination with --

7 A. Yes.

8 Q. -- getting the gaps?

9 A. And that means that everybody has to listen; the lead
10 vehicle, the tail vehicle, we're all on 118.7. And I think we do
11 a very good job at it, you know, in considering how, you know, we
12 had arrivals and departures with a lot of the events and it's, you
13 know, it's, like Doug said, it's like a ballet, I guess, right, he
14 said.

15 MR. PLUNKETT: Well, you know, generally, after the
16 JetBlue thing 10 years ago, the airlines canceled a lot of their
17 flights, you know, so it makes life easy for us. But this
18 particular storm they didn't cancel a lot and there was a lot of
19 flights.

20 MR. DAUWALTER: And when we're doing -- when we are in
21 snow removal, like, you know, we bring in ample staff operations
22 and we go to the 12-hour shifts. And we make sure, if we have
23 flight operations, there's always a wildlife management supervisor
24 on continuously while there is flight operations. So, you know,
25 we're always thinking safety, you know, safety of not just the

1 flying public, but our own staff out there.

2 BY MR. PRICCO:

3 Q. On the planning front you walked us through the
4 timeline. Are the stakeholders involved from a planning
5 perspective as far as the airlines or FBOs?

6 A. Yes, we -- typically what we'll do is, at 9:30 in the
7 morning, we'll have our internal snow coordination meeting with
8 the Port Authority staff. And then sometime in the afternoon,
9 probably around 3:00 is when the airlines have better information
10 for us as far as cancellations, we'll have a snow and ice
11 committee -- we'll have a meeting. And most of them, most of them
12 participate, they come to the meeting, and then there's also a
13 dial-in number. And then that's when we provide them with, you
14 know, the weather forecasts that we have and what we plan to staff
15 as far as our staffing and our condition level. And then the
16 airline community is, you know, asked to provide any kind of
17 cancellations and whatnot, but everybody there is there. The snow
18 contractor, fueling, FBO, everybody is --

19 Q. And that happened on the 4th for this event?

20 MR. PLUNKETT: Yes.

21 MR. DAUWALTER: Yeah, because you were --

22 MR. RHOADS: I did it.

23 MR. DAUWALTER: -- you were there.

24 MR. RHOADS: Yeah, I --

25 UNIDENTIFIED SPEAKER: Chris was there.

1 MR. PLUNKETT: That was at 3:00.

2 MR. RHOADS: I actually chair those meetings.

3 MR. PRICCO: Okay.

4 MR. RHOADS: And Delta was present. I actually have the
5 notes from that meeting.

6 MR. PRICCO: When you say Delta, who was there?

7 MR. RHOADS: Bruen, Bill Bruen (ph.).

8 BY MR. FEDOK:

9 Q. And there's no Port representative in the tower,
10 correct?

11 A. No.

12 Q. As far as like -- has there ever been?

13 A. Yes, years ago, many years ago.

14 Q. Has the discussion ever come across to reinstate that
15 or --

16 A. I don't recall having the conversation, but the -- when
17 we did have it, it was -- we had a special situation where an
18 older gentleman who was stage 4 cancer, going, you know, through
19 treatment while he was here working, and he worked for PanAm at
20 the time so he was -- you know, we -- he was up in the tower, the
21 old tower, you know, just -- there was just -- I recall just that
22 time that it happened and it's never been considered thereafter,
23 as far as I'm aware.

24 Q. Okay. Thanks.

25 UNIDENTIFIED SPEAKER: Go ahead (indiscernible).

1 BY UNIDENTIFIED SPEAKER:

2 Q. Okay. Just a few questions. I'm going to follow the
3 way that, you know, we started with Jason's flow on this, so these
4 may bounce around for you, but I appreciate all that you've said
5 so far and I appreciate the hard work. One of the questions, if
6 you could clarify for me, is you were at Double Delta, correct?

7 A. Uh-huh.

8 Q. And you said when you heard that there was an aircraft
9 that hit the fence you could not see the aircraft?

10 A. No, we were not in position --

11 Q. Because you were turned away or --

12 A. No, it's just because of --

13 Q. You just couldn't see it because of visibility?

14 A. -- relative -- no --

15 UNIDENTIFIED SPEAKER: Yes, visibility --

16 MR. DAUWALTER: Well, the visibility, but it was also
17 the relative position. I don't think, I don't think -- from here
18 I think our vision is blocked by the terminals. Because where he
19 was sitting here, and he went off up here.

20 BY UNIDENTIFIED SPEAKER:

21 Q. Well, that line of sight looks to me like you could be
22 able to see it if it was --

23 A. It's possible, but I think it was the --

24 MR. PLUNKETT: They were -- I thought they were
25 reporting, at that time I thought it was 3500 RVR.

1 (Simultaneous conversation.)

2 BY UNIDENTIFIED SPEAKER:

3 Q. 3500, that was my question. That's where I'm going.

4 A. Yeah, I think the visibility, I think, probably was
5 (indiscernible).

6 Q. So, it's a visibility issue, wasn't it?

7 A. Yeah.

8 Q. Line of sight, it was a visibility you could not see
9 where --

10 A. But I'm going to go out there today and I'm going to
11 take a look.

12 UNIDENTIFIED SPEAKER: So, you couldn't see because it
13 was visibility.

14 BY UNIDENTIFIED SPEAKER:

15 Q. It was visibility because of the precipitation?

16 A. Right.

17 Q. Okay. That's what I wanted to make clear because, you
18 know, the 5,000 and 6,000 RVR sort of points towards a lower --

19 A. Yeah.

20 Q. -- snowfall rate, but that -- you know, if you can't see
21 -- that's about a half a mile, would you estimate, about that --

22 A. Yeah.

23 Q. -- from there to there? So see I would coincide with
24 that number of 3500, so --

25 A. It's actually -- it's more --

1 MR. PLUNKETT: No, it's more, about (indiscernible) --
2 (Simultaneous conversation.)

3 MR. DAUWALTER: -- more than a mile. It's more than a
4 mile. It's more than a mile, right, because it --

5 MR. PLUNKETT: It's close to --

6 UNIDENTIFIED SPEAKER: Well, you said it was 3500 RVR,
7 right?

8 MR. PLUNKETT: Yeah, I'd have to look. I might have to
9 listen through the tape again, but that's what I recall.

10 UNIDENTIFIED SPEAKER: No, it's 5,000.

11 UNIDENTIFIED SPEAKER: But either way, it just ballpark,
12 so that says that there's a --

13 UNIDENTIFIED SPEAKER: Definitely a mile.

14 UNIDENTIFIED SPEAKER: There was a good snow rate coming
15 down, so that's -- I just wanted to --

16 MR. PLUNKETT: Because it came -- the question came up
17 as far as the tower's visibility as well, so we're striking a --

18 UNIDENTIFIED SPEAKER: Which quote -- which matches up
19 with his. And that's what I wanted to make clear.

20 BY UNIDENTIFIED SPEAKER:

21 Q. When you arrived on the scene and you said in your
22 statement here earlier that it took 10 minutes to start the
23 evacuation, is that about right or is that an estimation or do
24 you, I mean --

25 A. That's an estimation.

1 Q. Yeah.

2 A. At the time, you know, something like that seems like
3 it's taking forever, but --

4 Q. Sure.

5 A. -- I would -- I mean, I would love to know exactly how
6 much time elapsed, to be honest with you, if you had that. But it
7 seemed like it was a good -- it was 10 minutes.

8 I mean, you were there, right?

9 UNIDENTIFIED SPEAKER: Yeah. I mean, and I --

10 MR. DAUWALTER: Would you concur with that?

11 UNIDENTIFIED SPEAKER: I would say every bit of 8 to 10
12 minutes.

13 MR. DAUWALTER: Okay. So, that's again -- I mean, you
14 know, time slows down under those conditions, so -- you know, but
15 I think that's pretty accurate.

16 BY UNIDENTIFIED SPEAKER:

17 Q. Okay. Did you interact with the crew, any of the crew,
18 flight attendants, pilots?

19 A. I did. I asked the captain how much fuel he had on
20 board and I asked one of the flight attendants who came into the
21 command post, she -- I don't know who she was. She wanted to
22 change. And I asked her, you know, was she aware that we were out
23 there trying to get them to open the door and it seemed like it
24 took forever for them to open the overwing exits. And I believe
25 what she said to me was that, if I recall, that she did not give

1 the immediate order to evacuate.

2 Q. Was she the lead flight attendant, do you know?

3 A. I don't know.

4 Q. Just a flight attendant?

5 A. Yeah. I assume, based on that, that she must have been
6 the lead based on what she --

7 Q. Okay.

8 A. What I believe her to have said.

9 Q. The command to evacuate?

10 A. Yeah.

11 Q. Yeah, that -- sort of point in that direction, but they
12 all have the right to --

13 A. Right.

14 Q. -- to do an evacuation if they see fit.

15 A. They may have thought it was safe to stay on board
16 because --

17 Q. Sure. Usually that comes from us up front, but if they
18 see a need where they can't contact us then they release.

19 Okay. So, we acknowledged the fact that you did not --
20 when you -- your last time you left the runway you did not update
21 the runway condition to the tower, you said you did it before.

22 A. Right, before.

23 Q. But you didn't do it after?

24 A. No, I did not.

25 Q. Okay. I also was --

1 A. Yeah, I was -- basically the NOTAM, you know, I wanted
2 to keep the NOTAM in effect and that was, you know --

3 Q. Okay. Describe your runway inspection process. I mean,
4 how do you determine what the depths are and that? Do you jump
5 out? I mean, do you measure a hand, foot, ruler?

6 A. When you -- when it's bare -- when the equipment goes
7 past it's bare, and you'll see the pictures of it after the
8 equipment goes. I mean, I can show you a picture or he can show
9 you a picture. And when it's -- depending on the rate of snow,
10 but I, like I said, I knew the rate of snowfall at the time
11 because of the measured snow, but I do have a ruler in the
12 vehicle.

13 Q. Okay.

14 A. I have -- I thought it was a carpenter's ruler but it's
15 an engineering ruler, but it still -- you know, it has the -- it's
16 the foldout one.

17 Q. Sure, sure.

18 A. Yeah, which I think is better than --

19 MR. PLUNKETT: That's one pass, so you can see what the
20 equipment does.

21 UNIDENTIFIED SPEAKER: Yeah. Thank you.

22 BY UNIDENTIFIED SPEAKER:

23 Q. So, your standard -- you know, and I appreciate the
24 conservative number of the quarter-inch clutter or quarter-inch
25 precip.

1 A. Yeah, I mean if you think that's -- you know, being
2 conservative is not being safe, I think it's -- to me, it's safer.

3 Q. Absolutely.

4 A. And we also have the runway grooves, you know, so if you
5 can see the runway grooves, it's a thin covering, in my -- you
6 know, based on my experience.

7 Q. Now, when you did this last sweep you didn't update the
8 condition. Did you get out and measure the condition? Did you
9 sweep anything or did you just go by what you visually saw?

10 A. By what I visually saw, yeah.

11 Q. Okay. And you said you don't use a CMFE device at all,
12 except only in the summertime, at all?

13 A. I have not used it -- to my recollection, I have not
14 used it during winter ops since the policy came out, but we do use
15 it -- I don't use it personally, but I have my staff that are
16 trained to operate it, operate it in the summer weekly.

17 Q. Okay.

18 A. During -- probably from April to November.

19 Q. Okay.

20 A. Because it requires a blast of water on the fifth wheel.

21 Q. Sure. Next question, your sensors. Is that a live
22 monitored event? Is someone here in the command?

23 A. Yes. Yep, somebody is here monitoring or, like I said,
24 we can pull it up on our iPhone.

25 Q. You can.

1 A. But, you know, you're looking at --

2 Q. Was it pulled up at any time during this incident or
3 before or after?

4 A. It's up continuously. That's how we're getting --
5 recording the -- in the log you'll see the air and surface temps.

6 Q. And you do have that all logged in and we have --

7 A. Yeah.

8 Q. -- we have copies of that? Okay.

9 A. And it is monitored and -- from time to time, just we'll
10 call the office to give us the air and surface temps. We do have
11 a -- in the vehicles we have a piece of equipment that's been
12 installed -- it's aftermarket -- it's installed in a couple of the
13 vehicles that gives ambient and surface temperatures, but we don't
14 rely on that.

15 Q. Okay. And this is a -- actually, this is a very general
16 question. Do you remember when your -- it doesn't have to be
17 exact, but your last cert inspection, when it was?

18 A. Yeah, it was this month. It was -- not this month, it
19 was in --

20 MR. PLUNKETT: Last month.

21 BY UNIDENTIFIED SPEAKER:

22 Q. Last month, so it was just recently?

23 A. Yeah, it was February -- you know what, funny thing is
24 it changed like three times because of the snow. I can tell
25 you --

1 Q. It's always that way, right?

2 A. Let me get a calendar and I'll tell you the -- do you
3 remember the date?

4 Q. It's okay, I don't need the exact --

5 UNIDENTIFIED SPEAKER: So, it's recent.

6 MR. DAUWALTER: Yeah, it was --

7 UNIDENTIFIED SPEAKER: It was this year, though?

8 MR. DAUWALTER: It was beginning of --

9 UNIDENTIFIED SPEAKER: The second week of February.

10 MR. DAUWALTER: Yeah, like the second or third week of
11 February.

12 UNIDENTIFIED SPEAKER: Any corrective letters, anything
13 requiring some --

14 MR. DAUWALTER: LOC, LOC we had three items; I think it
15 was three items. It was the fueling for SheltAir, one for
16 Servisair, we had a rear light that was -- needed to be adjusted,
17 and we had a rollout light on one of the runways that was an extra
18 red, but they were all corrected on the inspection.

19 UNIDENTIFIED SPEAKER: That's fine. I have no further
20 -- thanks.

21 MR. FEDOK: Dave?

22 BY MR. KEENAN:

23 Q. No, I think you pretty much answered everything, the
24 only question I had, and I'm sure you'll get them, but the -- you
25 mentioned the pictures and you said you were out there taking them

1 that they were going to post them or --

2 A. On Instagram.

3 Q. Were they posted to Instagram or they weren't posted, or
4 you never got to it because of the event?

5 A. I don't know. I'm not -- I don't go on Instagram, I
6 don't do Facebook.

7 Q. So as far as the pictures go, where -- what sort of
8 pictures do you have? Where were they taken? Was it just 422?

9 A. They were just -- the one that I have is 422, but, you
10 know, I'm too busy to be snapping pictures, to be honest with you.
11 But they did want some photos of the -- they like to get pictures
12 of the snow equipment in operation. I may have sent them a -- I
13 set them a picture from a previous storm, they don't know any
14 better, you know. It was a blower and we didn't use blowers.

15 Q. (Indiscernible) there's two pictures in general that
16 we've been very interested in, the one taken in front of the plow
17 showing what it looked like prior to the operation.

18 A. I gave that -- I sent it to somebody; I don't know who I
19 sent it to.

20 Q. The one in behind or both, behind and in front?

21 A. One in behind -- one in front and one behind. If I go
22 to my sent, which I probably deleted --

23 MR. PLUNKETT: This one here? Is that the one you saw?

24 MR. DAUWALTER: Yeah, but then there was a behind --
25 there was an in-front one.

1 BY MR. KEENAN:

2 Q. There was one in front.

3 A. I can't remember who --

4 Q. The reason I ask is I think it completely tells the
5 picture of kind of what was going on then.

6 A. Well, it does, but I was --

7 Q. So that --

8 A. My picture was on 4. My picture was on Runway 4.

9 Q. But the -- I'm just talking about the snowfall rate of
10 four-tenths of an inch and now we're in between 10 and 11, just
11 that measured rate, along with the pictures of what was being
12 done, and it couldn't possibly be that far off.

13 A. Who is the inspector from the FAA?

14 Q. Dave Guerlach?

15 A. He just came in here, I think.

16 Q. David Guerlach.

17 A. That's who I sent it to.

18 Q. He never got it, so it must have been a mix-up in the
19 email address. Or at least not the one in front; maybe he got the
20 one from behind.

21 A. No, the -- yeah, I sent them -- I'm pretty sure I sent
22 him the one in front.

23 Q. Anyway, if we could --

24 A. All right.

25 MR. FEDOK: Would you mind sending them to me?

1 MR. DAUWALTER: No. Give me your card.

2 MR. KEENAN: There's three --

3 MR. FEDOK: I forgot my cards at home, but I'll get my
4 email address to you here shortly. Anything else as far as
5 questions go?

6 MR. KEENAN: No, that's all. Just very, very interested
7 in the picture in front and the picture behind.

8 MR. FEDOK: Okay. We'll get those.

9 BY MR. FEDOK:

10 Q. I had one other follow-up that I made mention of. In
11 the AC here, completely selfishly, one of the criteria for doing a
12 friction measurement is immediately following an accident or
13 incident to help the NTSB. Was that ever a thought or --

14 A. No.

15 Q. Okay.

16 A. Now, when you do a --

17 UNIDENTIFIED SPEAKER: It wouldn't have been possible to
18 do it (indiscernible) --

19 MR. DAUWALTER: When you do a friction run you have to
20 do a full-length run, and we had all the equipment on the runway
21 staged because that was the only place that we could put the
22 command bus and all the responding agencies, the FDNY. So we
23 couldn't have done it anyway.

24 BY MR. FEDOK:

25 Q. Would that have been part of your SOPs in another

1 situation?

2 A. No, but part -- one of the SOPs is do an immediate
3 special inspection, which we conducted. We used the FAA
4 checklist. Chris did that.

5 Q. I think I got a copy of that.

6 A. We used the FAA checklist, and he went down the
7 checklist and checked everything off that needed to be inspected.
8 And that, you know, gets into -- you know, it's the lights and
9 stuff like that.

10 Q. All right. The only thing left that I didn't ask for,
11 which I should have done first thing, is to get a little bit of
12 your experience and your work history. Can you just tell me a
13 little bit about --

14 A. Yeah. All right. I started --

15 Q. How long you been here and what you did before this
16 and --

17 A. All right. I started in 1982 at JFK and I was a
18 building and grounds attendant, and that basically entailed
19 cutting grass out in the airfield, landscaping. And then that was
20 -- the next year I was here at LaGuardia, in '83, and I was in
21 maintenance again in landscaping, and that particular year I was
22 -- I also did snow removal with them, too. And then in '84 to
23 '90, I was facility operations emergency staff at the Lincoln
24 Tunnel for 6 years. And then in '90, I became a junior field
25 supervisor here at LaGuardia Airport. I'm sorry, at JFK, JFK, in

1 1990. '90 to '93 I was a airport operations agent and that
2 entails working in the field doing escorts, wildlife, sound
3 monitoring.

4 Q. Also at JFK?

5 A. Yeah, that was at JFK. I said LaGuardia, I meant JFK
6 from '90 to '93 --

7 Q. Okay.

8 A. -- after the Lincoln Tunnel. And then in '93, I was --
9 I came here as a field supervisor, junior supervisor, and since
10 then I've worked at all the different positions. In '95 to '96,
11 there was a -- I went back to tunnels and bridges and I was a
12 trainer in the emergency -- you know, for the facility operations,
13 I did training for them. And then I came back here and then I
14 progressed to the position I'm at now.

15 Q. And how long have you been in your current position?

16 A. In 2000- -- let me see -- 2009, I became the
17 certification supervisor; 2008, assistant chief operation
18 supervisor; and then in 2011, I took over as the chief, November
19 2011.

20 MR. FEDOK: All right. Sorry to put you through all
21 that, but I certainly do appreciate your time and your candor and
22 the information. It's very, very helpful.

23 MR. DAUWALTER: I hope so.

24 MR. FEDOK: Anybody else have any other follow-ups,
25 before we do that?

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Okay. It's 12:17, stop the recording.

(Whereupon, at 12:17 p.m., the interview was concluded.)

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: DELTA AIRLINES FLIGHT 1086
 RUNWAY EXCURSION AT
 LAGUARDIA AIRPORT, NEW YORK
 MARCH 5, 2015
 Interview of Kevin Dauwalter

DOCKET NUMBER: DCA-15-FA-085

PLACE: New York, NY

DATE: March 11, 2015

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.

Charlene Brown
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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DELTA AIRLINES FLIGHT 1086

RUNWAY EXCURSION

LAGUARDIA AIRPORT, NEW YORK

MARCH 5, 2015

* Docket No.: DCA-15-FA-085

* * * * *

Interview of: JAMES MUNDAY

Airport Operations Conference Room
LaGuardia Airport
New York, New York

Wednesday,
March 11, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: JASON FEDOK
Survival Factors Investigator

APPEARANCES:

JASON FEDOK, Survival Factors Investigator
National Transportation Safety Board

KELLY SLUSARSKI, Airport Certification Safety Inspector
Federal Aviation Administration

ERIC PRICCO
Delta Airlines

STEVE JANGELIS
Air Line Pilots Association

CHRIS RHOADS, LaGuardia Operations
The Port Authority of NY & NJ

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of James Munday:		
By Mr. Fedok		4
By Mr. Slusarski		31
By Mr. Pricco		34
By Mr. Jangelis		37
By Mr. Fedok		42
By Mr. Jangelis		69
By Mr. Fedok		76

I N T E R V I E W

(4:42 p.m.)

1
2
3 MR. FEDOK: Okay, we'll get started. 4:42 p.m.,
4 3/11/15, with Jim Munday.

5 And Jim, if you could just spell your name for me to
6 start out?

7 MR. MUNDAY: Yes. It's James Munday, M-u-n-d-a-y.

8 MR. FEDOK: And Jim, do you mind if we record, before I
9 go any further?

10 MR. MUNDAY: I don't mind at all.

11 MR. FEDOK: Thank you, sir. I'll just go around the
12 room so we know who's present. Jason Fedok with the NTSB.

13 MR. SLUSARSKI: Kelly Slusarski with the FAA, Airport
14 Certification Safety Inspector, New England Region.

15 MR. PRICCO: Eric Pricco, Delta Operations from Detroit.

16 MR. JANGELIS: Steve Jangelis, Air Line Pilots
17 Association.

18 MR. RHOADS: Chris Rhoads, LaGuardia Operations, Port
19 Authority.

20 MR. FEDOK: All right, thanks, everybody.

INTERVIEW OF JAMES MUNDAY

21
22 BY MR. FEDOK:

23 Q. And, Jim, I just want to start out with -- let's start
24 with your current position here at the Port Authority.

25 A. I'm the operations manager for the airport.

1 Q. How long have you been in your current position?

2 A. Right now, it's about 10 months.

3 Q. Ten months. And can you give me a little bit of work
4 history prior to that?

5 A. Almost 11 years over at the Office of Emergency
6 Management for the Port Authority. Prior to that, about 7½ years
7 with the Disney Corporation out in California, focused on
8 emergency management there. And prior to that, had 21 years in
9 the Army as flight infantry.

10 Q. All right, thank you. And can you talk a little bit
11 about your job at OEM for The Port and what you were responsible
12 for there?

13 A. I was in charge of the plans, training and exercises for
14 The Port Authority. Looking at the large-scale exercise and
15 training of personnel in terms of emergency management response.
16 So not the training of an individual to drive a car or, you know,
17 handle any sort of other operations at any of our facilities. I
18 was in charge of the larger -- large-scale exercises put on. And
19 so, that's at all of the facilities. So we have four line
20 departments, and that includes the tunnels and bridges, the PATH
21 system, which is our train system, the ports, and then the
22 airports.

23 So I've seen all the airports because of -- you know,
24 not there -- in that job was not there on a daily basis, I would
25 then focus on Kennedy and the next year focus -- and see a couple

1 of the airports. But not there on a daily basis, you know, if I
2 was over at the bridges or something like that.

3 But the large-scale exercises looking at a catastrophic,
4 multi-operational event, although we didn't run the exercises that
5 long. But then looking at, you know, making it a catastrophic
6 event, 200 up to 500 casualties, victims, 500 first responders,
7 that kind of event.

8 Q. All right. All right, I think the easiest way that
9 seems to work well for me is just to get your recollections of the
10 day of the accident. So walk me through -- and I guess we should
11 start with planning for the snow event, and then walk me through
12 that day, and where you were, when you got to work, and then
13 through the event.

14 A. So on the plan for the snow event -- and Kevin covered
15 it this morning. So we were in a snow condition 5 the night
16 before, and my job is -- in this room here is to get the team
17 together to brief the general manager, make a recommendation of
18 what the next operational period. So we're in current ops, and
19 I'm also -- we're also looking at future ops. And so -- related
20 to the military very well.

21 And so we had looked the night before, at 1800 hours, we
22 said we were -- and we had already made that decision earlier than
23 that, and so we said we were in a snow condition 5, what will be
24 on for the morning coming on here? So we said we would be in a
25 snow condition 5 at 6:00 in the morning.

1 So I was up most of the night on the snow condition,
2 because a snow condition 5, you want to have the management here,
3 and Chris was actually being prepped to be in the hospital that
4 morning. So I was here with the staff out in the field most of
5 the night, went to the hotel a couple hours, and then came in for
6 the briefing in the morning to see where we were, the status, and
7 get ready for the 6:00 briefing.

8 We came in and gave a 6:00 briefing to the general
9 manager. And we were looking at the, again, the -- we were going
10 from a 5 to a 5, our highest level, and what we were looking at,
11 the weather would be coming out of the snow. So what we were
12 going to be that evening is what we were looking at, Thursday
13 evening, and we had selected a snow condition 4 at that time. And
14 so we basically gave that recommendation, she said yes, we went
15 with that recommendation.

16 At that time -- Kevin and I sometimes would go out in
17 the vehicle, I'd tag along with him and be in the back seat. You
18 have Chris and Kevin, they're running it, I'm -- a lot of times
19 I'll sit in the back, you know, watching the event. And I try
20 also not to be there all the time, like a manager is sitting on
21 top of -- but it's also a learning process, and see if there's any
22 changes or anything needs to be made.

23 That morning, though, there was some discussion going on
24 and I needed to go back over to the office. So I went with the
25 general manager and deputy general manager back over to Hangar 7,

1 and was over there. We had to get some information for our Public
2 Affairs. I took care of that process. I was doing some other
3 paperwork, getting ready, actually, to come out. Because the snow
4 had not started. I mean, if it was heavy in the morning, I
5 might've gone out there. But it was just a very, very light snow
6 at 6:00, 7:00, 8:00. It was just maybe less than a quarter inch
7 that was on the ground. So you don't need to be outside all the
8 time because, you know, you have other things to do, but also, it
9 lets the -- you know, Kevin and the team run their operation,
10 which they do an outstanding job on.

11 I was over in the office. The deputy general manager --
12 I was with -- I was talking to one of our business managers and
13 the ARFF captain was over there, Joe Marino, and at the time, the
14 deputy general manager got a call saying we just heard the -- this
15 call and we got to get outside right now, there's a plane over in
16 the bank. And so at that time I turned to Joe, and Joe said he
17 didn't hear anything across EANS. Because in my office -- there's
18 three offices up there in Hangar 7. All three of us had the EAN
19 system in the office, but you can hear it in the whole, you know,
20 area when it goes off.

21 He was right outside of my office talking to his
22 business manager at the time, and he said, you know, he didn't
23 hear an EANS go off. And I said it doesn't matter, go ahead and
24 launch your people. So he called on the radio to launch. Now, is
25 that answering your question? I said I could answer it.

1 He called on the radio to launch the ARFF vehicles. He
2 ran downstairs to get in his vehicle. I did a couple of checks
3 with the general manager and deputy general manager, and then came
4 on out with one other individual to go to the incident scene.

5 The EAN system, I would say, came out maybe 4 minutes
6 after the incident, 3½ to 4. I'm not 100 percent positive of the
7 exact time. But we did record it, and you have a copy of that,
8 the EANS alert to us. It's on that CD I gave.

9 Q. Okay, walk me through when you got out to the scene.
10 What did you observe and how did you participate?

11 A. Well, when I went out to the scene and came up on it, I
12 recognized my ARFF captain, Captain Marino. He was over by one
13 vehicle, and he had -- what happened was, actually -- I'll back up
14 a little bit. As I came out of the building, I had to go through
15 Guard Post 3. At Guard Post 3, FDNY was located there and FDNY
16 EMS. And so we came through that location. I knew that -- just
17 knowing emergency management, I knew I should grab the battalion
18 chief of fire and battalion chief of EMS. I told them come
19 through the gate, because it's a staging area is what it is. I
20 mean, it's actually -- it's where we hold them up to bring -- so
21 we're not bringing too many forces on an active airfield that --
22 it could be active, could be not. And also, that we do not have
23 them going across an airfield and running across all your lights
24 and signs and everything, because they just don't know the field.
25 So they're always under escort. Even though they're first

1 responders, we still put them under escort as they come onto the
2 field.

3 So they're staging outside. They started to clog up the
4 staging area, but we ended up -- you know, moved them back. I
5 grabbed the two battalion chiefs and grabbed the -- one battalion
6 chief, the EMS, he said, can I bring two ambulances with me? At
7 that time, I knew that fire -- there was no fire out at the field.
8 I knew there was a possibility of injury, but I had heard there
9 were no injuries, but it's better to have EMS in your pocket
10 there. And so I told the battalion chief fire, keep his personnel
11 back; battalion chief EMS, go ahead and bring two ambulances with
12 me. And we all, in a convoy of five vehicles, then went out to
13 the site.

14 When we got on site, I got the two battalion chiefs and
15 the -- linked up with my captain and also the PAPD lieutenant that
16 was out there. And our command vehicle had already showed up. So
17 it's snowing and they were -- they gave a quick update, and then I
18 said let's just move into the command bus and try to -- I know to
19 take them out of there. They don't need to stand there and see
20 the scene. They can command from -- you know, with their eyes
21 closed.

22 And so we took them all inside, and then I started to
23 give -- take over and just have them give updates of each of their
24 positions at the time, and reminded them to stay in the command
25 bus, the incident command post, and make sure that they didn't go

1 out or -- I told them if they did go out, they had to have another
2 battalion chief replacing them, or whatever the rank was of the
3 individual. Because the first time a couple -- as soon as I
4 received an update, a couple decided they were going to walk out.
5 And then I gave clear guidance that they'll stay.

6 So, we -- that went process -- basically the updates, I
7 started them every 15 minutes. We did that for about maybe 4
8 hours, we did that every 15 minutes, then I went to a 30-minute
9 interval. But the quick -- first update was, what's the status of
10 the passengers? How many passengers did we have? It was
11 originally reported 125, and a crew of 5. The crew of five was
12 also in our command bus on the back side, and the police were --
13 and they're trying to get their names and information at the time.

14 A Delta rep was in there, also, at that time. And the
15 Delta rep came out and, during one of the 15-minute breaks, said,
16 you know, he wanted his people to go to the Delta hangar. I said,
17 well, right now the police are in charge and it is an
18 investigation until they say, but we'll try to get them up there
19 as quickly as we can. And he said, well, they're not saying
20 anything. I said, that's fine, don't have to say anything. But
21 you do have to give your name, rank, Social Security number; you
22 will give that information to them so we have the data.

23 I actually went in there without the police and told
24 them -- with the Delta rep, told them, that's all -- you know, my
25 police are only there to make sure we're counting personnel, that

1 everyone's safe, everyone's healthy, and that we have your name.
2 That's all they're looking for. If you want to say anything else,
3 that's between you and the police. That's not -- my job is just
4 to keep -- try to keep everyone calm out there.

5 Went back out, and my -- so the second part, you know,
6 again, getting a status on the personnel, then getting a status on
7 the aircraft, safety of personnel, where the passengers were. We
8 had them all in buses. We had buses on there. We had a police
9 officer on each bus to escort them back. I wanted to find out
10 where the friends and family reception center would be at for
11 Delta. They were, at that time, figuring one out. They
12 eventually gave us one of their lounges. And so I moved a couple
13 of my personnel land side to the Delta lounge to be -- to
14 represent, to assist on the friends and family, to eventually,
15 maybe, if they had to go to a FAC.

16 And they didn't -- they never went to a FAC. They did
17 do a reunification center off-property for half of the population,
18 you know, meaning -- and I'm sort of jumping ahead, but what
19 happened was, once the -- after a couple hours, the people in the
20 terminal wanted to be released. They did not have their baggage
21 because NTSB had not cleared the aircraft yet, but they wanted to
22 get out of the area. And after being held up, and they had gone
23 through -- each one had gone through medical screening, because we
24 had brought FDNY and our ambulance personnel over there and gone
25 through a triage system of checking them. Once they had gone

1 through that screening, half of them didn't have family members,
2 so they wanted to leave from there. Those others that did have
3 family members, we originally talked about all of them going to
4 the Crown Plaza, which is off-property, which was going to be a
5 reunification center.

6 Delta came back and said they wanted to break two
7 separate operations. Take by bus those that had family members,
8 link up with families, so we're taking them away from the news
9 media and the complications that were at the airport. And those
10 that did not have family members could be released from right
11 there and then get on -- with assistance, could get on a cab or
12 get on a bus to leave the airport property and go downtown. It
13 would be several hours, though, till they would get their bags,
14 they were all instructed.

15 So I jumped forward there, but going back, the
16 information I wanted to know is the number of anyone injured. At
17 first when they left the site, it was 125 people accounted for, a
18 crew of 5, no injuries. When they arrived at the lounge, it went
19 -- and my numbers, I'd have to go look back at some notes, but
20 pretty good off the top of my head, it was six injuries. It was
21 two yellow and four green, at the time, and yellow being -- you
22 know, the triage system. And New York is the only place in the
23 United States that has a different triage system than anywhere
24 else in the United States. Here we have -- in New York, they have
25 green, yellow, orange, is the different system, then red, and then

1 black. But I asked for a color code after the status, and they
2 gave me it was two yellow, four green.

3 I said, okay, you know, what are the yellows; are they
4 really that bad? The two yellows are going to have to go to a
5 hospital. They requested to be treated at a hospital. Okay, so
6 they're handling that, getting the update. That went from 6 to 9
7 to 16 to 24 to 25 to 27 and, finally, the number was 29,
8 throughout the day as they stayed in that lounge.

9 So and it ended up 5 people went to hospitals; 2 yellow,
10 3 greens out of the 29. So there were -- and I asked what the
11 problem was, and I know it's on tape, but it was all back and neck
12 injuries, which would -- you know, if you're being jolted that
13 hard, you know -- just like being in a car accident or something,
14 you know, something like that. So -- but there were no
15 lacerations, no, you know, blood, no broken bones. That's what I
16 was really focusing in on, so -- no heart problems. It was all
17 back and neck, all 29 of them.

18 So we kept on -- but going back to the first information
19 as to the status of the aircraft, they said basically everyone is
20 off. The status, was there any fires? No fire. The ARFF captain
21 responded that he had put foam down on the fuel, we do have a fuel
22 leak. The fuel leak was coming out pretty good at first. Not an
23 estimate of the number of gallons, but at that point when I took
24 over -- and I was not really -- I semi took over, because still
25 the lieutenant's in charge. I asked for a status of the fuel

1 leak. They said it was between 1 to 3 gallons per minute. I
2 asked, okay, what -- how many gallons do we have on the aircraft?
3 That took a little bit of time, but a Delta rep was there, and he
4 found the information. Then he converted the pounds to gallons,
5 and basically we had 2100 -- estimated 2100 gallons on the
6 aircraft.

7 And so some of that was on the ground, some was in
8 the -- still in the wing. So I said, how can we stop this? They
9 said they're getting a Delta crew out there that would then stop
10 the leak, you know, turn it off the valves or whatever the problem
11 was. The crew did come out -- and we were just constantly getting
12 updates regarding -- the crew did come out, they could not stop
13 the leak.

14 So then we went to the next course of action. The next
15 course of action was to get FDNY hazmat to get -- the fuel that
16 was on the ground was being contained by, you know, pools or
17 damming system, but we needed FDNY hazmat do come and pump the
18 gasoline out of the wing. So that was our next course of -- or
19 problem we were solving. So we got them to come out, to get
20 the -- bring the Hazmat team out. And the Hazmat team reminded me
21 several times, you know, you cannot move this aircraft. I said
22 don't plan on moving the aircraft with fuel in it. I don't plan
23 on doing this; you know, that would be the next phase. Right now
24 we're in the, you know, we're in the -- we're not in recovery yet,
25 we're still in the response phase. We got to take care of the

1 aircraft to get the fuel out.

2 They eventually got a pumper capability up there. They
3 were able to pump out the -- into a barrel at first, a 55-gallon
4 drum, and then a truck they were able to put it into. We
5 eventually took out 2,155 gallons of gasoline -- or aviation fuel
6 out of the aircraft. And that's a -- I'm guessing that's what
7 they came back before. So throughout updates, about 2 hours
8 later, 3 hours later, they gave an update that the, you know, all
9 fuel was off, we're now safe. Okay, that's another phase in the
10 event.

11 Again, going around, so my ARFF captain and the FDNY
12 battalion chief and the hazmat chief stayed in the room,
13 constantly were giving updates on that. EMS was constantly giving
14 updates of out in the -- of what was going on in the field. Also,
15 I kept an EMS on station for first responders so we had a rehab
16 center if we needed to do that. And then ARFF asked at one point
17 could -- once the aircraft was taken, could they leave, and I said
18 no, they can't leave.

19 I keep ARFF and EMS the entire -- until the airplane is
20 moved the next day. In case something happened when it moved, it
21 would be -- you know, if a spark lit it. And then also, if
22 someone were to be hurt, which there was someone hurt, you know,
23 from the crane company about midnight, ended up getting hurt. And
24 so that worked out that we had the EMS right there, right outside
25 the door. The person was in the EMS vehicle within 1 to 2

1 minutes. EMS treated him and then took him to a hospital, and we
2 replaced that ambulance with another ambulance.

3 But going around, we just kept on giving updates. New
4 York City OEM showed up, Port Authority OEM showed up, we had --
5 environmental showed up, risk management showed up. Several other
6 agencies responded into the command center to give information.
7 And then at one point it probably got a little too crowded. I
8 should've kicked a few of the higher-ups out of the door that
9 weren't assisting, but it was cold and snowy outside, so you know.

10 But we did give updates, eventually. We were also
11 focusing on operations. I was giving -- as quickly as possible,
12 can we open up 422? I was asked that question by my general
13 manager. I spoke with Kevin several times. He then diverted,
14 because, you know, he's not in the recovery phase; he's over in
15 airport phase. So he went back and started working 422 and that
16 operation of cleaning the runway. He gave me some updates, again,
17 throughout this update time period. He called me several times,
18 called in by radio and basically gave a status that, you know, he
19 -- you know, we could open at 1400, which was pretty doggone
20 quick, in 3 hours, reopening the airport. And --

21 Q. That was local time, you said?

22 A. Local time, yeah.

23 Q. 1400 local?

24 A. Yeah, add 5, that's 19.

25 And so, but he basically -- we opened up 422, opened it,

1 did not have aircraft taking or landing for some time. It was
2 maybe -- I don't know the exact time. Kevin would be the one --
3 but it was, like, 35 minutes, 40 minutes before things started
4 gearing up a little bit.

5 We were already -- I was getting the status of the
6 number of cancellations. We normally handle 1150 flights per day,
7 give or take a few. On the weekends it's about 800, 850. When we
8 started the event, the snow, we were already at 400 cancellations,
9 you know, when we were in the morning briefing as the day was
10 going on. About that time, at 1400, I knew there were 900
11 cancellations. So a good 85 percent of our flights were already
12 cancelled. But the whole region was having a problem, it wasn't
13 just LaGuardia Airport. It was the entire region.

14 And so, kept on getting updates, and once Kevin was able
15 to open the runway, talked to him, he then called the tower, told
16 them that the runway was open. He was handling that. We kept
17 1331 closed. NTSB, Dennis Jones, arrived at about 1830, was the
18 approximate time.

19 We actually did a shift change in here for our day/night
20 snow operations. I was not at that. I stayed outside. Kevin
21 came in here, and they were looking at the next operational
22 period, being the next morning, what we were going to go do. I
23 talked to him. I got the -- you know, what he was going to
24 recommend to the GM and deputy GM at the time. And basically we
25 were coming out of 4 and we said that morning we'd just go to a 1,

1 which is one of the lower level -- it's more of a cleanup. I
2 said, you know, go ahead and brief them, I'm staying out here, and
3 just continue to do updates. We started going to 30-minute
4 updates.

5 When Dennis arrived, I told him -- I sort of timed it.
6 I said, we'll hold up a few -- one of our updates until he
7 arrives. I knew he was on the ground somewhere, and we were also
8 trying to coordinate with getting the crane company here. They
9 had to have special permits. So we had DOT involved, NYPD
10 involved to get them here, because of the large cranes that they
11 had. And so we're working that operation now, sort of the recovery
12 piece.

13 When Dennis arrived, we gave him a full update and
14 things went well, because he said -- basically I said, what
15 questions do you have? And he said he never -- I'm
16 paraphrasing -- he said he'd never been briefed like that before.
17 You know, he said he -- I got everything, I have no questions. I
18 need to go out and look at the aircraft. I said -- and then I
19 said, well, how long are you going to be out there, because I need
20 to release it. And he said 30, 40 minutes. I said that's what
21 you got. And just everyone had to have guidance.

22 And he came back in about 30 minutes later, and he said,
23 everything's fine, you can -- the plane's released. He said,
24 well, just a minute, I have to make two phone calls. Again, I
25 asked him how long would it take for his phone calls. He said

1 2 minutes. So I said you have 2 minutes and 30 seconds, so --
2 just keeping him on his toes. He laughed at that, and then
3 basically my general manager was there, so she was watching the
4 activity. And about -- he said, I'll be done in 2 minutes, and 2
5 minutes later, he gave me the aircraft, which I then gave to
6 Delta, and just said, it's now your hookup.

7 And we then had -- we were holding up the -- because it
8 was so cold out there, we were holding up personnel back at Delta,
9 the baggage personnel, to come get on the aircraft. And as soon
10 as he gave us the clearance, we -- Delta got them out there right
11 away. And they came out, got the baggage, personal, you know,
12 overhead, and then the rest of the bags off.

13 Got an update from Delta that they're now -- the plane
14 was ready and it was all cleared. I said, great. Okay, now went
15 to -- and right about that timing, the crane company just showed
16 up. And then it was a process of get the crane company, okay,
17 what -- come in here, tell me what's going on.

18 I actually went outside and talked to him. He gave an
19 estimate of what he'd have to do, how to figure it out -- it'd
20 take a little bit of time. He then said -- the Delta
21 representative actually was out there with me, said they were
22 flying in an expert from Atlanta that was going to tell us where
23 the pick points were of the crane. And I said, okay, when's that
24 person -- where's he landing? He's landing at Kennedy. And that
25 took a long time for that person to get here, but we wanted to

1 coordinate -- Delta wanted to coordinate. It's their aircraft,
2 they wanted to coordinate and, you know, get the final guidance.

3 We were actually ready maybe an hour and a half earlier,
4 to lift the plane, but it was delayed because we had to have the
5 expert on the ground. He gave advice, agreed -- he agreed with
6 the contractor, the pick points, and he said, yep, you're at the
7 right locations. They then lifted the plane. We had the plane --
8 it was being loaded onto a trailer. Maybe looked at how they were
9 loading it on, but that's not my call. You know, it was being
10 loaded on by the crane company. The wind started picking up very
11 high, it turned extremely cold. It was about 12 degrees, and with
12 the wind chill factor, it was definitely zero or below zero.

13 And so what happened was, a little bit later, the
14 aircraft was on the trailer, but not tied down, but the straps
15 were released, and the aircraft lifted off of the trailer and an
16 individual got hurt from that. His hand was -- left hand was
17 completely crushed, and so that happened at midnight. That
18 individual's still in the hospital right now in recovery. They've
19 had to do some major surgery on his hand and his fingers and
20 everything. He has hundreds of pins, what I understand.

21 So then, when that happened, we then -- I asked, you
22 know, what are you going to do now? And they said they're going
23 to reverse the plane. They put it on backwards, now they're going
24 to put it on frontwards. So you sort of think -- you think of the
25 747 was, you know, the shuttle, looking like that. Instead, it

1 was the other way around when they -- you know, because the winds
2 were coming out of the west.

3 And so they did that, but that process, then --
4 re-turning, re-rigging, went to, like, 2:30 in the morning, they
5 were still having some problems rigging it, getting everything all
6 set up. And we were working on getting the one individual out,
7 and we were also working on -- because we had closed the airport
8 at midnight. So now -- and that's our normal process, midnight to
9 0-6. And so we were cleaning 422 and cleaning about two-thirds of
10 1331, because the command bus, all these vehicles were still on
11 the end of -- 1331 is now, because of the compacting of snow and
12 everything, it was just packed down solid, and that was leaving us
13 a problem in the morning.

14 We wanted to open first thing in the morning, so we --
15 but our first -- our next problem, though, our next mission, was
16 to get the aircraft from where it was at, at least across 1331 so
17 we could finish cleaning, and move the airplane to the hangar,
18 which is where it is right now, over in the American Airlines
19 hangar. And once it crossed the runway, the team was able to open
20 up 422 on time at 6:00 in the morning, but 1331, we did not have a
21 solid time. Like, we needed to finish cleaning that section --
22 well, I'll back up a little more.

23 What happened, when we finally got the aircraft across
24 at 5:50 and the trucks were all ready to move out, one of the
25 cranes broke down and so we had a crane on the runway. And that

1 was off to the side of the -- where they were picking -- so we
2 couldn't open the airfield with a crane there. And so, we had to
3 get another -- so we just kept on getting problems. So we had to
4 get some engineers out there to figure out what the problem was,
5 and they tried different things. Eventually, found it was a fuse
6 is all, I think, but they couldn't get its outriggers up and the
7 plates out to lift it off. So we eventually got that off, got
8 that out of the way, and then we could start cleaning. And by
9 then, we said we needed to lay product down. They used, you know,
10 the chemical, sand, and so forth.

11 And the sun was coming out, so we were basically looking
12 to bake the stuff, and cleaned it and cleaned it and cleaned it.
13 We also had a couple lights that had been knocked over by
14 different response vehicles. I had, you know, electricians out
15 there repairing the lights. And it was about -- you know, we kept
16 on trying to get estimates, and at 1030 hours we opened 1331,
17 so --

18 Q. 10:30, you said?

19 A. 10:30. And Kevin and I were out there -- I had gone
20 down for about 2 hours again that night, and then got up, attended
21 the meeting real quick in the morning here with the GM, made a
22 decision what's going on there. Kevin and I went out to the field
23 right away to see that part of the field. And so we went and
24 checked the runway, and looking at the runway, looking at
25 conditions, looking at different spots out there. And then

1 basically, he stayed out there, I came back in, because we had
2 another -- the NTSB had a meeting here, so I had to meet with you
3 all. And so he stayed out, I came into the meeting.

4 And basically, we covered a few of the key points, knew
5 there was going to be an FAA meeting, following that, another FAA
6 meeting, and then I was going to be called by Pete from NTSB. So
7 it was just like, okay, the rest of the day is booked up with
8 meetings, and then -- but Kevin then took the deputy gm out there,
9 Doug Stearns, who you met today.

10 Q. I did.

11 A. He went out there and also looked at the runway
12 conditions and checked it out. And then basically Kevin, you
13 know, said at 10:30 we're ready to open.

14 Q. Got it.

15 A. That's a long story.

16 Q. That's a long day with very little sleep.

17 A. Yeah. The snow the night before, we were just focusing
18 on not getting much sleep, and then that day, yeah.

19 Q. All right, well, I'm not going to walk through all --
20 back through all that for you, but I do want to hit -- do key
21 points and follow up with some questions.

22 All right, so you guys have -- we went through this, I
23 think, a couple times already. The snow condition 5, that had
24 been briefed the night before. Morning, snow started 0600 -- what
25 time did you get in? Oh, you stayed in overnight, right?

1 A. Yeah, I went to the hotel --

2 Q. Went to the hotel for a couple hours?

3 A. -- for 2 hours, and then came back here. I was here
4 about 4:30 in the morning for the first snow night, and then
5 checked the field out, and then I was here for the shift change.

6 Q. Okay.

7 A. And because it was light, it -- the snow came later.
8 You know, we had a full force ready to go, but it was just very,
9 very light. And so we were putting product down that morning, I
10 think it said in the notes that Kevin read, like 4:30 in the
11 morning.

12 Q. Right.

13 A. But again, the airport's closed, so we're just, you
14 know, prepping --

15 Q. Pre-treating.

16 A. -- the field. Because you don't really -- I mean, they
17 were doing some snow removal, but it was probably the chemicals
18 that they were putting down.

19 Q. Right. All right, and then you were over at the hangar
20 with the deputy gm. You heard about it over your radio?

21 A. Well, the deputy GM received --

22 Q. Or Deputy GM heard it over the radio.

23 A. He actually received a phone call from Lizette, who was
24 sitting here.

25 Q. Okay.

1 A. So Lizette will be doing pushups later, because she's
2 supposed to call me.

3 Q. Okay. And which --

4 A. But she was used to calling Doug, because Doug had my
5 job for 10 years.

6 Q. Okay, so that's -- okay.

7 A. So that's the learning curve. I mean, they're used to
8 calling Doug, because he was the person in that seat for 10 years.

9 Q. Right.

10 A. And then, now, he's the deputy GM, so --

11 Q. Got it.

12 A. -- sometimes, quick reactions.

13 Q. Right. So she called him, and --

14 A. And he walked out and told me.

15 Q. -- you were with the ARFF, you know, the ARFF captain.
16 He hadn't heard anything about it. You told him to launch anyway,
17 get going. And then it was roughly 3½, 4 minutes later -- and
18 I've heard this term a couple times, the EAN system?

19 A. Yes. Emergency Alert Notification System.

20 Q. So that's --

21 A. And it just --

22 Q. -- E-A-N-S?

23 A. Uh-huh. E-A-N-S, and it had just been upgraded. So it
24 was down for some time, but it had just been upgraded about 6, 8
25 weeks prior. And we had it before, but it went from an analog to

1 a digital system. So that's what I mean by upgrade. And it also
2 -- it's located with the key outside responding agencies.

3 So NYPD would have it, FDNY would have it, FDNY EMS,
4 they would have this system at their location. Do they all have
5 it? At that point, I'm not -- I don't know the answer, because
6 they had been -- they first focused on the ARFF building and the
7 tower. Then they focused on the manager on the airport. And then
8 they focused on the outside agencies. So they were doing it in
9 piecemeal. When I say, ARFF building tower -- ARFF building,
10 operations and tower. We have it in here so we can hear it go
11 off. And they test it throughout the day, you know, just coming
12 up to us, you know, doing a line check.

13 Q. Line check. I got it.

14 A. And when we did not have it, or when it is down, there
15 is set procedure of phone calls. The desk sergeant over at PAPD
16 has a list of phone numbers and goes down in the order
17 sequence -- and this is at all of the airports -- and, you know,
18 first number to call, second number, and goes down a list of phone
19 numbers and just gives them a quick update and gets them going.
20 That is not as good as an EAN system because, you know, one call
21 is calling 10 people, as compared to picking up and calling.

22 Q. Right.

23 A. Whenever we do the exercise, though, I know that -- when
24 they study this is, we make them not have the EAN system so they
25 have to practice the phone call, so they learn if the phone number

1 is correct.

2 Q. Right. All right. So he went off and then you did a
3 couple of -- let's see, one second here -- you check with your
4 deputy and general manager, and then eventually went out to the
5 scene. And on the way out there, you ran into Guard Post 3, where
6 FDNY, FDNY EMS were already clogging up the staging area. And --

7 A. Well, not clogging. I mean, they were there just -- you
8 know, everyone wanted to be -- get on it and --

9 Q. Right.

10 A. But basically, I just needed to get the key people on
11 the airfield.

12 Q. So you grabbed a couple of battalion chiefs and a couple
13 of the ambulances under EMS, five vehicles, escort out to the
14 site, right? And at this point the airport was closed?

15 A. Closed.

16 Q. All right. So you were --

17 A. It was closed way --

18 Q. Yeah. When you heard the --

19 A. You know, Kevin closed it just very shortly. And then,
20 so when Lizette called Doug, the deputy general manager, the
21 airport was already closed.

22 Q. And you had heard by this point there was no fire, and
23 at that point you heard no injuries?

24 A. Yeah.

25 Q. But you got out there, got involved with the incident

1 command. The lieutenant from PAPD was in charge, but you were an
2 integral part of the incident command system and assisted in
3 directing operations, I would say. Let's see. You had your
4 command -- your LaGuardia command bus was already there. That
5 turned into the command center. And started providing updates
6 every 15 minutes to those in the bus, right, which then extended
7 to 30 minutes and there out. You were told 125 pax and 5 crew.
8 The crew were there with the police, gathering names.

9 Did they also gather names of all the passengers as
10 well?

11 A. Well, we ended up getting the manifest, so we were
12 checking the manifest office. And there was some discussion about
13 the manifest, that we should not have had it. Our police did have
14 it, and there was questions going back and forth of, you know,
15 were we allowed? Are police allowed to have it?

16 Q. Okay.

17 A. They said yes, they were. They could -- you know, they
18 got it, but they could also go, you know, request it through the
19 fed system.

20 Q. Okay.

21 A. And so basically, we got the -- I want to point out,
22 before I said 125 and 5. It was actually 127 and 5. There were
23 two lap -- so the manifest did not have the two lap children on
24 it. So that was -- but that didn't come out till a lot later,
25 because I kept on asking at the friends and family reception

1 center to my two representatives in there, what's the status?
2 What's the number? They were constantly giving the greens and
3 yellows, and I was also getting that through the EMS. So I was
4 getting it two funnels of -- and then finally, it came out, you
5 know, now we got 127. Where did that come from, you know? The
6 manifest said 125.

7 Q. Got it. All right. There's a Delta rep out there with
8 them. You made sure everybody was giving their personal
9 information, and nothing more if they didn't want to. Eventually,
10 everyone got on buses, came back to the reception center that
11 Delta had set up here in terminal, right? And then everyone was
12 kept there, went through a triage system. The injured started to
13 add up incrementally as the time passed, but half of them
14 eventually were taken to the Crown Plaza where they were going to
15 meet family. And those without family were allowed to leave from
16 here, without their bags, obviously.

17 A. Both groups without bags, yes.

18 Q. Okay. And, let's see. So eventually, six total
19 transported from here; two were yellow, four were green. There
20 were a total of 29 injured, all back and neck injuries.

21 A. Yeah.

22 Q. Okay. No lacerations, no broken bones, no blood. And
23 then you got into the fuel stuff, which although was interesting,
24 I don't want to walk back through because I want to get to a few
25 other areas of interest that I wanted to talk to you about. So

1 you've already provided -- actually, before we get into that, does
2 anybody have any logistical questions on that part? On his
3 activities on that day?

4 BY MR. SLUSARSKI:

5 Q. Yeah, I just wanted clarification on you -- so it was
6 you that basically initiated ARFF to start the response?

7 A. Yes.

8 Q. Or did the -- it did not initially come elsewhere?

9 A. That would be a good question. I don't have the answer.
10 I just told the captain, launch ARFF.

11 Q. Okay.

12 A. Because we had not -- he made a statement, but we
13 haven't heard anything over EANS. So that's our training, we
14 should hear over EANS, or if his personnel down in the -- there
15 are police and fire located together in Building 137. If his
16 sergeants do anything, they call him; as they're starting to get
17 on vehicles, they get the alert, they'll call him on the radio.

18 Q. Okay.

19 A. And he had no squawk on the radio yet.

20 Q. Okay.

21 A. So there was -- we were telling them launch, and
22 actually launch to 1331 to the north berm. That's all we knew.
23 We didn't -- and so when they left the house, they did not know
24 exactly where they were going out on the airfield and they did not
25 know what they were going into yet. They started monitoring the

1 ops radios; they can monitor our radios, and -- but they were, you
2 know, basically going down -- and I asked the captain later, and
3 he said when they were moving there, it was snowing and they went
4 slow. They moved at the beginning sort of fast, but when they got
5 out there, they started really going slow because they didn't know
6 what, you know -- you know, because there were some people coming
7 out already, you know, the conditions were not great to just fly
8 up and jump out of a truck.

9 Q. Okay. And you said the EANS is -- what would normally
10 be -- would you expect to be the, I guess, tone to ARFF? How
11 would that normally be --

12 A. It's very loud. We may hear it in here in just a little
13 bit.

14 Q. How would that normally be triggered? Is that through
15 the --

16 A. The tower.

17 Q. So the tower would pick up --

18 A. The tower is responsible.

19 Q. -- and that sets off EANS? Is that --

20 A. Yeah, when they pick up the phone, it starts the alarm.
21 Everyone will hear the alarm going off. And then the alarm will
22 calm down -- it's just like a big horn for about 3 to 4 seconds.
23 And then the tower -- you know, a person in the tower will tell us
24 what -- where to go and what to do.

25 Q. Okay.

1 A. We have a plane down on the north berm on fire, you
2 know, whatever --

3 Q. Okay.

4 A. I might be able to even play it on here, but I did give
5 the CD. And 4 minutes later it came out that the tower eventually
6 called EANS. You could hear the sound. And it says, basically,
7 plane with a -- it says ruptured wing. And, you know, people even
8 questioned rupture, what does that mean? Ruptured wing, not a --
9 and so -- and go out to 1331 north berm or something like that.
10 But it also did not give a taxi, like, a, you know --

11 Q. Intersection or coordinates.

12 A. -- intersection or something, or coordinates or
13 something. It just said, go there. And so the our people had
14 already launched, but said, roger out. And I say our people,
15 that's the police department, is the one receiving the EANS desk.

16 Q. Oh, okay.

17 A. They're the ones answering it. They're the ones
18 talking. My team hears it, but doesn't have the talk capability.

19 Q. Okay.

20 A. Now, that's being upgraded as we're building a new
21 building, where my captain will have the talk capability and the
22 box and everything.

23 Q. Okay. And just, any idea of the time on scene with
24 ARFF?

25 A. From the time they were notified, they said it was less

1 -- right around the 2-minute mark is what they said.

2 Q. Okay.

3 A. We do the -- we test that and, you know, try to get the
4 drills -- you know, make it less than 3 minutes as part of our
5 test. We just were inspected on in February and, you know,
6 they -- we just did -- yesterday, we did a practice test, I mean,
7 just to -- right, and they hit it in 2 minutes and 20 seconds.

8 Q. Okay.

9 A. But that was just a -- we did one the week prior, and we
10 did one during the event, and we did one the week after now, so --

11 Q. Okay. That's all I have, actually, right now.

12 MR. FEDOK: Okay.

13 MR. SLUSARSKI: Thanks.

14 MR. FEDOK: Eric, anything you want to --

15 BY MR. PRICCO:

16 Q. So the EANS is just The Port and emergency response,
17 correct? No other stakeholders or airlines --

18 A. Not the airlines, no.

19 Q. -- that hear the --

20 A. It's the tower, PAPD, ARFF, and the operations here, and
21 then the desk is general manager, deputy general manager, myself,
22 up in Hangar 7, and it's in -- being connected to the outside
23 mutual aid partners. But I'd have to get an answer for you of
24 where it's connected at right now.

25 But even if it's connected, they will still go through

1 the phone tree, the police desk will, and that's how -- I'm not
2 sure if the FDNY received the late EAN system, or if they received
3 -- I'm sure they received a phone call, because they were outside
4 my door when I went outside the door. So that meant -- and EANS
5 hadn't gone off yet when I went outside the door, so I just --

6 MR. RHOADS: In my discussion, up in the tower, there
7 are really two dozen EANS, or a box, then there's a second box for
8 mutual response. And there's the initiation of the second box
9 from the tower --

10 MR. MUNDAY: Yeah, okay.

11 MR. RHOADS: -- going to New York City Fire. So there's
12 two, and the second is for mutual response in both. That's what
13 the indication is.

14 BY MR. PRICCO:

15 Q. And you had mentioned there about Delta trying to
16 determine the family and friends' locations. Does the airport
17 partner with the airlines as far as understanding each specific
18 response plans?

19 A. Yeah, we work -- we get their Family Assistance Center
20 plans, and Chris actually had that position, you know, 9 months
21 ago before, was in that position for some time. But basically,
22 we've done some tabletops and some drills and some workshops on
23 the response plan. Mainly focusing more -- a lot of the airlines
24 and the region and Washington airports, they focus on the FAC
25 itself and how you're setting it up in that operation.

1 Because the friends and family is just a quick little
2 transition. Because the FAC will take 4 to 6 hours, maybe up to 9
3 hours, but it takes 4 to 6 hours to set up. I mean, you're
4 kicking hundreds of people out of a hotel, you need ballrooms, you
5 need -- so to do that, you have to have a holding pattern for
6 these people. They've come from the incident, they got to go to a
7 friends and family reception center until the FAC can get set up,
8 and once the FAC is set up, then they can be transferred from that
9 location to here. So that each airline has -- you know, is in
10 charge of, as you all know, in charge of running the FAC. The
11 responsibility is for each airline to handle the FAC and the
12 family -- friends and family.

13 The tests, so, you know, that are the location of the
14 friends and family, is something that they have in their plan, and
15 each airline can be the same or they can be different. Like, they
16 can all choose one hotel and they can all choose one lounge, but
17 with us being spread out so much, normally Delta, you know, and
18 normally they have theirs in their -- you know, the C and D
19 terminal, and the others would have it in the other terminal.

20 It varies by, I know, by each airport. Each airport's
21 been different on this because each airline is different. Some
22 even, you know, because you got a small carrier, one person
23 running the shop there, you know, you need your mutual aid --
24 mutual airline -- sorry, not mutual aid, mutual airline support to
25 run, you know, your friends and family and FAC.

1 Q. I have one last question. With the incident command
2 center, with the regular updates, was there an open line for -- to
3 listen or to provide? Or were the updates specific face-to-face?

4 A. Updates face-to-face. Normally, you're -- EOC is more
5 of the line where you have a conference call.

6 Q. Yeah.

7 A. The EOC was back in the general manager's office.
8 That's where -- because we're separated here by such a long -- and
9 short -- and personnel, most of the personnel are outside. They
10 have an open line and discussion in incident command. I don't
11 know --

12 Q. Was the EOC line opened up at any time during --

13 A. A phone bridge was opened up. Was it used? I don't
14 know the answer. But it was -- the security manager called me and
15 asked about using the TSA phone bridge, and I said go ahead and
16 activate that. And so she sent me an email saying it was
17 activated. Was it used? I don't know, because I wasn't on that
18 line.

19 MR. JANGELIS: My turn? Okay.

20 MR. MUNDAY: Going down the row here.

21 UNIDENTIFIED SPEAKER: So far -- great.

22 MR. MUNDAY: So far, I'm getting an A.

23 BY MR. JANGELIS:

24 Q. Just a quick question. Positioning of the command
25 center, when you said you had it out on the scene, where exactly

1 was it?

2 A. It was, from the aircraft, about 200 yards to the
3 south-southeast of the aircraft. When I came up, I asked Kevin,
4 Kevin said Captain Marino said it was in a safe spot. It was, you
5 know, he designated -- Kevin had asked him if the plane -- if
6 something went wrong, would the command center be safe? And he
7 told -- the captain said yes, it is safe where it's at. It was
8 already there by the time I got there.

9 Q. Okay. My next question, folks, is on the interaction
10 with the crew. Did you have any other interactions with them, ask
11 them how they were doing? Did they talk to you about anything?

12 A. They didn't talk to me, and I actually didn't want to,
13 you know, press them. I knew that, you know, upset -- the things
14 I asked were just that -- you know, I explained what the police --
15 I was trying to be the negotiator with them and explain that the
16 police were, you know, just, you know, asking information.

17 The Delta rep that was out there from the terminal said
18 that, you know, they were being harassed. I said, no, they're --
19 you know, the police officer, I asked him what he was doing. He
20 said he's just asking for their name and information, just -- I
21 said, will you please provide -- so we can have headcount
22 accountability, just who you work for and your name. And that's
23 all, you know, they did, and I said that's perfectly fine.

24 Then I asked -- I stepped out for a moment, talked to
25 the Delta rep, stepped back in for a moment, and -- without the

1 police, and then I talked to them again for a second and asked if
2 they had the manifest, if this -- you know, actually, I had the
3 manifest in my hand. I said, is this the correct manifest? Do
4 you have -- what is the correct number? And I was told 125 by the
5 flight crew.

6 It was actually -- it was a flight attendant was on the
7 cell phone. I had to wait till she got off the cell phone. I
8 don't know her name. But I waited till she got off the cell
9 phone, and I said, is this manifest correct? And she said is it
10 125? I said, yes, and she said that's the correct manifest. So,
11 but again, I -- it wasn't till later when I found there was two
12 lap children.

13 Q. Sure. Per our operations and per our general operations
14 manual, which is going to be entered into the data, flight crews
15 are not responsible for giving you an exact number. That comes
16 from our operations or our dispatch folks.

17 A. Right.

18 Q. So the flight crew, not having the correct number of lap
19 children, can get mixed up. And it used to be that way, was to
20 provide exactly the exact number on that. But --

21 A. Right.

22 Q. -- through changes through the FAA and to our procedures
23 is, is that it comes from our dispatch or from our people. Used
24 to have a dispatch number was approved.

25 But I do want to say and add it to the record that our

1 crew was very complimentary of your hospitality in taking care of
2 them --

3 A. And we want to take care and --

4 Q. -- and sequestering them.

5 A. -- I think we -- you know, actually there might've been
6 -- and again, in this viewpoints, I was not in the room, and, you
7 know, when someone's trying to interview them -- because there
8 were a lot of cell phones. They were all using cell phones --

9 Q. Sure.

10 A. -- when I went in, and of course, they were talking to
11 their representation. And the police officer was under pressure
12 trying to get to his boss the names, and I said, okay, just relax,
13 be calm, get the names. Our detectives came in, and before they
14 went in -- we're going to go in. I said, no, you'll wait here for
15 a minute. If you go in, you can ask them this information. Then
16 you can ask them about the incident, and if they say nothing,
17 that's what they're allowed to say is nothing. And, you know, so
18 I was like the buffer a little bit --

19 Q. Sure.

20 A. -- between the two crew. And they were very -- you
21 know, the crew was very, very nice to me, and great crew. And
22 they gave the information exactly what the police needed.
23 Because, again, when the detectives came, they wanted to get all
24 the information. I said, no, that sergeant -- that officer right
25 there has name, rank, Social Security number, you know, whatever

1 they need, and has that; you don't need to go and hit them up
2 again.

3 Q. Sure.

4 A. Get the stuff from that. Then if you want to ask
5 questions, walk in there, be polite, ask your questions, and come
6 back. And they did do that then.

7 Q. Good, okay. And appreciate that. But you didn't hear
8 them speak anything of what happened --

9 A. No.

10 Q. -- what, you know, did you -- okay.

11 A. I did not hear a single word, and I did not ask them the
12 questions.

13 Q. Okay.

14 A. I just wanted to make sure that --

15 Q. They were okay.

16 A. And I had -- I asked was there any -- anyone was hurt.
17 They had been asked 10 times already --

18 Q. Sure.

19 A. -- but was anyone hurt, and I asked if they would just
20 please provide just their information that was necessary for the
21 police officers.

22 Q. Okay.

23 MR. JANGELIS: I have, and I know you said you were
24 going to keep going down a list of questions.

25 MR. FEDOK: I do.

1 MR. JANGELIS: So I have some other housekeeping, such
2 as frangibility, and fence --

3 MR. FEDOK: Right.

4 MR. JANGELIS: -- line issues, and things like that, so.

5 MR. FEDOK: Okay.

6 MR. JANGELIS: You want me to hold on to those?

7 MR. FEDOK: Yeah, why don't we go for some topical
8 questions --

9 MR. JANGELIS: I'm done with the actual incident, so --

10 MR. FEDOK: So, yeah.

11 BY MR. FEDOK:

12 Q. These are more broad-based questions that pertain to the
13 events, but may not be directly related to your involvement out
14 there. So, I do have one additional one that was brought up.

15 Who is responsible for bringing out the buses and the
16 command post? Is that an operations --

17 A. Operations.

18 Q. -- business? Okay.

19 A. Operations requested it. Kevin requested it. He went
20 through -- back here to ops. They immediately were able to get
21 two buses out there, at first. And then it came -- they got three
22 more -- you know, because we had to empty buses. We actually
23 emptied buses of passengers that were going from one terminal to
24 another. Told everyone to get off the bus because we're taking it
25 to the field. It wasn't like we had a depot of five buses

1 standing by.

2 Q. Right.

3 A. So we got two buses out there right away. As the people
4 were coming off, Kevin told me at one point, it was a question do
5 we have enough room for the people on the two buses, and start
6 looking at -- they started looking at the Suburbans and response
7 vehicles we had, to maybe put three in there, two in there.

8 And then the other three buses showed up just right at
9 the time when they started to get crowded. So we were able to
10 then put, you know, spread them out among the buses.

11 Q. And was that -- is that part of your emergency plan?
12 That sort of to get buses --

13 A. Right.

14 Q. -- you know where to go to get them, or was this just an
15 ad hoc --

16 A. No, well, we --

17 Q. -- they come from --

18 A. No, we have a person in operations that handles the
19 street side operations. Chris, again, can cover that more.

20 Q. Okay.

21 A. But that person knew to get a hold of the buses.

22 Q. Okay.

23 A. And also, all the drills we've been practicing for the
24 last 8 or 9 years, it's reinforcing by having lots of casualties
25 on our exercises, that the airport has to practice getting buses.

1 Now, the buses are used to get the casualties out to the site in
2 an exercise. And so they're semi, you know, in a off-site depot.

3 Q. Right.

4 A. But they got to go through that process of, it's not
5 just have them there in 10 seconds or 10 minutes.

6 Q. Right.

7 A. They had to piecemeal, practice it coming on, get one
8 bus out there and two -- and they've been practicing at every --
9 the three large airports -- Newark, LaGuardia, and Kennedy -- for
10 the last 7, 8 years like that.

11 Q. And the emergency command vehicle, as well, that's an
12 operations --

13 A. That's an operations vehicle. We just received the
14 vehicle about a year ago. We had an old, 1984, '86 model clunker,
15 and the model is, the new one is right up there. It came about a
16 -- well, it actually came, I guess, April this last year,
17 something like that.

18 MR. RHOADS: Last year.

19 BY MR. FEDOK:

20 A. April. And first time it was used on our full-scale
21 exercise that we did in June, which my other job team ran that
22 with the airport, and did that exercise, which was a plane
23 crashing, and we practiced a whole response. That was the first
24 time it was used. We used it a few other times for some other
25 events, and we just recently found a spot to park it indoors.

1 So it's on airfield in a -- the building that I want to
2 eventually set up our operations in, and is parked indoors there.
3 So one of the ops personnel went and quickly -- went right to the
4 bus, grabbed it, opened the doors, and drove it right out there.
5 It was a very excellent response, a smart move.

6 Q. Yeah.

7 A. I don't know who did it, but it was smart.

8 Q. Okay. Now we'll get off of the sort of logistical stuff
9 and into there's a couple of topical areas. So we talked -- you
10 sat in on Kevin's interview this morning, and we covered a bunch
11 of different areas and things that he had done. So some of these
12 questions are going to sound repetitive, and --

13 A. Okay.

14 Q. -- you may be thinking, Kevin already told you this.
15 But what I'm looking for is different perspectives, because
16 Kevin's -- although you're both part of the same chain, Kevin has
17 sort of operational perspective, and I think you can provide more
18 of maybe a policy perspective on some of these issues.

19 A. Okay.

20 Q. And if the answers are the same, they're the same, but I
21 just thought I'd ask because you are at different levels in the
22 organization. So we're going to talk about the procedures and
23 then the policy, and the thoughts on issuing NOTAMs during snow
24 operations, and how the -- I guess, specifically, LaGuardia in
25 this case. I don't know if it's the same with other airports, but

1 you guys issue NOTAMs, based on what Kevin said, on when
2 conditions change rather than every -- at the end of every sweep
3 or the end of every movement, you know, with the plows and
4 everything. Is that correct, and is that the policy that you guys
5 are up working at LaGuardia?

6 A. Correct. And one thing I might be looking at is the
7 word change, is that, you know -- because if you keep on giving
8 NOTAMs out every 30 minutes, every 45 minutes -- you know, you're
9 constantly changing the environment that those at the receiving
10 end aren't getting it. So it's something that, if you were out
11 there and, you know, you've taken it down to thin-patchy, or
12 whatever the NOTAM is at the time, and then we have a quarter inch
13 of snow come back out there, and we go clean it off, you know,
14 it's back to the original. So we don't need to give a new NOTAM
15 that says, you know, it's the same as before.

16 It went from -- you know, quarter inch of snow came
17 down, we then went and cleaned the runway, and we're back to thin-
18 patchy, you know. So that's basically what we're looking at. Or
19 if we applied some chemical down or something, you know, that's a
20 change of a physical, you know, process that we did. But if we --
21 if some snow came down in that 30minute window, which it did, you
22 know, I've been out there many times and you make one pass down
23 and you come back and, you know, snow's coming down and it's a
24 little difficult to get clear. But the condition when you finish
25 the event is what we're looking at.

1 So what is the condition at that time? Did it change
2 that we have to issue a new NOTAM that, no, it's now 2 inches of
3 snow. I'm just -- I know that's sort of drastic here, but I'm
4 giving that -- that would warrant a NOTAM. If it's exactly the
5 same, you know, condition that we had the last NOTAM, there's no
6 reason, you know, a critical reason that we'd need to do that.

7 Q. Okay. So --

8 A. Does that help explain that?

9 Q. It does, and I just want to make sure -- I'll give you
10 sort of an example, and make sure I'm thinking the right way. So
11 if you have a quarter inch of wet snow out there and you say, take
12 the runway, we got a gap here, we're going to go clean it. You
13 groom it and sweep it, both directions, one or two or however many
14 times. By the time you guys are done with that runway, you're
15 saying the falling snow will have already accumulated back to the
16 condition it was before you started; therefore, there's no reason
17 to update a NOTAM because essentially the conditions are the same?

18 A. No, that's not what I was saying.

19 Q. I'm sorry. Okay, that's why I wanted to make sure.

20 A. That's a good point.

21 Q. Let's try again.

22 A. What I was saying is that, you know, we started the
23 event and it was thin-patchy, you know, cleaned, aircraft can
24 land. And then in the time period of we're sitting on the
25 taxiway, which we were, and ready to be launched again. And, you

1 know, it's that timing of between the TRACON and the tower and
2 everyone to get -- you know, figure everything out. We were there
3 -- Team Blue was sitting there on the taxiway with the 100 ready
4 to take the runway. They came off at 10:35 or, you know, is what
5 they came off. And so as they wanted to get back on, they're
6 looking at the conditions. And so, when they came on and they
7 cleaned -- what I'm trying to say is, if we had thin-patchy -- or,
8 you know, or let's say we said it was at blacktop. And then snow
9 came down, and then when we finished the -- you know, our process,
10 it's back to blacktop. We do not need to change the NOTAM,
11 because it's -- the last NOTAM is the same as the current NOTAM.

12 Q. Okay.

13 A. You know, we could say a new NOTAM, same subject --

14 Q. Right.

15 A. -- but it wouldn't -- it would be another NOTAM for --
16 but the reasoning behind it, it would be an updated NOTAM saying
17 the same thing.

18 Q. Right, it would be a newer time. So you're saying that,
19 basically, the NOTAM that was out was quarter-inch wet, and it
20 was, I think, 2 hours prior to the event, 1403, I think, Zulu,
21 versus 1603 when the accident occurred. And in that time,
22 intervening time period, I think there were three plows or sweeps
23 of the runway, and the NOTAM hadn't changed in all the time
24 intervening there.

25 So you're saying that they left the runway then, when

1 they were done sweeping and plowing, with a quarter-inch wet snow
2 on it? That's what I'm trying to understand. Because wouldn't it
3 be clear by the time they're done clearing it? It would've
4 improved to the point where a NOTAM would say --

5 A. No.

6 Q. -- back to blacktop, or whatever?

7 A. I'd have to look at the NOTAM, and I didn't look at
8 that. So I'd have to, you know, go back --

9 Q. Okay.

10 A. -- to Kevin. But it also, I'd have to -- the other part
11 is, when the snow is coming down out there, you really don't want
12 to say blacktop. I mean --

13 Q. Right, I understand. That was just a --

14 A. -- because the snow is -- sometimes you clean and you
15 turn right around and you're coming back the opposite direction,
16 and you're like, what happened here? I just cleaned that side of
17 the runway. And you get back to the end and you're close to back
18 where you started at.

19 You have to keep that process going, though, or
20 eventually pull off the runway and let the aircraft come in and
21 give you your action. The aircraft, you know, were coming in and
22 it was, you know, getting good braking action, so we were looking
23 -- they were getting good braking action but, you know, sometimes
24 -- at a certain point -- it's a very fine line. At a certain
25 point you want to get back out there because if you leave too much

1 of it there, then you're going to have a problem.

2 Q. Yeah.

3 A. So that's what you -- it's hard to -- much harder to
4 clean and also could have a problem, you know, of the runway
5 itself, so you want to get back on.

6 Q. So are you, essentially then, using the braking action
7 reports as an indicator of when to get back on? Or are you using
8 the --

9 A. It's really --

10 Q. -- (indiscernible) condition?

11 A. I'd have to leave -- it's more of a Kevin question.

12 Q. Okay.

13 A. I know you asked this morning, but it's a combination.
14 It's his expertise, or the expertise of whoever the other 100
15 is --

16 Q. Okay.

17 A. -- that they have been here quite some time and know the
18 operation. They can tell the runway conditions and they can also
19 -- you hear the braking action.

20 I've been out there where I've heard a poor and then the
21 next aircraft will come in a fair, and then, okay, we're right on
22 that line of taking a -- if we get a nil or two poors, we're
23 taking the runway. And so now we've affected, you know, the
24 region. Because we're taking a runway, that means either no
25 planes are landing or taking off; it depends on which runway we're

1 on. And, you know, as we do that, you know, the aircraft either
2 have to go in orbit and wait to come in or they have to divert to
3 another location. So we're causing an event, so it's a fine --

4 Q. Right.

5 A. -- determination. So what they're looking at is, if you
6 get a poor and then a fair, Kevin is right on the phone calling
7 the tower saying give me a slot. Even though I got a poor and a
8 fair and I'm safe, I don't have to take over the runway, I need a
9 slot to get back on that runway. I need -- and it's, you know,
10 it's that coordination effort.

11 The airlines want to get in there and, you know, get
12 their customers to the gates, get the aircraft out of the sky.
13 The tower's under pressure to do that --

14 Q. Sure.

15 A. -- and we're also, you know, trying to make the -- as
16 soon as a poor comes up, we will tell them -- as soon as a poor
17 comes up, even with the fair the next one, Kevin's on the phone, I
18 want the runway as soon as you can get me a slot.

19 Q. Okay.

20 A. And that may take 5 minutes, it may take 15 minutes. It
21 depends on the, you know, the tower. And that's what we'll get
22 on, but as soon as we can --

23 Q. So your trigger to close, then, is two poors or a nil?

24 A. Yes.

25 Q. And other than that, you're trying to work with the

1 tower as much as possible to get me in in gaps and work on a hot
2 runway?

3 A. Yeah. Yeah.

4 Q. That's sort of the philosophy?

5 A. Yeah.

6 Q. Okay.

7 A. And then, you know, with goods, you're like, this is
8 great. And it's also the amount of snow. If it's ice, you got
9 another problem. If it's wet snow, if it's dry snow -- that was a
10 dry snow that day. It was changing to dry snow that time of day,
11 in that hour that we're talking about. Because it went just a
12 quarter of an inch, so you're sort of looking at all -- there's a
13 lot of different indicators, and it's really the experience of the
14 chief out there, the 100, that has it all.

15 Q. Okay.

16 A. He's looking at what the call is, what the weather
17 temperature is. He's also monitoring ground temperature and air
18 temperature. So he's looking - he's constantly calling in here,
19 what's the ground temperature? If it's 40 degrees ground
20 temperature, you know, it's going to melt. If it's 15 degrees,
21 it's, you know, it's -- so he's taking that into account. There's
22 a lot of factors that are being taken into account.

23 Q. I don't want to put words in either Kevin's mouth or
24 yours, but this characterization is something that I go back to,
25 and it seems what he was trying to say, if he didn't say it

1 explicitly, was that having a NOTAM out there, that was -- it
2 never got worse than a quarter of an inch is what, I think, what
3 he said. So that keeping that out there, knowing that they were
4 clearing it and it was never worse than that, was okay, simply
5 because he's sort of erring on the side of caution and being
6 conservative. Is that a fair --

7 A. And that's an --

8 Q. -- characterization?

9 A. Yeah, that's absolutely right. I'd rather tell someone
10 I got a quarter inch and I just cleaned it, it went to blacktop,
11 and the snow's coming down and 5 minutes, 10 minutes later it's
12 going to be back to a quarter of an inch, than to say to someone
13 it's blacktop and a pilot's coming in and I'm putting the pilot in
14 harm's way. I mean --

15 Q. I got it.

16 A. -- I think it's a smart move there.

17 Q. Okay.

18 A. And it does change, and that -- and I've been out there
19 many times and in that short window of 20 to 30 minutes you can
20 have a lot of snow, a burst of snow that could come down, and it
21 just seems like, you know, where did this come from? And now all
22 of a sudden there's an inch out there. And, you know, and then
23 the next time, you go 2 hours and you get an eighth of an inch.
24 It just, it varies.

25 And our job is to keep the airlines and the pilots, as

1 best we can, flying, you know, because their job's to keep the
2 passengers happy. But it's -- also we got to keep the runway
3 open.

4 Q. Right. I got it. All right, let's change topics
5 slightly, on the use of chemicals for deicing and for treating it.
6 I know you pretreated when you had wet runways, you went out
7 there, per the NOTAMs, and you pretreated with some chemical. And
8 I talked to Kevin a little bit about this, this morning, about
9 when you use solid chemical and sand on the runways. And he gave
10 me an answer and I haven't had a chance to go back and listen to
11 it, and I wanted to ask you about it to make sure that I
12 understand kind of the procedure.

13 So, there was a NOTAM out. It was this one, at -- let's
14 see -- oh, here it is, this one, at 0738. Wet sand, deiced solid
15 and sand and -- observed at 0738. So at 7:30, you know, an hour
16 and a half or so before the accident, you guys were using
17 chemical. But he said that you weren't using chemical and they
18 may have, in that case, had a driver sort of pull an audible and
19 drop chemical on their last pass. Can you just speak to anything
20 about the policy as far as using chemicals and how that works and
21 when you find it necessary or not?

22 A. Well, when -- I mean, I'm not sure I would -- Kevin --
23 I'd have to relook at what, exactly what he said in one piece.

24 Q. Yeah, I'd have to look back at it, too. But I thought
25 since I have you here --

1 A. But normally what -- the 100 will make a determination.
2 He'll be looking out there and he'll decide if, on a pass, should
3 he have a -- you know, one of the plows drop sand or drop chemical
4 onto the runway.

5 Q. Okay.

6 A. So he's looking at -- but again, it's going on the
7 conditions of the runway. It's not a science, it's a --

8 Q. Sure.

9 A. -- skill that they learn, and they're making a
10 determination, okay, am I going to make another pass, or what is
11 the next time I'm going to make a pass, is it wet snow, is it dry
12 snow? They're looking at all the factors and making that
13 determination of putting more -- putting something on there. But
14 if they put chemical on sand and the chemical, and they come back
15 30 minutes later, they're just -- before it even really takes
16 effect, they're plowing it all off.

17 Q. Right.

18 A. You're sort of looking -- you're making a judgment. If
19 I'm going to drop it, it's good for that one aircraft or two
20 aircraft, but I'm going to be there three aircraft later and now
21 I'm taking all that off, which -- you know, so it's a fine
22 judgment. So that's what they're really looking at in making that
23 determination.

24 And they go on the conditions. If they hear -- again,
25 if they hear poor, if they hear nil, that changes the mindset. So

1 then they, you know -- but if, you know, if they're hearing good
2 braking action, they're like, well, you know, I can get out there
3 faster, because I can clean it faster when it's just snow than
4 having chemical on the ground. And then I'm making that
5 determination if -- of, you know, how fast I got to -- because I
6 had to get a couple more vehicles in that process. Because he's
7 right now working with the plows and -- I mean, with the blowers,
8 the --

9 MR. RHOADS: Multis.

10 BY MR. FEDOK:

11 A. Multis, I'm trying to think. The multis, and we have to
12 get a plow, because the plow has a spinner on the back that's
13 dropping the -- either the sand or the chemical. So he's got to
14 shift his resources around, also.

15 Q. Okay.

16 A. So that's another combination. You got to determine
17 that.

18 MR. RHOADS: If I can --

19 MR. FEDOK: Sure.

20 MR. RHOADS: -- perhaps help?

21 MR. FEDOK: Go ahead, sir.

22 MR. RHOADS: The use of sand or chemical, okay,
23 basically under two conditions. Either to prevent the building of
24 a condition, okay? And by that we mean, depending on the
25 forecast, something early in the event. It's going to be a mixed

1 precip, possible freeze, we'll go ahead and we will treat the
2 runways, okay?

3 MR. FEDOK: Sure.

4 MR. RHOADS: And then, again, some things go into the
5 forecast, if we're going to have sun later and such, and so we'll
6 be able to make a judgment call on. In doing that, we will have a
7 satisfactory runway service with which to do operations, okay.

8 The other condition -- the other time we'll use it, is
9 to change the condition on the runway, okay? So I'll get -- I'm
10 not saying it happened in this scenario, because I wasn't here.

11 MR. FEDOK: That's fine.

12 MR. RHOADS: But, if every -- because, and it does
13 happen, if everything we're trying to do just isn't having an
14 effect, okay? Several weeks ago, we had a hard, deep freeze, and
15 we're trying to move this snow and ice at the rate it was coming
16 down. And we're trying to get it down to the black, we're trying
17 to get it down to the black, and it's still ice -- patchy ice,
18 thin, patchy ice. In the effort to change the condition and knock
19 it back, the decision is, okay, we're going to start dropping sand
20 and dry chemical on this thing, okay? So, we'll do it in that
21 regard.

22 Normally, if we're over -- if it's snow, and we're
23 plowing, grooming, and blowing, we will continue to do that, okay?
24 Because, as Jim was saying, there's no point at dropping anything
25 if we're going to go out, get a gap, make another pass, and we're

1 just going to undo everything that we already did. And sometimes,
2 we kind of make the situation -- it complicates it, you know,
3 because sometimes it creates like a gumbo on the runway, and so we
4 really want to avoid that.

5 So if we're in a snow situation and we're bringing it
6 down to a quarter inch, or thin patchy, we will sustain that
7 condition, okay? That's what the NOTAM's out there for. And for
8 as long as we sustain that condition, there's no change. That
9 NOTAM holds.

10 Now, we don't like NOTAMs to swing in the breeze out
11 there for, like, 3, 4 hours, okay? So occasionally, and I don't
12 know if we do this religiously, but occasionally we will reissue
13 and say, the NOTAM, okay, remains. Just so people aren't thinking
14 that, you know, we haven't reissued anything or, you know, that
15 we're not doing anything, okay? So, we will reissue the NOTAM,
16 and say it's sustained. But when we're out there in snow
17 condition plowing, grooming, we're going to keep it down to the
18 condition that the NOTAM was initially issued for, quarter inch,
19 thin patchy, and we'll sustain that condition. For as long as we
20 do that, that NOTAM stays.

21 If -- and again, we're always looking for gaps. We're
22 always looking for gaps. It's not that, okay, fine, we did the
23 best we could, there's snow on the runway and it's snowing, what
24 do you expect? We will always be asking for gaps, and that's what
25 Kevin was doing. We're down at Double Delta, and we're looking,

1 and we're saying, okay, fine, we're off the runway, let us know
2 when we can go back on. And sometimes, depending on -- you know,
3 tower will say, okay, fine, you're good for two passes. Okay?
4 And we'll do that.

5 Or, can you give us enough of a gap? No, we've got
6 somebody on short, so just let them come in, but we'll put you
7 right back on after he's on. So we're always kind of on top of
8 that because we're not satisfied, of course, with snow on the
9 runway. But we'll try to sustain the condition that the NOTAM was
10 issued for, or better, okay?

11 If we suddenly drop chem or change the condition because
12 we see that it's just not working, then we'll issue the other
13 NOTAM, of course because we've changed the condition.

14 MR. FEDOK: I got it.

15 MR. RHOADS: All right, I hope that didn't --

16 MR. FEDOK: No, that helps. I think that kind of puts
17 out all the -- everything you guys have said, and I've had to put
18 together, fits.

19 MR. MUNDAY: And like Chris says, like the gummy
20 conditions, you know, I said if we put it down, it causes us to go
21 slower. And that's --

22 MR. FEDOK: That's why.

23 MR. MUNDAY: -- that's the reason why.

24 MR. FEDOK: Yep.

25 MR. MUNDAY: But we're, and I need to stress and point

1 out, we were on that taxiway waiting. We had been there for some
2 time waiting, and waiting on that gap, and -- but with the, you
3 know, tower getting good braking, the tower -- I can see what the
4 tower operator's thinking about. You know, things are good,
5 things are good. And the snow wasn't real heavy at the time. In
6 an hour, you know, .4 coming down in a whole hour, that's not an
7 awful lot of snow.

8 MR. FEDOK: Right.

9 MR. MUNDAY: So, again, the tower's also trying to get
10 the person in. But we were sitting there ready to go. If they
11 had given us, at 10:50, to get on, we would've got on. If they'd
12 given us, you know, 11, we would've got on. We were waiting at
13 that -- as soon as we came off, we got in formation to get ready
14 to attack it again. If it's 15 minutes, if it's an hour,
15 that's -- it's a combination of looking at the weather and also
16 talking to the tower and getting a gap, you know.

17 MR. RHOADS: Okay, but as policy, the NOTAM has to state
18 what you got.

19 MR. FEDOK: Right.

20 MR. RHOADS: Okay, you sustain it, that's what the NOTAM
21 is matching. You're going to make a change, another NOTAM.

22 MR. FEDOK: Okay. So that was an interesting phrase; I
23 like that. Say that again?

24 MR. RHOADS: The NOTAM indicates what you got.

25 MR. FEDOK: NOTAM indicates what you got.

1 MR. RHOADS: It's got to reflect what you got.

2 MR. FEDOK: Yeah. Okay.

3 MR. MUNDAY: So like if it went -- if it was worse than
4 the NOTAM, we should have another NOTAM. If it was one inch of
5 snow, it should be a new NOTAM. If it's better than that NOTAM --
6 you know, it's exactly what Chris said.

7 BY MR. FEDOK:

8 Q. All right, two more topics. Hopefully we can do them
9 quick so we can get to the other meeting.

10 A. (Indiscernible).

11 Q. Yeah. I told them that we'll get up there as soon as we
12 can if we run a little bit over. But I just want to touch base on
13 the CFME, the Continuous Friction Measuring Equipment, you guys
14 have. You said it was a Ford F-350 --

15 A. Right.

16 Q. -- and it was used weekly in the summer for rubber,
17 essentially.

18 MR. RHOADS: De-rubber, yeah. De-rubberizing.

19 BY MR. FEDOK:

20 Q. Checking on the friction on rubber surfaces. Not
21 used -- and I think you gave me these. The problem is I haven't
22 had a chance to look at them yet. But not used since roughly
23 2008-ish, 2009, right? Since the policy --

24 A. Well, no, 2010.

25 Q. 2010, okay.

1 A. 2010 is when the -- January 13th, 2010, the FAA came to
2 the Port Authority --

3 Q. That's right, okay. That's the first letter.

4 A. -- and they made a statement that, you know, we don't
5 need to use it. And then in November 22nd of 2011, the then-
6 director of aviation put a policy out that we don't --

7 Q. Okay.

8 A. -- have to use that. And then after that came -- I'd
9 have to look up the date, but it came from our general manager,
10 then put the policy out. So it came from the FAA to the Port
11 Authority Aviation Department, down to the general manager of the
12 airport.

13 Q. Okay. And I understand that and I know you guys haven't
14 been using it. The one question I had was -- and I asked, I think
15 I asked Kevin, was, after the accident, is there any thought of
16 policy given to, you know, using it just as a point based on, you
17 know, we had an event so we're going to do a friction test per the
18 AC. Is that something you guys have ever thought about or
19 discussed?

20 A. Not since the accident, no.

21 Q. Okay.

22 A. I mean, we've found the policies here, and made sure we
23 had the policies, that they're all correct, they're in the ACM and
24 that, you know, we have all the information. It was discussed --
25 so I guess I'd have to back -- it was discussed is this the right

1 policy? And everyone said the current policy is the right one.
2 And all three airports are following this policy because it came
3 from the FAA.

4 Q. All right. The one thing we noted, we went up and spent
5 some time with Lizette, and we got -- it gave us a chance to look
6 at the training records after --

7 A. Did they pass your test?

8 Q. Well, we took the snow and ice plan test, and the one
9 thing I noted in there was that it does refer to times to do
10 friction measurements. You know, after -- and one of the times is
11 after you do the runway, you know, after you clear the runway, do
12 a friction measurement test. And I was curious, does the training
13 not reflect the policy, or is it just old -- you know, does that
14 training date back prior to the policy and it just hasn't been
15 updated?

16 MR. RHOADS: Lizette mentioned that to me, and I will
17 chase that down for you.

18 MR. FEDOK: Okay.

19 MR. RHOADS: I think it really goes to how old the kiosk
20 training is --

21 MR. FEDOK: Okay.

22 MR. RHOADS: -- and when it initiated, and I think we've
23 been doing it since before 2010.

24 MR. FEDOK: Probably, yeah.

25 MR. RHOADS: That was a module that we made in

1 cooperation with AAAE, and of course, it's all 139 designed.

2 MR. FEDOK: Right.

3 MR. RHOADS: And I -- as I said, I will validate it, but
4 it may have been something at the time, but invalidated by --

5 MR. FEDOK: Right.

6 MR. RHOADS: -- the updated (indiscernible).

7 MR. FEDOK: It seemed to follow the guidance in the AC,
8 as far as the bulletin stuff seemed familiar to me, the language,
9 but clearly that wasn't the policy that you guys were operating
10 under, at least at the time of this accident and going back some
11 ways. So that's something that, you know, you guys can --

12 MR. RHOADS: Yeah.

13 MR. FEDOK: -- like you said, look into and see exactly
14 where that originated.

15 MR. RHOADS: You know, we are always looking at these
16 things, you know, for things that we should renew.

17 MR. FEDOK: Sure.

18 MR. RHOADS: And it's not done every year. I mean, this
19 is something that it's -- it takes a long time to create one of
20 these things. So, you know, and we look at things, and we say,
21 you know, we should update this, we should not do this, we should
22 -- and so --

23 MR. FEDOK: No problem.

24 MR. RHOADS: -- but I'm going to check to see if that's
25 on our list of things to change.

1 BY MR. FEDOK:

2 Q. And just one last topic. I've asked everybody else, so
3 I need to ask you as far as the FAA oversight and your
4 relationship with the FAA. In your time here -- they're in the
5 room, but they're here --

6 A. Can I look at Kelly?

7 Q. -- they have an NTSB hat on.

8 A. Actually, I'd have to say our relationship with the FAA
9 is excellent.

10 Q. Okay.

11 A. And I don't know what the others said, I think I've said
12 that. But it's really -- it's a small airport. But since I've
13 been here, you know, our relationship is really tight. I mean,
14 you know, we're involved -- because we have a lot of construction
15 going on, we have a lot of meetings with each other. And it's a
16 lot of partnership in terms of weekend closures to work on the
17 runway, yet we still want to, you know, carry on flights. So the
18 relationship is -- I would say is excellent. I mean, you know,
19 the personnel in charge, you know, I call them, they call me on
20 the cell phones when something's going on or, you know, have a
21 question on something.

22 So, and we meet several times a week, actually, on
23 different events. I know I'll see Laura and James on Thursday
24 morning at 8:30, I know I'll see them on Friday morning at 8:30.
25 And because these are different events, you know --

1 Q. Are those, like, working group? Are you --

2 A. They're working group things that we have, where we're
3 talking -- basically, we're focusing on construction, the
4 runway -- they're not really runway extensions. We are building,
5 you know, making the -- not the runway longer, but we're building
6 out, you know, the two decks that we have so we can put EMAS on at
7 each end. And that's a -- you know, it's been an 18-month
8 project, and we have other major projects that are affecting the
9 entire air side operation.

10 Q. You don't have EMAS at the end of those right now?

11 A. No.

12 Q. Okay. Oh, okay.

13 A. The two decks do not have EMAS, so we've been
14 directed --

15 MR. RHOADS: No, we have two. We're getting another
16 two.

17 MR. FEDOK: Oh, all right. I knew you had some, but the
18 decks don't have them?

19 MR. MUNDAY: The decks don't have them.

20 BY MR FEDOK:

21 Q. It's the other two ends that have them.

22 A. The other two have them.

23 Q. Okay.

24 A. The other two were damaged -- or one was damaged
25 significantly during Sandy and had to be replaced. The other had

1 a little bit of damage but was also just replaced here in the
2 August time frame.

3 Q. Okay.

4 A. And so, but we're extending the decks, not the runway.

5 Q. Right.

6 A. Because I keep on saying extending the runway, you know,
7 I get corrected on that.

8 Q. Right.

9 A. Extending the decks so we can put the EMAS on the two
10 decks, and have that done for this next fall.

11 Q. Wow.

12 MR. RHOADS: Yeah. I'd say probably right now, most in
13 the -- more than most other airports right now, because of the
14 construction, everything from the RSA work for the 1331
15 modification standards work and the repave, we engage the FAA at a
16 lot of levels right now, okay? Just because of all the
17 construction and all the projects that are coming at us.

18 So, like I said, I think more than most other airports,
19 we are fully engaged with multiple levels in the FAA, from
20 engineering to the regular, you know, coming and going of 139, and
21 normal airfield stuff. And it's a very, very good working
22 relationship. It's very, very complicated and we meet with you
23 guys on a regular basis, you know? There are a lot of meetings
24 that Jim has alluded to. There are a lot of coordination meetings
25 because of the projects that are going on.

1 BY MR. FEDOK:

2 Q. And they paid you a visit after the accident, right? I
3 think Evelyn came by, and can you characterize that meeting for
4 me? Was that just a how goes it, or was there a --

5 A. No, they wanted to know some information and ask some
6 questions, but it was a great meeting. I mean, they were asking
7 some -- you know, just wanted to get updates on what went on, get
8 a summary going, ask some questions. They actually asked the same
9 questions you're asking right now.

10 Q. Okay.

11 A. About the friction tester and basically, you know, we
12 brought out the documents for them --

13 Q. Right.

14 A. -- said this is the decision. And, you know, the deputy
15 general manager and Kevin were giving -- you know, gave them the
16 same response I'm giving now.

17 Q. Okay. No, that's great.

18 MR. FEDOK: I'm out of questions, and you guys follow up
19 with anything you have. Kelly?

20 MR. SLUSARSKI: You've hit on all the topics that I
21 wanted to ask and that's -- I -- no, I'm going to refer to these
22 guys, see if they have anything they wanted to add.

23 MR. PICCO: I think I'm all set.

24 MR. JANGELIS: I have a couple.

25 MR. FEDOK: Steve? Steve has a couple.

1 MR. MUNDAY: There's always got to be one guy.

2 MR. JANGELIS: There's always one guy. It's always the
3 guy at the end of the table before it's time to leave, right?

4 BY MR. JANGELIS:

5 Q. Your CFME equipment, is it current and up-to-date, and
6 your training up to speed right now?

7 A. That's a good question. I would have to find out. I
8 don't have an answer for you.

9 MR. RHOADS: I'm sorry?

10 MR. JANGELIS: The friction equipment.

11 MR. RHOADS: Our friction tester?

12 MR. JANGELIS: CFME.

13 MR. RHOADS: Yes, if we had to use it, we could use it.

14 MR. JANGELIS: If you had to use it, you could?

15 MR. RHOADS: Yeah.

16 MR. JANGELIS: Okay.

17 BY MR. JANGELIS:

18 Q. And I think my questions following on now is going to
19 deal with the AC Circular on 30-Charlie, which -- 150/5200-30-
20 Charlie. Did Delta request a friction test from you all, post-
21 accident?

22 A. Post-accident, a friction test of which runway?

23 Q. Of the runway.

24 A. Huh?

25 Q. 1-3.

1 A. 1-3? Delta did not request a friction test of 1-3 after
2 the accident. Delta did request a friction test of 422 after the
3 runway, and we said our policy is that we -- you know, following
4 these two policies here that have been stated, it was my response
5 to them, was that they could -- as we always do with all the
6 airlines and all the pilots, we would bring any number of pilots
7 out to 422 to, you know, to look at the runway. And that's been
8 our standard policy for years, where, you know, if we don't have a
9 braking action, obviously, after we open an airport, we would not.

10 Q. Sure.

11 A. We could bring out, you know, pilots, and they could
12 look at any part of the runway.

13 Q. Okay. Is your policy determined because -- based on
14 this AC that describes the use of the CMFE? Or is it a policy
15 that just came out and, well, we're not using it, so we're not
16 going to give that friction test? My question being --

17 A. Well, there's no correlation between the friction test
18 and braking action, as noted by the FAA.

19 Q. Well, I beg to differ with you on that, because -- and I
20 could read it to you right now.

21 MR. FEDOK: Well, Steve, we're not begging to differ.

22 MR. JANGELIS: Okay.

23 MR. FEDOK: He gave his answer, you answered -- you
24 asked your question.

25 MR. JANGELIS: Okay.

1 MR. FEDOK: Ask another question.

2 MR. JANGELIS: Okay.

3 BY MR. JANGELIS:

4 Q. All right, my next question is, when was your last mass
5 casualty drill that you had?

6 A. Last mass casualty drill was in 21 June 2014.

7 Q. Okay.

8 A. I ran it.

9 Q. Tabletop or full --

10 A. No. Full-scale exercise, 225 casualties, a aircraft
11 over in Echo parking, mutual aid response, went on for several
12 hours. The airplane that simulated it was on fire. We had an
13 actual live fire burnout on the site, an aircraft out there on the
14 site, people in the aircraft, moulage, smoke machines in the
15 aircraft and smoke grenades used outside of the aircraft all
16 around. So it completely smoked up, we had people on the ground.

17 So we've changed our model of full-scale exercises for
18 the -- and other airports may be using it, but we've been
19 complimented very highly. Because several years ago, 10 years
20 ago, we'd have people out at the aircraft but not get on the
21 aircraft, not have the, you know, the simulation of that piece.
22 And we looked at it and said, well, this is not really realistic.
23 Well, it was a combination of liability from the Port Authority
24 and a combination of liability from an airline that's running
25 there. We convinced the airlines, and Delta was one of them we

1 convinced, and we used them in 2012. And basically, we will not
2 hurt your aircraft. The smoke machines will not hurt your
3 equipment and will not hurt the -- it's Hollywood fog, and that
4 the having -- and we cover bags over your seats and that. So when
5 the moulage and victims are on there -- and we have victims, we
6 use mannequins in there.

7 So the first responders now, they're not going up there
8 and just say, everyone stand up and, you know, walk off the plane.
9 They go in up there, and they have some casualties that are
10 mannequins in code red. So now you've got to triage in the seat,
11 get them in a stretcher, get it to the stairs. The one thing for
12 safety, we don't make them carry the mannequin on the stretcher
13 down the stairs. We don't use people in case we drop a person.
14 And then, we take them down, they put the mannequin back on, strap
15 them back in, and then they go through the process.

16 Q. Okay. Question about the fence and the dimensions away
17 from the runway, and this might be information you might have to
18 get from another group. Do you know if it's inside the RSA, the
19 fence line that's --

20 A. It's not inside.

21 Q. It's not in the RSA?

22 A. It's outside the RSA.

23 Q. So it's outside the RSA, so it doesn't need to be made
24 frangible, then. Okay. And, my final question, have you had a
25 post-accident briefing with your inside internal staff?

1 A. Yes, I have.

2 Q. Have you had any findings that you think you -- could be
3 done better, or anything that came out of it?

4 A. The overall response was absolutely outstanding. We've
5 conducted an AAR; I ran the AAR. We did that already. We did
6 that on Monday morning. We're doing one with the -- we're doing
7 another one just police, fire -- police, our ARFF, and operations
8 personnel. We're waiting on my ARFF captain to get back and
9 my -- and the PAPD lieutenant, he's -- that was there that day.
10 He's on night shift. So we're trying to get them all together.
11 We're going to do that next week.

12 We have a community after-action review this Friday, so
13 we're bringing the whole airport community together. We've talked
14 to Delta about doing this. The station manager cannot make it,
15 and several of the managers cannot, but we have -- a couple are
16 going to make it. And again, I'll run that so we get a community
17 viewpoint and focus on some of the events. And then we're going
18 to do a aviation department after-action review, so we're bringing
19 in our director, deputy director, and all of our managers, general
20 managers, and airport operation managers, so we can go through --
21 and the chiefs, so we can go through what we learned here.

22 And our -- to answer your question, what we learned from
23 the event, I mean, I call it a -- I told them we had three
24 miracles. And I'm thinking, you know, what happened, you know,
25 several years prior. But basically, we were very, very fortunate.

1 We -- the pilots, and Delta, and the whole community that -- and
2 this is just one of the miracles, but, you know, that the aircraft
3 stopped, did not go in the water, did not catch on fire, did not
4 break up, and we had no casualties -- you know, bad, I mean,
5 lacerations, broken bones, anything like that. It was, you
6 know -- so that was our first main miracle that we saw there.

7 But other -- and, you know, in the AAR is basically some
8 -- there's more logistics on our side in terms of at the command
9 post, simple little things that I take responsibility -- and you
10 wouldn't even care about if you're a pilot or you're Delta. I
11 didn't bring up Port-a-Johns out there, and so that was, you know
12 -- again, we had a lot of activity in that command post, too much
13 activity. So that was brought up, that too many people. I kept
14 on kicking people out, but I'd get five more people coming in
15 another door, and that was an activity.

16 Some people made a point about having the pilots in, you
17 know, that room for a while. And I said, well, that was my
18 decision. So, you know, those are the -- they're all minor
19 lessons learned. They were not, you know, we should've done this
20 better, that better. Everyone -- first of all, we did think that
21 the pilot of the aircraft, this was -- but this was, you know, the
22 pilot's in charge. Maybe we should've opened the chute sooner.
23 That didn't happen, because when our people first arrived, as
24 Kevin described, he had to go knock on the, you know, at the
25 co-pilot's window, and was trying to get attention, you know --

1 those are the learnings, but that's not really something we can
2 really control.

3 Q. Sure.

4 A. So, you know, there was no -- nothing earth-shattering
5 that we'd say, you know, that's such a major thing we really need
6 to do. We did pick up that we want to do even more training and
7 do some cross-training. Right now I'm in charge of both the ARFF
8 and the operations, and so my operations person, I said, can they
9 get some more ARFF training?

10 Even though that's not their job, and I have to be
11 careful of the union, they said, can they get some more of that
12 kind of training? They would really think that -- just from an
13 awareness, and they said, yeah, we can do that. Can we get some
14 more drills about staging?

15 There was one point on -- out in the field, and then
16 when I say about staging, is when we did get everyone out there,
17 got everyone off, we end up getting a lot of vehicles there, and
18 that vehicle compounded the snow and the conditions, that I
19 should've put a staging area manager out there also, to park all
20 the VIP straphangers that came, that then parked their vehicles
21 right next to the command bus so they didn't have to walk for 10
22 yards. I should've made them walk a half mile or, you know,
23 but --

24 And we didn't have the -- you know, it's also we were
25 told to reopen an airport, and we had family assistance going on,

1 we had family and friends. I had operations person over there.
2 We also had a whole snow team. Kevin, I removed Kevin and said,
3 go back and -- he's got the airport, I've got the incident. And
4 so now he's running and trying to -- snow for a couple of hours
5 that he has to clear so he can open it up. That was -- there were
6 learnings like that. Nothing in, hey, this procedure we should
7 have done better or something. Does that help, or?

8 Q. No, that's great. No --

9 A. I talk too much, I know.

10 Q. No, no, it's good, it's good. Thank you. My pen's been
11 down (indiscernible), so it's good.

12 MR. FEDOK: Anything else for you guys?

13 UNIDENTIFIED SPEAKER: I don't think I have anything
14 else, no.

15 MR. FEDOK: Okay.

16 BY MR. FEDOK:

17 Q. I just want to follow up on one line of questioning
18 Steve started about the request from Delta. This is all new
19 information to me. I hadn't heard that there was a request. Can
20 you walk me through that, and what your -- what happened and what
21 you proceeded -- when you proceeded --

22 A. Well, I mean, they didn't ask for 1331.

23 Q. Right.

24 A. They just asked for 422, and --

25 Q. And at what point is this? What time frame are we

1 talking about here?

2 A. Right about 1400, and I could go look, because I have an
3 email on it.

4 Q. Okay.

5 A. Basically, it was a request, you know, can we --

6 Q. The runway's still closed at this point, or both runways
7 are still closed?

8 A. 1331 was closed.

9 Q. Okay.

10 A. And 422, we were just about to open or it just opened.
11 I can't remember the exact time. Right about 1400. I just can't
12 -- give or take --

13 Q. That's fine.

14 A. -- 5 or 10 minutes. And the request was, you know,
15 about the -- having a test, and we said, following our policy,
16 this is --

17 Q. Right.

18 A. -- you know, the requirement, what we do on -- you know,
19 and we've done it before. We have had other times throughout the
20 snow season where they've said, you know, can we get a -- you
21 know, a friction test immediately. And we said, this is the
22 policy that came from the FAA.

23 Q. Got it.

24 A. And this is, you know, what our policy is, and there's
25 no correlation. We go out there and we do an evaluation, we clean

1 the runway and get it up -- the 100 also, you know, I mean, drives
2 down the runway and does a -- you know, testing the brakes. It's
3 not like landing an aircraft. And then we get that first aircraft
4 in and what -- the reports are off that aircraft.

5 Q. Okay. So that -- your offer, in lieu of doing a
6 friction test, is to have someone from the carrier --

7 A. Any airline.

8 Q. -- come out and inspect the runway prior to it being
9 opened or their operations on it, or whatever?

10 A. Before they operate, if they have any questions, and
11 we've covered that in numerous Friday morning meetings and other
12 meetings, we do -- even our snow coordination meetings that we do
13 with the -- on major snow events, which we did do it with the
14 community on this event. We will get them together, and we'll --
15 the last one, you know, Chris ran. And we get them together and
16 we say, if your pilots want to come out anytime, operations will
17 come pick you up and take you out there to the field and let you
18 look at the -- inspect the field with us.

19 Q. Okay. And has anybody ever taken you up on -- I just,
20 one more -- has anybody ever taken you up on that?

21 A. I don't think anyone's ever taken us up on that. Do
22 you?

23 MR. RHOADS: They have. Not recently.

24 MR. FEDOK: Okay.

25 MR. RHOADS: But they have.

1 MR. FEDOK: And this is -- how long have you been making
2 that offer for when you don't do - I mean, you haven't been doing
3 friction tests since 2010. So has that been in effect for that
4 period of time?

5 MR. RHOADS: That has been a standing officer - sorry --
6 that's been a standing offer throughout.

7 MR. FEDOK: Okay.

8 MR. RHOADS: Friction test days, these days, we've
9 always -- all the airports. We really emphasize it at chief
10 pilots meetings. It's usually the chief pilots that we coordinate
11 through for things like that.

12 MR. FEDOK: Okay.

13 MR. RHOADS: Actually, if you want to go back to the old
14 days, we had a -- I forget the airline -- we had a retired pilot
15 that, you know, volunteered to be the person to go out there and
16 take a look at the airfield.

17 MR. FEDOK: Okay.

18 MR. RHOADS: So -- but it's always been a standing offer
19 for as long as I've been around. And that's not forever, that's
20 only about 15 years, I think, so --

21 MR. FEDOK: It goes back a while then.

22 MR. RHOADS: The other thing I'd like to mention,
23 because it's just -- and it might just be a minor point. You say
24 in lieu of friction testing. It isn't just one thing in lieu of
25 friction testing. It's a cluster of elements in lieu of friction

1 testing, okay? Of course, field observation is one thing, but
2 also, the braking action reports that we're getting, the
3 observations of the people out on the field. So it's a cluster of
4 elements that go into lieu of. It's not just, you know, we're not
5 going to do friction testing because we'll have a pilot come out
6 there and look at the airfield.

7 MR. FEDOK: Right.

8 MR. RHOADS: It's --

9 MR. FEDOK: Yeah, you're doing other things --

10 MR. RHOADS: -- yeah, it's like --

11 MR. FEDOK: -- in addition to that, things that would be
12 another way.

13 MR. RHOADS: Yeah.

14 MR. FEDOK: Okay. Steve, any follow-ups on that?

15 MR. JANGELIS: No.

16 MR. FEDOK: You all right?

17 MR. JANGELIS: I'm --

18 MR. FEDOK: You guys good?

19 MR. JANGELIS: I just --

20 MR. FEDOK: I knew we'd get him eventually.

21 MR. JANGELIS: Yeah, well, and then this is, you know,
22 your -- you guys, have you been briefed at all? I mean, this is
23 still forthcoming, but the Takeoff and Landing Performance
24 Assessment upcoming with friction measuring equipment, are you
25 guys aware of any of that? And that's -- you might not be. Some

1 airports around the country have been doing testing with it, so I
2 just wanted to know if you guys -- okay, that's all I got. That's
3 really all I have, yeah.

4 MR. FEDOK: Well, something to look forward to, right?
5 As soon as you've got it all figured out, something changes.

6 At 6:26, that will end the interview.

7 (Whereupon, at 6:26 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: DELTA AIRLINES FLIGHT 1086
 RUNWAY EXCURSION AT
 LAGUARDIA AIRPORT, NEW YORK
 MARCH 5, 2015
 Interview of James Munday

DOCKET NUMBER: DCA-15-FA-085

PLACE: New York, New York

DATE: March 11, 2015

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.

Amanda Groves
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

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DELTA AIRLINES FLIGHT 1086

RUNWAY EXCURSION

LAGUARDIA AIRPORT, NEW YORK

MARCH 5, 2015

* Docket No.: DCA-15-FA-085

* * * * *

Interview of: LIZZETTE ROBLES

Airport Operations Conference Room
LaGuardia Airport
New York, New York

Wednesday,
March 11, 2015

The above-captioned matter convened, pursuant to notice.

BEFORE: JASON FEDOK
Survival Factors Investigator

APPEARANCES:

JASON FEDOK, Accident Investigator
National Transportation Safety Board

KELLY SLUSARSKI, Airport Certification Safety Inspector
Federal Aviation Administration

ERIC PRICCO
Delta Airlines

STEVE JANGELIS
Air Line Pilots Association

CHRIS RHOADS
The Port Authority of NY & NJ

MINERVA COLON
The Port Authority of NY & NJ

<u>ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Interview of Lizzette Robles:		
By Mr. Fedok		4
By Mr. Slusarski		48
By Mr. Pricco		57
By Mr. Jangelis		63
By Mr. Fedok		71
By Mr. Slusarski		76

I N T E R V I E W

(1:43 p.m.)

1
2
3 MR. FEDOK: All right. So this is an interview with
4 Lizzette Robles, 1:43 p.m. on March 11, 2015.

5 And Lizzette, can you just start off by spelling your
6 first and last name for us?

7 MS. ROBLES: L-i-z-z-e-t-t-e, Robles, R-o-b-l-e-s.

8 MR. FEDOK: Thank you very much.

9 And I'd just like to go around the room and state who's
10 here. My name is Jason Fedok. I'm with the National
11 Transportation Safety Board.

12 MR. SLUSARSKI: I'm Kelly Slusarski with the Federal
13 Aviation Administration, Airport Certification, safety inspector.

14 MR. PRICCO: Eric Pricco, Delta Operations out of
15 Detroit.

16 MR. JANGELIS: Steven Jangelis, Air Line Pilots
17 Association.

18 MR. RHOADS: Chris Rhoads, LaGuardia Port Authority Ops.

19 MS. COLON: Minerva Colon, Port Authority Operations.

20 MR. FEDOK: And we know you're here with --

21 MS. ROBLES: Yes.

22 MR. FEDOK: Thank you very much for being here.

INTERVIEW OF LIZZETTE ROBLES

23
24 BY MR. FEDOK:

25 Q. So, Lizzette, first of all, you're okay with the

1 recording --

2 A. Um-hum.

3 Q. -- the interview? Thank you very much. And you've
4 chosen Minerva to be your representative because she was also
5 working through that day?

6 A. She was also working that day.

7 Q. Okay.

8 A. So, yes.

9 Q. Okay. And I just want to talk a little bit about the
10 process of the interview. So I'll talk to you a little bit and
11 then we'll have each person around the room ask questions. This
12 is the NTSB's Airport Operations Group for the investigation, so
13 each of these individuals is from a different organization within
14 the NTSB investigation. And I'll allow each of them some time to
15 ask questions at the end if there's something that I don't cover.
16 Is that okay?

17 A. Sure.

18 Q. All right. So I think it's probably best if you could
19 just start by talking about the experience of that day, after I
20 ask you a couple of basic questions about, you know, your position
21 and everything like that.

22 A. Okay.

23 Q. So what is your current position at the Port Authority?

24 A. I'm an airport duty manager and I handle certification
25 and training.

1 Q. And can you give me a little bit more information about
2 what your daily duties, what you --

3 A. Anything certification related. I make sure the staff
4 is trained, operations staff. They go through several different
5 trainings: wildlife, shotgun -- what other training do they have
6 -- kiosk training. I make sure they have their IDs. I make sure
7 that the airports, that we -- any deficiencies that we have on the
8 aeronautical field is attended to, listed.

9 Q. Okay.

10 A. It's hard to describe what I do.

11 Q. No, that's fine. And how long have you been in your
12 current position?

13 A. I've been here at LaGuardia since 2010. I've been a
14 airport duty manager since 2003.

15 Q. And where you from 2003 to 2010?

16 A. I was at JFK, Kennedy Airport.

17 Q. Were your daily duties over there similar to what they
18 are here?

19 A. Yes. I also held the certification and training spot
20 there and I was also just a regular airport duty manager, day-to-
21 day operational functions.

22 Q. All right. Very good. So with that, can you just talk
23 me through the day of the accident? Start with sort of your
24 involvement with the snow operation, if you were involved in any
25 of the initial briefings and planning stages, and then take me all

1 the way through the accident and post-accident?

2 A. I'm trying to remember that particular day.

3 Q. I know it's not --

4 A. No. I am part of some of the briefings. I do sit in on
5 the weather briefings sometimes and staffing briefings. A lot of
6 times I'm in the office and I handle putting together snow teams,
7 deciding who may be a lead, who may be a tail. I post it on the
8 board and brief everybody as to what their assignments are for the
9 day.

10 And after that, I'm in the office. I issue NOTAMs,
11 answer radio calls, field telephone calls, call for snow equipment
12 when the duties in the field or the snow coordinator calls me for
13 equipment. And Minerva's helping with that a lot of times. She's
14 keeping the chrono, answering the radios and also answering phone
15 calls.

16 Q. So take me through the morning of the accident. Do you
17 remember it?

18 A. In here, doing what we do. I think I had come up with
19 the snow teams. Of course, the coordinator approves whatever
20 teams I put together. You know, he may say no, I want this person
21 to tail instead or, you know, it depends.

22 We were in here keeping the chrono and I was doing the
23 NOTAMs, and first thing we heard was one of our ops supervisors
24 called that there was an aircraft in the north service road fence.
25 And then we sprang into action, jumping and -- getting anything --

1 MS. COLON: I called the 100 to respond to the location.
2 She was calling the call, you know, for the airport close, to get
3 closed.

4 MS. ROBLES: I called Doug on my cell phone. I think I
5 talked to the tower first.

6 MS. COLON: Right.

7 MS. ROBLES: I told them that there was a plane in the
8 fence, because they didn't know. Apparently Kevin in the field,
9 as soon as he heard the call, and this was all going on
10 simultaneously --

11 MS. COLON: He called us back on --

12 MS. ROBLES: -- he must've closed 13, runway 13. With
13 that, the tower rings. I picked it up and --

14 MS. COLON: Told him the airport's closed.

15 MS. ROBLES: No, at that time I --

16 MS. COLON: Told Kevin --

17 MS. ROBLES: -- the controller's yelling, we need more
18 time than that to close a runway. But they didn't realize, I
19 guess, at the time what happened. And I said we have a plane in
20 the fence. And with that, I guess --

21 MS. COLON: Kevin said, yeah, let's close.

22 MS. ROBLES: -- Kevin eventually closed the airport,
23 like --

24 MS. COLON: With the tower.

25 MS. ROBLES: Right. This all happened within minutes.

1 MS. COLON: Within seconds.

2 MS. ROBLES: Seconds. Seconds, yeah.

3 I made a couple of phone calls. I called the FAA com
4 center. I have a checklist that I use and I -- if I get the
5 checklist, I can tell you exactly pretty much what steps I took,
6 but -- I called the com center. I called my management. I called
7 the com center, called -- I issued a NOTAM, airport closed. I
8 think that was all.

9 MS. COLON: I called ops units to respond --

10 MS. ROBLES: To respond.

11 MS. COLON: -- to the north vehicle service road.

12 MS. ROBLES: Yeah.

13 MS. COLON: You know, we had connects in --

14 BY MR. FEDOK:

15 Q. Thank you for that. I want to go back through with you
16 and ask some additional questions. So you sit in on the staffing
17 and weather briefings. Is that a routine for you to sit in or is
18 that an occasional thing?

19 A. It's routine. It depends; depends on what's going on.
20 Sometimes I'm very busy with office things so I don't get to sit
21 in.

22 Q. Okay.

23 A. This is the briefings, the weather briefings. I'm
24 always in on the staff briefings.

25 Q. Okay.

1 A. Sometimes I call in too, when it's on a off-tour, I may
2 call in and listen in to the weather briefings. But yeah, it's
3 pretty normal for us, listening.

4 Q. All right. And you are also responsible for assigning
5 positions to the ops staff?

6 A. Yes.

7 Q. And that is done with the concurrence of the snow
8 coordinator?

9 A. Snow coordinator, yes.

10 Q. In this case it was Kevin Dauwalter, right?

11 A. Yes.

12 Q. Okay. And you post that information on the board. Now,
13 tell me a little bit more about the shifts and how that works.
14 When you go to 12-hour shifts, how does that affect you?

15 A. Well, I work from 0600 to 1830.

16 Q. Okay.

17 A. And then the next -- and most of the other staff comes
18 in at 0630 to 1830. I work 12½ hours. The duties all work and
19 the coordinator works 12½ hours. And then the next shift, 1830 to
20 0630.

21 Q. Okay. And at what point is the decision made as far as
22 who's going to be in what vehicles, how many -- and you post the
23 information on the board?

24 A. As soon as I know what personnel I have on my shift,
25 then I begin to plan out the manpower.

1 Q. Would that be at 0600 when you get in?

2 A. Yeah. Usually, since I get in between 0600 and 0630,
3 I'm usually getting the teams together.

4 Q. Okay. Now what -- if there has been ongoing snow
5 activity prior to your arrival is there a handoff briefing?

6 A. Yes.

7 Q. How're you going to know what you're stepping into?

8 A. There's always a briefing between shifts with the duty
9 managers and whatever managers are here.

10 Q. Okay.

11 A. We have a briefing.

12 Q. And so the accident happened at 11:00 in the morning?

13 A. Um-hum.

14 Q. And the snow was, snow category 5 was in effect at 1830
15 the day --

16 A. The night before, um-hum.

17 Q. -- the day before, right?

18 A. Um-hum.

19 Q. So you left as that was being called on, right?

20 A. Right. I wasn't here for that when it was started.

21 Q. Right. And then you came in at 6:00 and there was
22 handoff briefing from your -- who was in your position for the
23 night shift?

24 A. It was -- I don't remember was it -- I know Jack --
25 MS. COLON: They gave Ron --

1 MS. ROBLES: -- Jack was on our tour.

2 MS. COLON: They gave Ron and --

3 MS. ROBLES: No, I think --

4 MS. COLON: -- Chris -- no, it wasn't Chris.

5 MS. ROBLES: No, Chris was on --

6 MS. COLON: They gave Ron and --

7 MS. ROBLES: Fletch (ph.). Fletch. I probably talked
8 to Fletch, because I think Fletch was in the office that day. So
9 I probably talked to him.

10 BY MR. FEDOK:

11 Q. Austin Fletch?

12 A. Yes. He was also on. He was in the office for the
13 night shift.

14 Q. Okay. So you took over for Austin Fletch?

15 A. Yes.

16 Q. And what does a handoff briefing consist of?

17 A. He may just tell me what's going on in the field, what
18 NOTAMs are in effect.

19 Q. Okay.

20 A. And I think this day, I think he had them all on the
21 desk. He had printed NOTAMs and had them all on the desk and
22 basically we just -- yeah, we just discussed what's going on at
23 that very moment in the field.

24 Q. Okay. And so, you -- tell me about your work station
25 and what sort of equipment you have with you. Because I was up in

1 your office yesterday, but --

2 A. No, we're down here.

3 Q. You're down here? Okay.

4 A. We're down here.

5 Q. So this is the radio room right over here apparently?

6 A. Yes.

7 Q. Okay.

8 A. Yes. And a lot of times since Minerva's doing the

9 chrono, I let her sit here with the -- in this office, with the --

10 MS. COLON: With the log and radios and --

11 MS. ROBLES: -- the logs and mike and --

12 MS. ROBLES: Right. And I'm in the 9-8 office, which is
13 right across. So we can actually, we actually talk to each other.

14 MS. COLON: Scream at each other.

15 MS. ROBLES: Yeah, scream at each other.

16 BY MR. FEDOK:

17 Q. And you used the term several times, but what is chrono?

18 A. The log, the log of the events. The snow --

19 MS. COLON: You got to write an airport log.

20 BY MR. FEDOK:

21 Q. Okay.

22 A. Right.

23 Q. And that's actually data entry on a computer system.

24 MR. FEDOK: You're doing that --

25 MS. ROBLES: Yes.

1 MR. FEDOK: You were doing that, Minerva? Okay.

2 And I'm sorry, I should get this for the record,

3 Minerva, what is your position?

4 MS. COLON: I'm a land side duty manager.

5 MR. FEDOK: Land side duty manager.

6 MS. COLON: Supervisor.

7 MS. ROBLES: General operations, I think --

8 MS. COLON: General operations supervisor.

9 MS. ROBLES: -- supervisor is actually her official
10 title.

11 MR. FEDOK: General operations?

12 MS. ROBLES: Operations supervisor.

13 MR. FEDOK: Okay. And did you start your shift at 9 as
14 well?

15 MS. COLON: I start -- I work --

16 MS. ROBLES: 6:30.

17 MS. COLON: For snow, 6:30. I come in at 6:30.

18 MR. FEDOK: 6:30, okay. All right.

19 BY MR. FEDOK:

20 Q. And so I just want to understand the differences between
21 those two positions. So you're across the hall here and do you,
22 you have access to radio and --

23 A. Yes. Radio, computers.

24 Q. Okay.

25 A. Everything.

1 Q. And tell me more about how the radio system works? So
2 you have a discrete operations frequency?

3 A. Yes. And that's where we do all of our transmissions
4 with the snow equipment and us.

5 Q. Okay. And so who are you primarily speaking with over
6 the radio?

7 A. Other operations supervisors primarily.

8 Q. And would that be the leads or Kevin or all of the
9 above.

10 A. It could be the leads. Most of the time Kevin.

11 Q. Okay.

12 A. Most of the time the coordinator, but we'll give the
13 leads information. We'll talk sometimes to the snow desk, even
14 over that frequency.

15 Q. And what information are you providing to them, are you
16 obtaining and providing?

17 A. Whatever we get. We may get snow accumulation; we'll
18 give them that. Surface temperatures, air temperatures.

19 Q. Where does that information come from?

20 A. A computer system we have, Vaisala.

21 Q. Okay.

22 A. And we get the surface temperatures from there.

23 Q. Right. And the sensors that are in the pavement --

24 A. Exactly. We get it on the --

25 Q. Okay. So you're actively monitoring --

1 A. Yes.

2 Q. -- the computer system, which is receiving information
3 from the sensors?

4 A. Yes.

5 Q. And passing that information -- do they have to request
6 it or do you just automatically pass the --

7 A. They may request it. We may pass it on. If we see
8 something that needs to be -- we're watching it, so if we see
9 temperatures going below freezing or if we see -- we may relay
10 that to them. If we notice a shift, we'll relay that to them. We
11 relay every hour what the snowfall is, accumulation is. So --

12 Q. Okay. And does all that information also go into the
13 incident log?

14 A. Yes.

15 Q. Incident log?

16 A. Um-hum.

17 Q. Because I was seeing some of that in there.

18 A. Yes.

19 MR. FEDOK: So as you're passing that via radio,
20 Minerva, you would be entering that information?

21 MS. COLON: I have the same information up and I will
22 log it.

23 MR. FEDOK: I got it. Okay.

24 BY MR. FEDOK:

25 Q. And there are also, I'm sure, requests coming to you

1 from Kevin and from --

2 A. Yes.

3 Q. -- the ops folks out in the field? What kind of
4 requests do you receive and what do you do with them?

5 A. Depends. They may ask us to, they may need certain snow
6 equipment to go out. They may need us to coordinate with the
7 tower to get them again up on the runway to do cleaning.

8 Q. Okay.

9 A. They may ask us to order food.

10 Q. Okay. No, that's fine.

11 A. The basics.

12 MS. COLON: They might tell us, like, about a location
13 that there's a aircraft maybe had a, you know, noticed something.
14 They might say take a look at this taxiway.

15 MS. ROBLES: Something needs to be cleaned more, we may
16 get a call from the airline or something.

17 MS. COLON: Or sometimes a airline, they can get out of
18 their alleyway.

19 MS. ROBLES: They need Mike cleaned or --

20 MS. COLON: So they'll call and say we need help over
21 here, the alleyway's blocked up.

22 MS. ROBLES: Right.

23 MS. COLON: Sometimes the contractor didn't do the work
24 so we get our units to respond.

25 MR. FEDOK: Okay. Very good.

1 BY MR. FEDOK:

2 Q. And specifically with communication with the tower, I
3 want to make sure I understand how that -- because I know Kevin
4 was saying he can communicate directly with them.

5 A. He can, on the radio.

6 Q. And he can also go through you.

7 A. Right.

8 Q. What is -- is it just a matter of convenience or is
9 there a standard operating procedure protocol for how that
10 information gets transferred?

11 A. A lot of times he'll call us and we'll call up to the
12 tower on the tower phone. We have a direct line.

13 Q. Okay.

14 A. And we talk to them directly and let them know what
15 they're looking for in the field. And then they'll tell us have
16 them standby or we'll contact them on the frequency or they'll
17 give us an idea how long it may be.

18 And we also relay to them what we need. You know, it's
19 urgent that we get on or it's -- you know, let us know when a good
20 time is, when you see a gap or --

21 Q. So this is mostly operational, we want to get on X
22 runway to clean?

23 A. Right.

24 Q. And they'll put the request into you via radio, you pick
25 up the tower phone --

1 A. Yes.

2 Q. -- notify the tower, and then either they contact them
3 directly via radio or go back through you?

4 A. Yes.

5 Q. Okay.

6 A. They may also give me field conditions over the radio or
7 sometimes he may call me to give me field conditions, meaning the
8 coordinator or the people out in the field.

9 Q. Call you on his cell phone, you mean?

10 A. Sometimes they'll call me on the cell phone.

11 Q. Okay.

12 A. Sometimes it's easier because we have a lot of -- there
13 may be a lot of chatter on the radio if everybody's out there
14 working, they may be talking to their plows or equipment, so it
15 may be just easier to give me a phone call.

16 Q. And all the radio traffic is over the same frequency?
17 That's what you --

18 A. Pretty much.

19 Q. Okay.

20 A. Pretty much. We're trying to get another frequency.
21 We're getting on some radios, I believe.

22 Q. But for this is it was on Echo?

23 A. But it was everything was on Echo, yes.

24 Q. So everyone who's in ops is hearing the field condition
25 reports he's relaying to you at the same time?

1 A. Yes.

2 Q. Okay. And then once you get a field condition report,
3 for instance, what do you do with it?

4 A. I usually issue a NOTAM and give it to the tower. If
5 it's something -- sometimes Kevin will relay to them on the
6 frequency what the condition is, but I will always issue a NOTAM,
7 and they get it directly. As soon as I issue the NOTAM, they get
8 a copy of it.

9 Q. Okay. So if you hear a field condition report relayed
10 directly to the tower over -- you're monitoring the tower
11 frequency, I imagine?

12 A. Yes, we are.

13 Q. Is that -- okay. So if you hear him say something, do
14 you put a NOTAM out based on that or --

15 A. I will talk directly to him before I put a NOTAM out.

16 Q. All right, do you want me to put a NOTAM out on that,
17 and then --

18 A. Yes.

19 Q. -- he'll say yes or no?

20 A. Yes.

21 Q. Okay. All right.

22 A. But he usually would not give them field conditions
23 without giving it to us as well.

24 Q. Okay. And you've been doing this job now for 5 years.
25 Has this been standard operating procedure for snow operations for

1 that whole time? Have there been any changes in procedures or
2 policy or anything?

3 A. No, not that I can remember, no.

4 Q. Okay. So this is -- okay. All right. Let's see here.

5 MR. FEDOK: So -- all right. So other than keeping the
6 snow log, Minerva, what are your other duties in this room over
7 here?

8 MS. COLON: Keeping the chrono, transmitting information
9 over the --

10 MR. FEDOK: I'm sorry, I may have missed -- the chrono
11 is?

12 MR. RHOADS: The log.

13 MS. COLON: The log. I'm sorry.

14 MR. FEDOK: That's okay.

15 MR. RHOADS: Computerized log.

16 MR. FEDOK: That's all right. I just wanted to make
17 sure I -- you guys have your own terms.

18 MS. COLON: The chrono logs, yes.

19 MR. FEDOK: Yeah, chrono logs. Uh-huh.

20 MS. COLON: I'm keeping that, relaying information over
21 the radio to the troops out there.

22 MR. FEDOK: Okay. On Echo as well?

23 MS. COLON: On Echo. Calling the tower or taking their
24 call, because the phone is in the duties office. Relaying that
25 information to the 100. If they call and say -- you know,

1 sometimes tower will call and say we're getting a report of -- we
2 have a burn over by taxiway Alpha. We'll have somebody respond.
3 So I'll relay that information out to that.

4 MR. FEDOK: Okay.

5 MS. COLON: If they call in --

6 MS. ROBLES: She calls for the weather also. She
7 calls --

8 MS. COLON: -- call for the weather to -- MAT weather to
9 get the snowfall.

10 MR. FEDOK: Now on that one, who is the weather source
11 that you use?

12 MS. COLON: MAT weather.

13 MS. ROBLES: MAT weather.

14 MR. FEDOK: MAT weather?

15 MS. COLON: Yes. That's a --

16 MS. ROBLES: It's an FAA contractor, I believe.

17 MS. COLON: -- FAA contractor.

18 MR. FEDOK: Okay. And do you know where that weather
19 information comes from? Is that on the airport?

20 MS. COLON: It's on the airport.

21 MS. ROBLES: Yes. They're at the Marine Air Terminal.

22 MR. FEDOK: Oh, Marine Air Terminal? That's what the
23 MAT -- all right.

24 MS. ROBLES: Yes.

25 MS. COLON: I get that information. If they ask for a

1 special -- you know, sometimes 100 will call or the 9-0 will call
2 and say get an updated snowfall amount because they see there's
3 more falling, then I might do that. Radio transmission --

4 MS. ROBLES: Sometimes I'll call in our -- we have a
5 meteorologist as well.

6 MS. COLON: Yes.

7 MS. ROBLES: Sometimes I'll call them to get updates, if
8 we want to see, like, how much longer will we be in this heavy
9 snowfall or when is it coming, what do they see on their radars?

10 MR. FEDOK: Okay.

11 MS. ROBLES: I may call -- not MAT weather, but our
12 meteorologist.

13 BY MR. FEDOK:

14 Q. Okay. And who is the 9-0?

15 A. That's the airport duty manager that's out in the field,
16 that's the tour.

17 Q. Okay. And do you know who that would've been?

18 A. Chris Plunkett.

19 Q. Oh, that's Chris. Okay.

20 A. Um-hum.

21 Q. So he's in the car with --

22 A. Yes, with Kevin.

23 Q. -- with Kevin. Okay. And that's another question. Do
24 they handle duties separately? I should've asked them this. But
25 do they handle duties separately or are you always talking to one

1 while the other's driving or --

2 A. Yeah. They're usually together. So as I said, one
3 person may be driving, the other one's on the phone or --

4 MS. COLON: With us.

5 MS. ROBLES: -- relaying. You know, two eyes better
6 than one out there when they're dealing with conditions, field
7 conditions, so --

8 BY MR. FEDOK:

9 Q. Okay. And how often in one of these situations -- I
10 know it's -- they're all different. But how often are new field
11 condition reports coming in to you for NOTAMs?

12 A. It could be every minute. It could be every few hours.
13 It could be -- it depends on how often they're changing.

14 Q. Okay.

15 A. So if we're having a heavy rate of snowfall, I expect
16 them to change quicker than if, you know, we're not getting much.

17 Q. Got it. All right. And so then, just going to the
18 accident, your first notification of anything wrong was from one
19 of the ops supervisors out there?

20 A. Yes.

21 Q. Do you remember --

22 A. Johnny Benedetto. He was the Red Team, working on the
23 east side taxiways.

24 Q. And walk me through your response to that again. I know
25 you did a lot of things real quickly.

1 A. Yeah.

2 Q. The best you can remember, what did you --

3 A. I immediately went from my -- I was in the 9-8 office.
4 I came into this office because this is where everything's at. As
5 I said, the tower phone rang almost as soon as I got in there and
6 I talked to the controller. And I think I said there's a plane in
7 the fence, as he's yelling at me for closing the runway too
8 quickly.

9 I then made phone calls. I remember being on the phone
10 with my manager over at Hanger 7. I directed my communications
11 coordinator to call Delta to get information, find out flight
12 number and pax and all that. So I had -- Minerva was calling, I
13 think, all troops to go to the area to assist.

14 MS. COLON: To get the buses --

15 MS. ROBLES: We got the --

16 MS. COLON: -- 78 for the guard posts.

17 MS. ROBLES: Right. We had one of our guys go get the
18 command post.

19 MS. COLON: 6-1 for the command post.

20 UNIDENTIFIED SPEAKER: Was this on the radio? Or were
21 you making calls --

22 MS. ROBLES: This was on the radio.

23 MS. COLON: No. No, on the radio.

24 MS. ROBLES: This is all on the radio at this point.

25 The only calls I was made was to my manager and then the com

1 center, as soon as I knew the airline, the flight number -- I
2 don't know if I even remember people at the time that I called
3 then.

4 MS. COLON: And I called the GM's office and left a
5 message with -- gave the message to her secretary saying, you
6 know, there's been an aircraft incident here, I don't know any
7 more information, the airport is closed. That's all I said, the
8 airport's closed, and that was it. I didn't have any more
9 information.

10 MS. ROBLES: Right. You didn't --

11 MS. COLON: She was on the phone with --

12 MS. ROBLES: I called Doug Stern, as a matter of fact.
13 That was the person I called.

14 MR. FEDOK: That's your manager (indiscernible)?

15 MS. ROBLES: That's -- yes. He's the --

16 MS. COLON: Deputy.

17 MS. ROBLES: -- deputy GM, general manager. And I
18 called him and I basically said I don't have any information, but
19 there's a plane in the fence, and then it went from there.

20 BY MR. FEDOK:

21 Q. Okay. Is it anybody's responsibility in ops to notify
22 the fire department or does that all go through the tower?

23 A. It usually goes -- that goes through the tower.

24 MS. COLON: And they call the --

25 MS. ROBLES: Yeah, and they --

1 UNIDENTIFIED SPEAKER: I'm sorry, Jay. Which fire
2 department? Our ARFF or --

3 MR. FEDOK: Yeah.

4 MR. PRICCO: -- New York Fire?

5 MR. FEDOK: Well, that's a good point. You brought up
6 both, but I was specifically referring to the airport, but I will
7 also ask the follow-up question as far as the mutual aid.

8 BY MR. FEDOK:

9 Q. Is there any notifications from ops?

10 A. No, not from ops. Mutual aid's notified by the police
11 desk. And also by that phone being picked up, it's broadcast to
12 our mutual aid partners.

13 Q. And tell me what is the police desk?

14 A. Port Authority police desk.

15 Q. Where is that located?

16 A. That's at building 137, it's that field.

17 Q. All right, so you don't notify the police desk. They
18 were going to get notified over the same line that --

19 A. Right.

20 Q. -- the fire department does?

21 A. Right.

22 Q. Okay.

23 A. Not to say -- I mean, if there was a failure of the
24 phone system and we know it, we would then --

25 Q. Sure.

1 A. -- make a phone call to them.

2 Q. Okay. So the runway was closed. And how do you --
3 again, I'm sorry, I'm getting a little confused. How did the
4 runway -- got closed? It got closed by Kevin, right?

5 A. On frequency. First he closed 1331. And then I got up
6 to go come to the phone because I said the airport should be
7 closed because I'm realizing there's a plane in the fence. And as
8 I'm running in to pick up the line to the tower, Kevin closed the
9 airport on the frequency.

10 Q. Okay. And at that point the tower phone rang coming to
11 you? You were going to pick it up and call them and close --

12 A. I was going to go to let them know the airport was
13 closed because Kevin called the runway closed.

14 Q. Right.

15 A. But then I think he realized what he had. It was within
16 seconds. And then he closed the airport so I didn't have to; I
17 never made it to the phone.

18 Q. But then the phone rang and you picked it up and it was
19 the tower yelling at you for --

20 A. Oh, that was before. That was actually before.

21 Q. Oh, okay.

22 A. I'm sorry. I know it's --

23 Q. That's all right.

24 A. Right. As soon as Johnny said there's a plane in the
25 fence, Kevin must've closed the runway, and in that second the

1 phone rang, because now they're upset that the runway was closed
2 because there was a plane apparently on short climb.

3 Q. Right.

4 A. So that's when I picked it up and I said there's a plane
5 in the fence. And I now put the phone back down and we were done,
6 and then all the other things started to transpire. Now, Kevin
7 then closed the airport but he didn't --

8 Q. There was a --

9 A. Right, he -- yeah. I mean, it's confusing, I know that.

10 Q. That's all right. I just want to make sure I understand
11 it and don't misstate anything.

12 A. Between me telling him that there was a plane in the
13 fence, I then was walking out, I guess, to make a notification.
14 And that must've been when Kevin closed the airport. I realized
15 the airport needed to be closed.

16 Q. And at that point it's automatic for you to put out a
17 NOTAM to that effect? I mean, he didn't call you specifically and
18 tell you to --

19 A. No.

20 Q. -- put out NOTAM. It went over frequency. That's
21 something you --

22 A. No. I have a checklist that I go through that I created
23 with -- we had another incident a while back and we created a
24 checklist. So literally I pulled out that checklist and it will
25 tell you, in case you forget to do something -- if I'm not here,

1 somebody else is doing and they forget to do something, this
2 should kind of remind them of what they should do.

3 Q. And is that checklist specific to an aircraft event, an
4 accident, or is that just any time the runway or airport needs to
5 be closed, this is what you do?

6 A. No, it's more for an accident or if something's
7 happening out of the norm. You know, you should call maybe the
8 com center and it's to remind you to call the com center, issue a
9 NOTAM, you know, call the managers.

10 Q. And is that in the ACM or is that just a --

11 A. No, that's just --

12 Q. -- standalone list?

13 A. Standalone document, not in the ACM.

14 Q. Can I get a copy of it?

15 A. Yes. I can --

16 Q. Well, not right now, but just --

17 A. -- get it if you want. Yeah.

18 Q. It's something that --

19 A. Yeah, I can.

20 Q. -- be interesting to see how you guys tackle these
21 events that pop up.

22 MR. RHOADS: Now, I just wanted to --

23 MS. ROBLES: I'll tell you, like, media --

24 MR. RHOADS: -- that was a request for what, Jason?

25 MR. FEDOK: The checklist used after an accident or

1 incident here at the airport by operations.

2 MS. ROBLES: I mean, we call media. I mean,
3 everything's happening so quickly, so just --

4 MR. FEDOK: Right.

5 MS. ROBLES: -- call media, call --

6 BY MR. FEDOK:

7 Q. Okay. All right. I think that is everything I have
8 about the day of the accident. I have a couple of other topics,
9 though, I wanted to talk a little bit about because you are the
10 keeper of the training records. Lots of people --

11 A. For operations.

12 Q. For operations, right. Lots of folks here at operations
13 and lots of different trainings that they need to get done and --

14 A. Yes.

15 Q. -- signed off on and all that sort of thing. How do you
16 handle that? How do you manage that?

17 A. I put everybody in a spreadsheet and it actually lets me
18 know when they're due, when they're coming due for certain
19 training, and then I arrange their training.

20 Q. And how many different types of trainings -- obviously
21 everyone's in a different position, but what is the --

22 A. Right.

23 Q. -- overall scope of training that you're required to
24 manage?

25 A. What they get every year is they get kiosk 139 training.

1 They get wildlife training, shotgun and pyro training. What else?
2 Am I forgetting something that they get yearly? I think that's
3 basically it yearly that I make sure that they get. And the kiosk
4 has everything related to 139, FAR 139, so ARFF and everything.

5 Q. And specific to snow, the snowplow driver training, are
6 you in charge of that or -- I mean, your ops guys aren't driving
7 the plows, right? But they're --

8 A. Right. No. We lead the equipment.

9 Q. Is there special training for that?

10 A. Every year we do have training where we bring our
11 supervisors in and they escort the snow equipment on the field.
12 Now, that's -- it's not mandatory that somebody comes in. I mean,
13 if somebody's away on vacation, we won't coordinate a whole
14 another day of it. But for the most part our supervisors come in
15 and they get a little bit of training, and the snow equipment,
16 gets to ride out there at night in the dark, which is a different
17 kind of field than in the daytime.

18 Q. So this is after the airport's closed?

19 A. Yes, after the airport's closed. We usually do 2 nights
20 of training.

21 Q. Two nights -- okay.

22 A. Right.

23 MR. RHOADS: Just so I'm straight on this, Jay, when
24 you're talking about plow training --

25 MS. ROBLES: That's a different training.

1 MR. RHOADS: -- there's training on the actual operation
2 of the equipment, how to operate it --

3 MS. ROBLES: Yes.

4 MR. RHOADS: -- and then there's training on using the
5 equipment on the airfield.

6 MR. FEDOK: Okay.

7 MR. RHOADS: So which training are you asking about?

8 BY MR. FEDOK:

9 Q. Well, I didn't realize the differentiation there.

10 A. Yes.

11 Q. So talk to me about the differences. You know, one is
12 actually how to use the broom and --

13 A. Right.

14 Q. -- the plow, and the other one is actually driving that
15 vehicle on the airport surfaces?

16 A. Yes.

17 MR. RHOADS: Because we have set procedures on snow
18 removal. So people are trained on following a lead, being part of
19 a team, what the team's doing.

20 MS. ROBLES: Right. That's what we do, 2 nights.

21 MR. RHOADS: And that's -- so I'll Lizzette pick it up
22 from that. I just wanted to clarify.

23 MS. ROBLES: That's what we do -- just what he said,
24 it's usually 2 nights of that. But the maintenance group
25 supervisors train their people on how to use the actual equipment,

1 how to use the, you know, plows and --

2 BY MR. FEDOK:

3 Q. So, yeah, so I'm definitely more interested in the
4 training that you do then. So you actually take people out there
5 at night and make them do the formations and --

6 A. We -- right. We simulate what we, simulate things --

7 Q. -- the right speeds and all that sort of thing?

8 MS. COLON: Yeah.

9 MR. RHOADS: Yes.

10 BY MR. FEDOK:

11 Q. I see. Okay. So that would involve the maintenance
12 employees --

13 A. Yes.

14 Q. -- driving those vehicles, as well as your managers and
15 folks driving leads and tails and that sort of thing?

16 A. Yes. Yes.

17 Q. Okay. And that's done, you said, 2 nights?

18 A. Usually 2 nights in maybe September, October.

19 MS. COLON: One in September; one in October.

20 MS. ROBLES: Maybe October usually.

21 MR. FEDOK: Okay.

22 MS. ROBLES: Yeah, around the October time frame. I
23 think we moved it up a little because we've been getting snow in
24 October, which we hadn't usually been getting, so we moved it up.

25 BY MR. FEDOK:

1 Q. Okay. And is that, you said -- is that the training
2 that wasn't mandatory or --

3 A. Yeah, that's not mandatory. That's something that we do
4 to get, you know, people out there and just before the snow
5 season.

6 Q. Okay. So if I was a new person, would it be possible I
7 would go out in the field without that training or would --

8 MS. COLON: No.

9 MR. FEDOK: No?

10 MS. COLON: No.

11 MS. ROBLES: Well --

12 MS. COLON: No, you do OJT training.

13 MS. ROBLES: You do OJT -- without the training of
14 leading the equipment.

15 MR. FEDOK: Right.

16 MS. COLON: Right.

17 MS. ROBLES: Yeah, you -- right. Because if you --

18 BY MR. FEDOK:

19 Q. And you would have to ride along with someone?

20 A. Let's say you started here in January, you might not get
21 -- yes, you would ride along with someone. You wouldn't just
22 be -- you're never just thrown out there.

23 Q. All right.

24 A. Never. When I make my plan of who's going to ride, I've
25 taken their experience into account, who they're with. If I have

1 -- right, if have newer people, I try to let them either sit in
2 the car -- usually they're sitting in the car with a more
3 experienced person.

4 Q. And you try to keep people on the same teams, so Blue on
5 Blue, Green on Green, so that the ops supervisors are familiar
6 with --

7 A. You mean all the time? No, not necessarily.

8 Q. No?

9 A. It depends on -- I may have a different mix of people,
10 so they may -- you know, I may have different duty managers, so
11 they may be on different teams.

12 Q. Okay.

13 A. But they're -- I mean, the Blue and the Green Team are
14 pretty much the same, you know, but -- so --

15 Q. So is there any required training, FAA-required training
16 on snow operations that operations provide?

17 A. It's in our kiosk training.

18 Q. It is in the kiosk training. Okay.

19 A. And they get that initially when they start. And then
20 we also have them, during snow operations, going out there and
21 being with a team, in a vehicle training.

22 Q. That's the OJT aspect?

23 A. That's -- it is, yes.

24 Q. Okay. Is that a --

25 A. Is that something that's documented? I wouldn't say

1 it's formally documented. Because somebody could be trained and
2 not -- we may not have had a snowfall. So they may not --

3 MS. COLON: Have actually worked the season, so --

4 MS. ROBLES: Right. Right. But they do get driver
5 training out in the field. That they get, but nothing --

6 MS. COLON: But it's something you keep in your head
7 when we make out teams --

8 MS. ROBLES: That's another training that I --

9 MS. COLON: -- oh, he's never really worked a full snow
10 season. So they'll figure out, you know, who to put them with or
11 -- to get OJT.

12 MR. FEDOK: Okay. Yeah.

13 MS. ROBLES: No, we never throw anybody out there, and
14 if somebody's not comfortable, they're not out there. And they're
15 always with an experienced person. Always.

16 MR. RHOADS: Yeah. Jason, again, just for
17 clarification, not necessarily being responsive --

18 MR. FEDOK: Um-hum.

19 MR. RHOADS: Every person operating equipment out on the
20 field is field trained with regard to what we called Driver-2 --

21 MS. ROBLES: Driver training.

22 MR. RHOADS: -- DR-2 training.

23 MS. ROBLES: Right.

24 MR. RHOADS: And that is the training that qualifies,
25 you know, people like myself, anyone, for driving in the movement

1 area. So that part is done, and that's recurrent. It's --

2 MR. FEDOK: And that's a FAA-required annual training?

3 MR. RHOADS: For driving in the movement area.

4 MR. FEDOK: Right.

5 MR. RHOADS: Yeah. Then maintenance undergoes specific
6 training to the equipment, how to operate a multi-function, how to
7 operate, you know, the plows and such. And people become seasoned
8 in that the way anybody becomes seasoned in anything; they're out
9 there, they do snow.

10 The way we staff equipment is we always staff in twos.
11 So we have a driver and we have what we call a shotgun, person
12 riding in the cab. That's done for two reasons, primarily. The
13 driver, of course, being trained specifically on the operation of
14 the equipment, the shotgun also can be trained on the operation of
15 that equipment, but of course they're not driving it. But they
16 are there for a heightened situational awareness, eyes and ears,
17 monitoring the radio. We want the team leads and the tails the
18 same. And they're also being trained. And this is how we sustain
19 the level of training so that we're very sensitive to, of course,
20 putting somebody out on the field behind the wheel of a plow that
21 hasn't done this before. Okay? So we prevent that from
22 happening, in part, by these kinds of pairings, okay? And this is
23 all training that really is coordinated by the maintenance
24 department, okay?

25 And what I heard Lizzette referring to, as far as the

1 2 nights or 3 nights every year, we take them out and we simulate
2 the actual snow, and there's a snow plan, actually with arrows and
3 such. I don't know how updated this is. I can let you look at
4 it.

5 MR. FEDOK: Okay.

6 MR. RHOADS: And then we run them -- we call it a snow
7 rodeo. We run them through the paces. We do that all night.

8 Then the training specific to the lead and the tail,
9 that's us; that's operations. Those are all field supervisors
10 doing that.

11 MR. FEDOK: right.

12 MR. RHOADS: And they're trained in that regard and we
13 handle that training. Operations handles that training. So
14 that's all --

15 MR. FEDOK: And is that part of the 139 kiosk that you
16 referred to, that training?

17 MS. ROBLES: The driver training? The DR-2 training?
18 That is --

19 MR. FEDOK: Are we talking apples and apples here?

20 MR. RHOADS: DR-2 training is the actual operation of
21 snowplow equipment and such.

22 MS. ROBLES: No, that's just for the snow equipment.
23 But when we use DR-2 for our ID, that's a different -- we make
24 sure that our guys --

25 MR. RHOADS: Now, I want to be -- make sure that you're

1 getting the answer to what you're asking. The DR-2 training is
2 FAA. The training to operate snow equipment and snowplow is
3 specific to operating equipment. I believe that is not FAA.

4 MR. FEDOK: Right.

5 MR. RHOADS: Okay? But because they operate that
6 equipment out in the movement area and in the airfield, they are
7 FAA-qualified to be out in the airfield.

8 MR. FEDOK: Okay. Okay. Yes. So it's --

9 MS. ROBLES: But we have --

10 BY MR. FEDOK:

11 Q. Everyone driving a vehicle, whether it's an ops vehicle
12 or a snowplow, has gone through the FAA-required --

13 A. Training.

14 Q. -- driver training?

15 A. Yes. They've gone through either --

16 Q. The records for the maintenance guys would be kept in
17 maintenance. The records for the operations --

18 A. The records for their snowplow and snow equipment
19 training is in maintenance. I have all the driver training
20 records.

21 Q. Okay.

22 A. That's the one training that I didn't mention that I'm
23 also responsible for. So the snow -- some of the snowplow guys,
24 they may have Driver-1 training and they're -- when they're
25 driving that equipment, they're being led by somebody that has

1 Driver-2, movement-area qualified.

2 Q. That's what I was getting --

3 A. They're movement-area qualified.

4 Q. So not every snowplow driver, maintenance employee,
5 necessarily needs to be a DR-2?

6 A. No. They don't all have to be DR-2.

7 Q. You can be a DR-1 as long as you're being led by a DR-2
8 ops lead?

9 A. Yes. I believe -- and I'm not sure if they, I'm not
10 sure how maintenance does it. They do have people that are DR-2
11 qualified and DR-1 qualified. So I'm not sure how they pair them
12 up.

13 Q. Okay.

14 A. But you don't have to be DR-2 qualified to drive the
15 equipment because you're being led by --

16 Q. Got it.

17 A. -- a movement-area qualified operations supervisor at
18 all times.

19 MR. RHOADS: And we'll pick it up with maintenance. My
20 understanding is that to the extent that we can -- because we go
21 through retirements in -- head count. To the extent that we can,
22 and I think we do it 100 percent, the DR-2 person is actually the
23 person driving the equipment, okay?

24 BY MR. FEDOK:

25 Q. And those records are kept by you?

1 A. I can -- yes, I have DR-2 records. We keep them for 2
2 years and then we have the 139 kiosk training is their annual
3 recurrent training. They must go through the 139 training yearly
4 if they have Driver-2.

5 Q. So Driver-2, it's like a driver's license? Once you get
6 it, you've got it, and as long as you keep doing the annual
7 recurrent --

8 A. Every year.

9 Q. -- training, you don't have to go back to driver's
10 school?

11 A. Right. Right.

12 Q. Okay.

13 A. You have to do it every year.

14 Q. Okay. And you keep records for who's gotten their DR-2
15 for a couple years. So for --

16 A. Yes.

17 Q. -- the long-term ops supervisors, you're not going to
18 have records of them --

19 A. Not of their initial DR-2 training.

20 Q. Right. Got it.

21 A. No. But I have their annual recurrent training.

22 Q. Okay. And while I have you here, I just want to -- we
23 had requested a whole lot of training records?

24 A. Um-hum.

25 Q. And you guys supplied those, and I just wanted to --

1 A. I think those are for the drivers, I believe.

2 Q. I need you just sort of walk me through this form. I'm
3 sorry, you guys can't all see it, but I'll share --

4 A. That's the snow -- now, that's the maintenance form.
5 That's them training their drivers on the snow equipment.

6 Q. Okay.

7 A. This is not the driver training. This is their snow
8 equipment training.

9 Q. So this is all from maintenance?

10 A. From maintenance.

11 Q. Okay.

12 A. This is their snow equipment training.

13 Q. On how to --

14 A. How to operate the Oberhaus (ph.) and the Vmmas, the
15 high-speed plows.

16 Q. Okay.

17 A. The trucks.

18 Q. All right. So this is not under your purview?

19 A. No, it's not.

20 Q. This is a whole separate --

21 A. Right.

22 Q. Okay. Got it. So I guess what I would request, then,
23 are the training records that you have --

24 A. I have them.

25 Q. -- for those folks? And we can put that in --

1 A. And that's for when you say "of those folks," the ops
2 people? You want --

3 MR. RHOADS: She has the training records for
4 operations --

5 MS. ROBLES: I have all the operations.

6 MR. FEDOK: Anyone who's been through the 139 kiosk
7 training, the annual training --

8 MS. ROBLES: Yes.

9 MR. FEDOK: -- you have --

10 MS. ROBLES: Right. Any of the maintenance people, if
11 they have DR-2, I have their kiosk records.

12 MR. FEDOK: Yes.

13 MS. ROBLES: You cannot renew your ID without going
14 through that 139 training.

15 MR. FEDOK: Okay.

16 MS. ROBLES: So if I don't do my training every year --

17 MS. COLON: She doesn't get them --

18 MS. ROBLES: -- my ID expires and I can't get a new ID.
19 In order to get your ID, you have to show proof -- you have to
20 give proof that you've taken this training before they will renew
21 your ID, so nobody slips through the cracks.

22 BY MR. FEDOK:

23 Q. And so how is that -- physically a piece of paper that
24 you print out?

25 A. It is a piece of paper that prints out of the computer.

1 Q. And then you take that to someone --

2 A. Right. When I'm getting --

3 Q. -- who will renew your ID?

4 A. Right. When -- let's say, she's going to renew her ID.
5 She has to take the kiosk training. She'll bring me that paper.
6 I'll fill out her renewal form for her ID. She takes that form,
7 along with the kiosk printout, to the ID office in order to get
8 her ID renewed.

9 Q. I got it. I think I got it. Well, other than the
10 recurrent driver training, what other trainings are incorporated
11 into 139 kiosk training? Is that sort of a --

12 A. Everything under -- everything covered under --

13 Q. Everything that's required by 139 and --

14 A. Right. Markings, writings, signs, our wildlife.

15 Q. It's a one-stop shop for all your required 139 training?

16 A. Yes. Snow and ice control. All of that is under our
17 kiosk training.

18 Q. Okay. So I guess then, after all of that, I would like
19 to request 139 kiosk training records for all operations
20 personnel.

21 A. I got that in my office. Is that something that you
22 want to come and look at? I mean, I have them all --

23 Q. Is it electronically?

24 A. I don't have them electronically.

25 Q. All right.

1 A. I have binders with everybody's --

2 MR. RHOADS: That's a huge --

3 MR. FEDOK: Yeah. Yeah.

4 MR. RHOADS: -- (indiscernible).

5 MS. ROBLES: Yeah.

6 MR. FEDOK: Let me go up and we'll see what you have and
7 I'll be able to --

8 MS. ROBLES: I can do -- I could probably do a printout.
9 I could show you the spreadsheet that I have. I can probably do a
10 printout from the kiosk database maybe. But I can show you my
11 records.

12 MR. FEDOK: Okay. I'll take a look at them --

13 MR. RHOADS: And again, Jay, just so I'm clear, because
14 I'm tracking the requests.

15 MR. FEDOK: Yeah.

16 MR. RHOADS: You want the DR-2 training record for all
17 the ops personnel on duty during that tour March 5th, or do you
18 want it for all ops personnel at the airport? Which --

19 MR. FEDOK: Yeah, that's much, much bigger. I'll start
20 with the subset of people who were on duty for that shift, yeah.

21 MR. RHOADS: Okay.

22 MR. FEDOK: And I'll come up and take a look and see --

23 MS. ROBLES: My records just went through an FAA
24 certification.

25 MR. FEDOK: I was going to say --

1 MS. ROBLES: They're all waiting for you to look at.

2 MR. FEDOK: -- I was going to say, you guys have just
3 been through this rodeo.

4 MS. ROBLES: They're all ready.

5 MR. RHOADS: So that would be for that 12 shift, that
6 dayshift --

7 MS. ROBLES: Yeah, it's about 65, 70 --

8 MR. RHOADS: -- for March 5th?

9 MR. FEDOK: Yeah.

10 MR. RHOADS: Okay.

11 MR. FEDOK: And you just said 65, 70 people?

12 MS. ROBLES: About 65. What was it, 65 ops
13 supervisors we have?

14 MS. COLON: Well, ops --

15 MR. FEDOK: That were on duty or --

16 MS. ROBLES: No, not on duty. That was --

17 MS. COLON: We have 62 at this time.

18 MR. FEDOK: Sixty-five's the total amount of ops folks?

19 MS. COLON: We had about 22 on duty.

20 MS. ROBLES: Yeah, that I probably have folders for.

21 MR. FEDOK: Okay.

22 MS. ROBLES: Yeah.

23 MS. COLON: Twenty-two on duty.

24 MR. FEDOK: Okay.

25 MS. ROBLES: Yeah, about -- probably about --

1 MS. COLON: Twenty-two. We have 22 to 25.

2 MS. ROBLES: We could look at the sign-in sheet and get
3 that.

4 MS. COLON: Um-hum.

5 MR. FEDOK: All right. I've sufficiently confused
6 myself and my list of where I am. So what I'm going to do is I'm
7 going to let these gentlemen ask some follow-up questions and make
8 sure I've hit everything that I've wanted to.

9 MS. ROBLES: Okay.

10 MR. FEDOK: Kelly, you can go right ahead.

11 MR. SLUSARSKI: Thank you.

12 BY MR. SLUSARSKI:

13 Q. So I'm Airport Certification Safety Inspector. You just
14 went through the inspection. Was it --

15 A. Yes, in February.

16 Q. -- was it Evelyn, by chance? Or --

17 A. It was actually Frank Loprano.

18 Q. Frank?

19 A. And -- yeah. Well, and Debbie, that I --

20 Q. Debbie?

21 A. -- she worked with him in his office, but she's not an
22 inspector.

23 Q. Okay. So I was kind of curious. Just a couple quick
24 questions. Digital NOTAMs, is that what you guys are using?

25 A. Yes.

1 Q. Okay. So you guys -- and you issue those?

2 A. Yes.

3 Q. You guys are issuing those directly?

4 A. Um-hum.

5 Q. Do you do any other notifications to air carries?

6 Faxes, emails?

7 A. We -- about field conditions?

8 Q. Yes. Yeah, any, like, supplemental ones that might not
9 go out on a NOTAM? It's --

10 A. No. Pretty much the NOTAM is -- if we have a field
11 condition, it's going to be transmitted by NOTAM.

12 Q. Purely by NOTAM? Okay.

13 A. Yes. We have Aerobon (ph.), if I think they can --
14 MS. COLON: Chatem (ph.).

15 MS. ROBLES: -- we can talk to them. Chatem. There's a
16 chat line there.

17 BY MR. SLUSARSKI:

18 Q. Okay.

19 A. That's pretty much how -- and we always offer the
20 airlines that can send their pilots out to see field conditions.

21 Q. Sure.

22 A. They can send any personnel they want. We're happy to
23 take them out to see.

24 Q. Okay. And you mentioned you guys have your own
25 meteorologist. Is it you're contracted with him? Is he --

1 A. We have a contract with CompuWeather.

2 Q. Oh, CompuWeather? Okay.

3 A. And a meteorologist is available for us to talk to if we
4 have any questions for them.

5 Q. Okay. And so and I just kind of go back through the
6 events. It sounds like what happened is you said Johnny, who was
7 working on the taxiways, was first called, I am assuming, on the
8 ops radio?

9 A. Yes, on the ops radio.

10 Q. And so you heard that and I'm assuming Kevin heard that?
11 And then that's when you started making those telephone calls with
12 the tower and Kevin called the tower over the radios?

13 MS. COLON: I called Kevin when I heard that. I said,
14 100, do you copy the last -- can you respond over to the -- I
15 didn't even say that. I said, "100, can you respond to 1331?"

16 MR. SLUSARSKI: Okay. All right.

17 MS. COLON: And then from there it went on. She went
18 next.

19 MS. ROBLES: I went, yeah. When I heard the call from
20 Johnny, I went in the office, and that's when I think the
21 controller called. Because Kevin must've just closed 13 at that
22 point.

23 BY MR. SLUSARSKI:

24 Q. Okay. Oh, and he called --

25 A. Over the frequency. Now, he called it over the

1 frequency.

2 Q. Kevin did?

3 MS. COLON: Yes.

4 MS. ROBLES: Yes. Meanwhile the -- now the controller
5 calls us over the line to say we need more time than that to close
6 the runway.

7 MR. SLUSARSKI: Okay.

8 MS. ROBLES: And that's when I said we have a plane in
9 the fence and hung up. Now I'm walking away and then I think I
10 realize Kevin said over our frequency 1331's closed.

11 MS. COLON: Closed.

12 MR. SLUSARSKI: Okay.

13 MS. ROBLES: And that's when I said we need to close the
14 airport. And I started in and within that couple of seconds, he
15 actually closed the airport on frequency.

16 MR. SLUSARSKI: Okay.

17 MS. ROBLES: And we heard it, so I didn't pick back up
18 the phone, but that's what happened.

19 BY MR. SLUSARSKI:

20 Q. Okay. And in -- my understanding is that Kevin then
21 requested the tower to call ARFF, aircraft rescue? Do you know --
22 that's what you mean?

23 A. I --

24 Q. Okay. Do you know who notified ARFF or how that
25 occurred? You don't? Okay. That's fine.

1 A. I don't. At that moment, I mean, to be honest -- I
2 mean, I know because I was told -- I know that my manager, who I
3 called right away, I know he called the captain.

4 Q. Okay. But just procedurally?

5 A. Right. Procedurally, no, I can't say the --

6 MR. RHOADS: I have the answer to the question.

7 MR. SLUSARSKI: Oh, we're going to interview you next.

8 MS. ROBLES: No, if you're asking me if I could say
9 right then how they were notified, I couldn't.

10 MR. SLUSARSKI: Okay. That's fine.

11 MS. COLON: Me either.

12 MR. SLUSARSKI: And two other questions I had. You
13 mentioned sometimes you get calls to clean, like, the alleyways
14 and so forth?

15 MS. COLON: Sometimes they call in and they'll say
16 something, are the alleyways blocked? There's a high berm.

17 MR. SLUSARSKI: Okay.

18 MS. COLON: You know, so we'll have to have one of the
19 supervisors go out there, check out the situation.

20 MR. SLUSARSKI: Okay.

21 MS. COLON: So then we could get it --

22 MS. ROBLES: To resolve it.

23 MS. COLON: -- get the aircraft into their gate.

24 MR. SLUSARSKI: And how do you resolve that? Do you
25 send just any team? The closest team nearby or --

1 MS. COLON: No, we have an east team and a west team on
2 the taxiway.

3 MR. SLUSARSKI: All right.

4 MS. COLON: So the White Team is usually the west side.

5 MR. SLUSARSKI: Okay.

6 MS. COLON: So if it's something on west side, which
7 very rarely is --

8 MR. SLUSARSKI: Okay.

9 MS. ROBLES: Or we'll call the coordinator and say --

10 MS. COLON: Right.

11 MS. ROBLES: -- this what we have --

12 MS. COLON: Or take a look.

13 MS. ROBLES: -- and then they'll know who to send.

14 MS. COLON: Right. I could call for the 100 or the 9-0
15 to check the location.

16 MR. SLUSARSKI: Do you know that day did any -- did you
17 get any calls? Did you send any -- are you aware of any?

18 MS. COLON: I don't recall any.

19 MS. ROBLES: I'm not aware of any --

20 MS. COLON: Not that day, no.

21 MS. ROBLES: -- problems with berms or anything, no.

22 MS. COLON: Yeah.

23 MS. ROBLES: Not at all.

24 BY MR. SLUSARSKI:

25 Q. Okay. And I had one other one. Where'd it go? Oh, do

1 you know, right before the incident, was there -- were they
2 getting ready to take the runway again? Or was there any --

3 A. They were in position.

4 You had coordinated --

5 MS. COLON: Right.

6 MS. ROBLES: -- actually on the phone with the tower.

7 MS. COLON: I had just called the tower.

8 MR. SLUSARSKI: Oh, you did?

9 MS. COLON: -- 100 called me and said let the tower
10 know --

11 MS. ROBLES: Blue Team's standing by.

12 MS. COLON: -- he had taken -- yeah, right. He had
13 taken over the Blue Team, or he was telling me the Blue Team is
14 standing by to get onto the runway.

15 MR. SLUSARSKI: Okay.

16 MS. COLON: And the Blue Team was still standing by at
17 the approach end to get onto the runway.

18 MS. ROBLES: At Double Delta, if I'm not mistaken --

19 MS. COLON: Yes.

20 MS. ROBLES: -- to get onto the runway. I remember
21 that.

22 MS. COLON: And five pieces of equipment --

23 MS. ROBLES: So they could work out a gap.

24 MS. COLON: I can't remember. Yes, they were waiting on
25 a gap, so --

1 MS. ROBLES: And we monitor, I don't know if I told --
2 we monitor the PIREPS in the office too. I don't know if I
3 mentioned that --

4 UNIDENTIFIED SPEAKER: (indiscernible) action reports?

5 MS. COLON: Right.

6 MS. ROBLES: -- we mentioned that.

7 MR. SLUSARSKI: Okay. And what were the PIREPS coming
8 in there? Did you have any that were poor?

9 MS. ROBLES: No. There was one that called, he said,
10 fair.

11 MS. COLON: Fair.

12 MS. ROBLES: And then I think he was turning off at
13 Mike and said --

14 MS. COLON: It was poor.

15 MS. ROBLES: -- Mike was poor, meaning the taxiway.
16 That's how we took it, meaning the taxiway at that point. But we
17 did get a fair. And then the next --

18 MS. COLON: Two goods.

19 MS. ROBLES: -- aircraft landing and reported good. And
20 then another aircraft landed and reported good. And we had those
21 goods just prior to --

22 MS. COLON: No --

23 MS. ROBLES: -- 1086 coming in --

24 MS. COLON: Right. Well, there was another aircraft
25 that landed afterwards, but he didn't give no report.

1 MS. ROBLES: Okay. Yeah, I didn't --

2 MS. COLON: Yeah.

3 MR. SLUSARSKI: Okay.

4 MS. COLON: I think, yeah, because it went fair --

5 MS. ROBLES: We had a fair and we had -- I know we had
6 two goods. I don't know --

7 MS. COLON: It was two Uniteds.

8 MR. SLUSARSKI: Okay.

9 MS. COLON: That's what remember, two Uniteds -- what's
10 the first one we had?

11 MR. FEDOK: That's all right. Don't struggle with it.
12 We got that --

13 MR. SLUSARSKI: Yeah, yeah.

14 MR. FEDOK: -- documented already --

15 MS. ROBLES: Okay.

16 MR. FEDOK: -- from Kevin and from other sources, so --

17 MS. COLON: I can't remember.

18 MR. FEDOK: That's okay.

19 MR. SLUSARSKI: No, that's great. And I --

20 MS. ROBLES: Because, you know, there's so much going on
21 at the time that --

22 MR. SLUSARSKI: Yeah.

23 MS. ROBLES: -- trying to put it all --

24 MR. SLUSARSKI: I think that's all I have right now.
25 Jason did a real good job. A lot of the questions I had, I was

1 able to answer.

2 MR. FEDOK: Eric?

3 MR. PRICCO: Just a couple.

4 BY MR. PRICCO:

5 Q. Going back to the assignments, you're not making any
6 assignments for the maintenance?

7 A. No.

8 MS. COLON: Negative.

9 MS. ROBLES: I'm -- no.

10 BY MR. PRICCO:

11 Q. Okay.

12 A. Just the people that lead the crews out there, the teams
13 out there.

14 Q. And during that event, no concerns of people that you
15 were assigning as --

16 A. No.

17 MS. COLON: No.

18 MS. ROBLES: No.

19 MS. COLON: The only thing we might make is, we might --
20 Kevin might say I need five plows. Just say, like an example --

21 MS. ROBLES: Right. We'll call for equipment from our
22 maintenance and we'll make --

23 MS. COLON: And we'll tell them what we need. We don't
24 know who's driving --

25 BY MR. PRICCO:

1 Q. And then they'll --

2 A. Right.

3 Q. Okay.

4 A. But as far as making and the teams, if I have a concern,
5 I wouldn't put them out there.

6 MR. RHOADS: Well, just one quick. When you say were
7 there any concerns. You're asking them if they had any concerns
8 about our ops people or any of the maintenance people?

9 MS. ROBLES: That's how I took it.

10 BY MR. PRICCO:

11 Q. Ops?

12 A. That's how I took it. Ops.

13 Q. Ops, yeah.

14 A. Yes. No, not at all. I had no --

15 Q. And then you had mentioned the checklist that you use.
16 Was that something that you created?

17 A. It's something that I created. It was --

18 Q. And then but everyone uses it, or just you as a best
19 practice?

20 A. Well, it's used if there's an incident. Thank God,
21 since I had created it, there were no other incidents prior to
22 this one where we had to use it. I think I created it after
23 Southwest.

24 MS. COLON: After Southwest.

25 MS. ROBLES: And it was so that we wouldn't miss

1 anything. We wouldn't miss --

2 MR. PRICCO: Yeah.

3 MS. ROBLES: -- any step.

4 MS. COLON: Protocol.

5 BY MR. PRICCO:

6 Q. So if you're not here, the other person knows --

7 A. Right.

8 Q. -- to utilize it?

9 A. Anybody could grab that checklist and they should know,
10 okay, let me call the com center. Let me issue a NOTAM. Let me
11 get the airline information. Just in case, because it gets crazy
12 in here and sometimes you got to pull yourself back in to focus on
13 what you need to get.

14 Q. You had mentioned, and then we had discussed, Kevin, the
15 snow coordinator, making the communication of the closures. Is it
16 frequently that the snow coordinator goes right to the CAB or is
17 it usually funneled through your desk, as far as NOTAMs?

18 A. NOTAMS? They usually --

19 Q. Field conditions? Anything that's going to drive a
20 NOTAM or a decision?

21 A. Most of the time he'll, to my knowledge, he'll call me
22 and tell me what the updated field condition is, and I'll --

23 Q. Relay?

24 A. I'll, yeah, I'll issue a NOTAM. Now, he may give it to
25 the tower over the frequency or by phone. I can't answer that.

1 Q. The tracking log, do you document times on, times off?
2 Do you know exactly where -- what's been cleaned, taxiways,
3 runways?

4 MS. COLON: Well, I monitor the radio and I try and get,
5 you know, from that --

6 MS. ROBLES: It's approximate times.

7 MS. COLON: -- approximate time because --

8 MS. ROBLES: But close enough, usually.

9 MS. COLON: -- you know, and most teams when they start
10 an operation, I'm not saying it's 100 percent, they will call and
11 say ops team, Team Blue has three pieces, 1331; or Team Green has,
12 you know, five multIs, two plows and a Vammas, you know, 422. You
13 know, and then I will document that they have five pieces.
14 Sometimes I will actually document four plows, two Vammas, you
15 know --

16 BY MR. PRICCO:

17 Q. Is there a SOP requirement for them to make that
18 notification or communication once they go on or --

19 A. Well, we should know. They should call us and we should
20 be listening. We call for the equipment, pretty much.

21 Q. Yeah.

22 A. So we know they're looking for Green Team to have four
23 multIs and two plows. But just to confirm it, because suppose
24 they get out there and a multi breaks down.

25 MS. COLON: Right.

1 MS. ROBLES: They should let us know we only have three
2 multis, one broke down. They would relay to us because we don't
3 have eyes on the field in here, so they relay to us what's
4 actually going on.

5 MS. COLON: If they lose a piece of equipment because it
6 breaks down, they'll call and say, you know, we just lost -- you
7 know, this equipment is out; call the snow bus so we can get, you
8 know, it handled, meet them over the staging area.

9 BY MR. PRICCO:

10 Q. And then moving towards the training, the OJT. You
11 mentioned that it's not documented. How, I guess, how do you
12 track that or if someone gets hired on, you know --

13 A. Okay. If somebody -- because I deal with all the
14 training, so I know -- we know who's new and who's not. I mean,
15 we know. You know that. We just -- we have guys in training now,
16 so we're not going to put them out on the equipment. They can't
17 go out there.

18 MS. COLON: They can't -- they're not driving by
19 themselves. They would --

20 MS. ROBLES: Right.

21 BY MR. PRICCO:

22 Q. Is there a timeline of what you determine --

23 A. There's a documentation of their training. There's a
24 documentation of their training. I think you were asking about
25 taking them out, like, on the snow runs?

1 Q. Yeah.

2 A. Right. No. Other than they'll -- she may have it in
3 the log if somebody's --

4 MS. COLON: OJT.

5 MS. ROBLES: -- riding shotgun with someone else.
6 She'll have that in, we'll have that in the log.

7 MR. PRICCO: Okay.

8 MR. RHOADS: And, I'm sorry, you're talking about ops
9 people?

10 MR. PRICCO: Ops, yeah.

11 MS. ROBLES: Ops, yes.

12 BY MR. PRICCO:

13 Q. And then just one last question. You had mentioned
14 Aerobon chat. Do you frequently use that, and is that with the
15 FAA? Is that with the airlines?

16 A. No, it's airlines.

17 MS. COLON: Airlines.

18 MS. ROBLES: Airlines, pretty much.

19 BY MR. PRICCO:

20 Q. Is there any protocol or SOP around what's communicated
21 within the Aerobon chat? Or just --

22 A. Not that I know of any --

23 MS. COLON: No.

24 MS. ROBLES: No SOP on it, no.

25 MR. PRICCO: Okay. Thank you.

1 BY MR. JANGELIS:

2 Q. How we doing? You doing okay?

3 A. Good.

4 Q. Doing great. Just a couple questions that I have.

5 A. Okay.

6 Q. The handoff brief that you had with Mr. Fletch, is that
7 logged or recorded or documented anywhere?

8 A. No. It's --

9 Q. Okay. And you've been doing this for a while and, you
10 know, you get the phone calls that come in. How often do you
11 think that the calls were coming in, in your opinion? Were they
12 busy that -- was it a busy day? Were there a lot of --

13 A. When you're saying the calls, what calls?

14 Q. Calls from the field saying -- giving you condition
15 reports and updating the NOTAMs. Was that more often than usual?

16 A. No.

17 MS. COLON: No.

18 BY MR. JANGELIS:

19 Q. So it was an average snow day?

20 A. It was average. It was --

21 Q. Just comes in on the hour?

22 A. Right. I don't think conditions were -- at that point
23 were changing rapidly or anything. I remember I probably
24 issued -- I have the NOTAMs here. I think I issued about four. I
25 issued like -- a few, but they weren't changing rapidly at that

1 time before the incident happened.

2 Q. Okay.

3 A. Because I'll even -- you know, my position, I'll even
4 ask if I think a sufficient amount of time has passed and maybe
5 something has changed, I'll ask. I'll ask for a phone call and
6 I'll say, anything changed? Do I need to update NOTAMs? And
7 because that's my job, to remind them in case of anything; is
8 there anything that's changed out there that I need to know?

9 Q. Which was -- that's good.

10 A. There was nothing.

11 Q. Do you usually receive the calls and condition reports
12 after a runway sweep is completed, after they finish the runway?
13 Will you get a call on that or --

14 A. If there's a change. If they feel there's a change,
15 yes. For conditions, you're saying?

16 Q. Yes.

17 A. Yes. If --

18 Q. I mean, if there's snow on the ground and they go out
19 and remove it, do they normally call you and give you an update?

20 A. Yeah. If they feel that there's a major change, yes.
21 If there's a -- but not every time they clear, they don't call us.

22 Q. Oh, they do not call every time the clear?

23 A. Not -- they call and let her know that the equipment's
24 cleared off the field.

25 Q. Understood.

1 A. But they may not call me with an updated field condition
2 every time they clear because it may not have changed that much.

3 Q. I see.

4 A. You know, it may still be between, let's say, thin and
5 an eighth of an inch or a quarter inch. It may still be around
6 that.

7 Q. I understand. Okay.

8 A. They'll call also if they make a change, like, if they
9 put chemical down or if they just broom it. They'll let me know
10 if there's a change. Because if they put chemical down, I then
11 have to issue the NOTAM saying, even if the condition is the same,
12 I have to say now it's deiced solid and sand, or deiced liquid in
13 the case of the taxiways.

14 Q. Okay. Is there any special training, whether it's FAA
15 required or LaGuardia required, Port Authority required for
16 special training on condition reporting?

17 A. Special training? No. We get it in our OJT, pretty
18 much.

19 Q. Okay. And is there a syllabus or a style of training or
20 is it someone -- I mean, you say it's OJT, so it's obviously
21 someone showing them that.

22 A. Right.

23 Q. But I mean, when we do condition reporting, it's just
24 someone's passed down to the next person down the line, according
25 to (indiscernible)?

1 A. Yeah, I mean we have the ACs that kind of break it down,
2 and some of the people look at the ACs often and that's what we go
3 by pretty much.

4 Q. And you guys, like, trust your leads who are leading the
5 group to make that call on --

6 A. The leads are qualified to make the call. Generally, I
7 believe, the coordinator usually makes the calls and gives me the
8 conditions. So after a team is off the runway, they will usually
9 inspect the runway and see if there's a change at that point.

10 Q. But there's no recert training? There is no annual
11 recurrent training for that?

12 A. Every year?

13 Q. No.

14 A. No. Just our 139 training that we go through and it
15 talks about snow and ice control.

16 Q. Okay. So there's no condition reporting specific
17 training for your people that are out there making the condition
18 reports?

19 A. Not specific.

20 Q. Okay.

21 A. Not yearly recurrence, no.

22 Q. Who designs and determines your training for your
23 drivers and for your people out on the field doing the snow
24 removal?

25 A. Ops people.

1 MR. RHOADS: Yeah, it's basically ops.

2 BY MR. JANGELIS:

3 Q. Strictly ops?

4 A. Ops people. Well, it's -- you mean who did the
5 training --

6 Q. Well, I mean, you know, you said you have the kiosk
7 training. Who designs it?

8 A. Right.

9 Q. Who does that? Is that contracted? Is it designed --

10 A. That was designed --

11 Q. -- by the bosses in the room?

12 A. Well, it was designed by -- I wasn't part of the design.
13 It was already here when I came. But it was designed by
14 operations personnel, and a contractor put it onto the kiosk and
15 they maintain the kiosk.

16 MR. RHOADS: We can clarify that information for you
17 because --

18 MS. ROBLES: And we update it.

19 MR. RHOADS: Yeah, Lizzette --

20 MS. ROBLES: Like, I updated it. When I went through it
21 -- if I go through it and I see the updates are needed, I call the
22 contractor and we'll get it updated.

23 MR. JANGELIS: Sure.

24 MR. RHOADS: But as Lizzette said, she said she wasn't
25 here when we did it, you know, so I'll get the information. But I

1 believe that we did it in conjunction with the contractor work
2 with the FAA and it's 139 specific.

3 MS. ROBLES: We did. It is 139 specific, without a
4 doubt. You know, it was --

5 MR. RHOADS: We'll clarify that.

6 MR. JANGELIS: Okay. Very good.

7 MS. ROBLES: AAAE was the contractor.

8 BY MR. JANGELIS:

9 Q. Now if you're communicating with an airline down here
10 and, you know, you're doing all -- you're the heartbeat, the brain
11 in the organization down here where all the radio room and phones
12 are, when you communicate with the airline, how do you do that?
13 Do you call the ramp, the tower? Do you communicate with
14 dispatchers? How does it work when you say you talk to an
15 airline?

16 A. Depends what we need. Usually we're calling the
17 operations office and the operations office should reach out.

18 Q. Local operations office?

19 A. Yes.

20 MS. COLON: Yes.

21 MS. ROBLES: Yes.

22 BY MR. JANGELIS:

23 Q. Okay. And they are the ones -- so you would say, you
24 know, we have -- when you said, you know, sometimes you pass on,
25 you know, when it's a really bad NOTAM or something to that effect

1 regarding conditions, you say you speak to the local ops?

2 A. I issue -- when I issue the NOTAMs, I -- it's my
3 understanding that the airlines monitor the NOTAMs system, so I
4 don't make a call on NOTAMs to let them know NOTAMs have changed.
5 I just issue the NOTAM and I -- it's my understanding that they
6 read them.

7 MS. COLON: That's where they get --

8 BY MR. JANGELIS:

9 Q. Sure.

10 A. Yeah.

11 Q. Do you recall speaking to Delta Airlines that morning
12 before the incident? Or accident, I should say.

13 A. Do I recall speaking to them? No, I don't.

14 MS. COLON: I don't either.

15 BY MR. JANGELIS:

16 Q. So no calls in and no calls out to Delta Airlines?

17 A. I don't --

18 MS. COLON: I don't remember.

19 MS. ROBLES: I mean, we talked to them about deicing on
20 taxiway Mike. I think they called about deicing on taxiway Mike,
21 possibly on Echo. But I can't say specifically --

22 MS. COLON: Yeah, I don't remember (indiscernible).

23 MS. ROBLES: Because they called --

24 MS. COLON: Yeah.

25 MS. ROBLES: -- I think we had the Mike closed for them.

1 But no, I don't recall talking to them for anything else.

2 BY MR. JANGELIS:

3 Q. Okay. One last question that I had. You know, good job
4 on the, I believe, on the incident -- you know, when the incident
5 occurs, checklist, doing your own to make sure everything's
6 covered; I think that's great.

7 You complete the post-accident checklist. Am I correct
8 on that? The one that you -- as you go through your checklist of
9 items, I believe we have a copy of that.

10 MR. RHOADS: That would be the inspection?

11 MR. JANGELIS: Yeah.

12 MR. RHOADS: The one done by Chris Plunkett?

13 MS. ROBLES: The 139 inspection was done by Chris
14 Plunkett.

15 BY MR. JANGELIS:

16 Q. Okay. And then you log it into the -- to your chron
17 log.

18 A. It was logged in under my name.

19 Q. Okay.

20 A. But I did make a footnote at the bottom that Chris --

21 Q. Chris?

22 A. -- conducted the inspection.

23 Q. Okay. Very good.

24 A. Yes.

25 Q. That's all that I have. Thank you.

1 BY MR. FEDOK:

2 Q. Just a few follow-ups for you. He was hitting on the
3 field condition reports and it struck me that you were at JFK
4 before you were here doing the same job. Do you recall during
5 that transition, did you notice any differences in -- both are
6 Port Authority facilities. Did you notice any difference in how
7 they conduct their operations, the field condition report? Did
8 one do something differently than the other and you thought, well,
9 this is different? Anything that you ever --

10 A. Not as far as issuing NOTAMs. I mean, not as far as
11 that, no. I mean, we handle snow operations differently at the
12 two airports. At Kennedy, usually it's a FS-5 that's leaving
13 their equipment on the runway. The duties are coordinating with
14 maintenance. One is in the office, and there's usually three on,
15 and one is playing the actual role of the coordinator.

16 Q. Okay. So as far as taking field condition reports and
17 submitting NOTAMs, your job is pretty much the same?

18 A. That was always pretty standard. We didn't have digital
19 NOTAM at the time, so we wrote them out and called them in.

20 Q. Okay.

21 A. But that's the only difference.

22 Q. So you mentioned you just had your FAA inspection?

23 A. Um-hum.

24 Q. So you've interfaced with them during the time of the
25 inspection?

1 A. Yes.

2 Q. Can you just talk about your interaction with them, and
3 who you interact with and how --

4 A. With the FAA?

5 Q. Yeah, and how that goes. How do you -- when your
6 inspection comes in --

7 A. Frank Loprano comes in and he gives us a listing of what
8 he wants. Matter of fact, I -- oh, I have a letter of correction.
9 He gives us a list of what he needs during the inspection and we
10 provide it. All my training records are brought to a room and he
11 went through all my training records. I then bring him into where
12 our driver training records are kept, bring him there. He goes
13 through all our driver training records.

14 Q. And when you say he goes through them, is that
15 literally --

16 A. Literally.

17 Q. -- page by page by page?

18 A. Literally.

19 Q. Looking at signatures and check boxes and -- okay.

20 A. Literally goes through everything.

21 Q. Okay.

22 A. I have all our Driver-2 records pulled. They're all
23 there in boxes and they're all went through.

24 Q. And the ARFF training records are not kept in house at
25 all?

1 A. No.

2 Q. Those are over at ARFF?

3 A. They're kept at ARFF. Yes.

4 Q. Okay. And so you dealt with Frank this time?

5 A. Um-hum.

6 Q. Is it a different inspector every year that comes
7 through or --

8 A. Every 2 years, usually. Every 2 to 3 years, about
9 every --

10 Q. It changes.

11 A. Yeah.

12 Q. And have your interactions been -- well, can you
13 characterize your interactions?

14 A. They're fine.

15 Q. Okay.

16 A. They're --

17 Q. You don't have any -- there's no friction, no --

18 A. No.

19 Q. -- no concerns? No --

20 A. No, not at all. No, no. We go out in the field. We
21 ride around in the field. We look at everything.

22 Q. Okay.

23 A. Aeronautical movement area.

24 Q. Do they ever come in and do, like, spot inspection for
25 records? Do they ever just kind of show up and say --

1 A. They haven't done a spot inspection on my records, but
2 they can.

3 Q. Okay.

4 A. They have showed up to do inspections. Sometimes -- we
5 had a -- I don't know which hurricane, but I remember Mahandra
6 (ph.) came after one and they rode around the field to make sure
7 that we were up to standards just before we opened up. So on
8 occasion, if something's going on major, they'll come and do an
9 inspection.

10 Q. And do you, other than the inspector that may show up
11 here annually, do you have any other interactions with FAA on a --

12 A. Yeah, if we have any questions, we have a good
13 relationship with them. We can call and ask.

14 Q. Okay.

15 A. If we have questions about, let's say, a marking in the
16 field, I may call up Dennis, who is the marking expert in their
17 office. Or if I have a question about -- when we were making the
18 east point path, where we didn't have to call to tower to go
19 around, we called Guillermo because he's good on, you know,
20 obstructions and what we needed to do to get that done. So we may
21 talk to him. So we have a good relationship where if we have
22 questions, we feel free to call them.

23 Q. And are they fairly responsive to those?

24 A. Yes. No, they're very, very.

25 Q. Good. Anything else of note that we haven't gotten into

1 that you wanted to talk to us about or discuss or anything? Any
2 other thing? I know we try to hit everything and --

3 A. Yeah. I think you've got everything.

4 Q. -- you probably feel like you've been through the
5 ringer. But sometimes people --

6 A. No, it's just trying to recall.

7 Q. -- say you didn't ask me about X, Y or Z, so --

8 A. No, just trying to recall everything. Like I said,
9 everything happened so quickly --

10 Q. Sure.

11 A. -- from the call a plane is in the fence.

12 Q. Right.

13 A. It happened so quickly that -- like you're asking me how
14 was the ARFF notified.

15 Q. Sure. I understand.

16 A. I was so busy worrying about my end at that moment that
17 I can't tell you, you know.

18 Q. Okay.

19 MR. FEDOK: Did you have any questions, Chris? We kind
20 of skipped you around.

21 MR. RHOADS: Nope.

22 MR. FEDOK: You're okay?

23 MR. RHOADS: Um-hum.

24 MR. FEDOK: Minerva, do you have anything that you --

25 MS. COLON: No.

1 MR. FEDOK: -- wanted to add? Okay. Well, great. I'm
2 going to get you -- you already got some to-do items. It's 2:55.
3 So I think we'll cut you loose.

4 MR. SLUSARSKI: Can I ask one other --

5 MR. FEDOK: Oh, I'm sorry.

6 MR. SLUSARSKI: -- quick question? I apologize.

7 MR. FEDOK: Yeah, sure, Kelly.

8 MR. SLUSARSKI: I had one other note that came up.

9 BY MR. SLUSARSKI:

10 Q. So you guys do the kiosk training for the 139?

11 A. Yes.

12 Q. Is there any other training that you document or is that
13 your core 139 training?

14 A. That's the core training.

15 Q. Okay.

16 A. If we have other trainings in between, some things are
17 documented. I'm trying to think of what trainings we have.

18 Q. Okay.

19 A. Like now, I have a lot of new FS-3 supervisors, and they
20 went through the normal wildlife training and they went through
21 all the other training. Now I have a special wildlife training
22 set up just for them because a lot of them are new. They may have
23 questions. I have the USDA coming in and our biologists coming in
24 just to give them an 8-hour training.

25 Q. Okay.

1 A. I will document that. So on occasion, I'll plan other
2 trainings when I think it's necessary or needed.

3 Q. Okay.

4 A. And usually I'll put it in the folder. So when you go
5 through it, you might see other training that they had.

6 Q. Thanks.

7 UNIDENTIFIED SPEAKER: Like Lizzette, just your runway
8 safety light training you have coming?

9 MS. ROBLES: Yes. I have runway status lights.

10 UNIDENTIFIED SPEAKER: You did plan this for this --

11 MS. ROBLES: Just today. Just before I came down here,
12 I was sending out emails. So I have that training next week for
13 people. So the runway status lights are going to get most of our
14 people trained, if not all.

15 MR. FEDOK: All right. Good. All right. Well thanks
16 everybody. 2:57.

17 (Whereupon, at 2:57 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: DELTA AIRLINES FLIGHT 1086
 RUNWAY EXCURSION AT
 LAGUARDIA AIRPORT, NEW YORK
 MARCH 5, 2015
 Interview of Lizzette Robles

DOCKET NUMBER: DCA-15-FA-085

PLACE: New York, New York

DATE: March 11, 2015

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.

Karen A. Stockhausen
Transcriber