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UNITED STATES

NATIONAL TRANSPORTATION SAFETY BOARD

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In the matter of: :
FINE AIRLINES FLIGHT 101 :
MIAMI, FLORIDA :

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Deposition of ROBERT BRANDT, taken pursuant to
Notice at The Miami Hilton Airport & Towers, 5600 Blue
Lagoon Drive, Miami, Florida in the Conch Key and Summerland
Key Rooms, on Thursday, November 20, 1997 at 8:00 a.m.

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3 APPEARANCES:

4 Appearing on behalf of the National Transportation

5 Safety Board:

6 ROBERT BENZON, Investigator-in-Charge

7 RON SCHLEEDE, Deputy Director

8 FRANK MCGILL, Maintenance Air Safety Investigator

9 DAVID J. IVEY, Air Safety Investigator

10 National Transportation Safety Board

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14 JOHN ZAPPPIA, Director of Operations

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17 Appearing on behalf of the Federal Aviation Administration:

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I N D E X

6

7 WITNESS PAGE

8 ROBERT BRANDT

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E X H I B I T S

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19 NUMBER FOR IDENTIFICATION IN EVIDENCE

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P R O C E E D I N G S

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(Time Noted: 8:00 a.m.)

8

MR. BENZON: Sir, would you raise your right

9

hand?

10

Whereupon,

11

ROBERT BRANDT,

12

was called as a witness and, having been first duly

13

sworn, was examined and testified on his oath, as

14

follows:

15

MR. BENZON: Okay, please have a seat.

16

Let's see. Dave, you want to start up.

17

CAPTAIN IVEY: Sure.

18

EXAMINATION

19

BY CAPTAIN IVEY:

20

Q. Good morning, Mr. Brandt.

21

A. Good morning.

22

Q. If you would start by just giving us your

23

name, your place of work and location and job title?

24

A. My name is Robert T. Brandt. My job title

1 is principal maintenance inspector. And the address is
2 Milwaukee, Wisconsin, the FAA office on Howell Avenue.

3 Q. In Milwaukee?

4 A. Yes.

5 Q. How long have you been there?

6 A. Eight years.

7 Q. And could you give me a little bit of your
8 aviation background, and include your certificates and
9 ratings?

10 A. Back into industry too or just --

11 Q. That would be fine.

12 A. I started in aviation in 1950 in the Air
13 Force as a mechanic. After my Air Force career, I went
14 into North Central Airlines at Midway as a ground
15 serviceman while I went to school for my A&P license.

16 I became a mechanic in '56 and then went
17 through the ranks as lead mechanic, foreman, general
18 foreman, superintendent, manager, director.

19 And at my retirement from Northwest, which
20 that was all one airline because of mergers, I was the
21 senior director of maintenance for Republic Airlines.

22 After I left there, I did some consulting,
23 went to San Francisco and a group of us started West
24 States Airlines, certificated it. I signed on as vice-

1 president of maintenance there for a short time.

2 I then went to Carlsbad, north of San Diego
3 to put some 580s on Resort Airlines' certificate.

4 After accomplishing that, they asked me to sign on and
5 they made me the president and the COO of the airline.

6 And then, after that, I joined the FAA in
7 1988 as a safety inspector.

8 Q. And you've been in that position ever since
9 1988?

10 A. Yes. 1989, I'm sorry.

11 Q. 1989. Have you participated in RASIP or
12 NASIP inspections in the past?

13 A. I've participated in one way or another as a
14 member or coordinator or leader in nineteen of them.

15 Q. Nineteen?

16 A. Yes.

17 Q. That's a pretty good number, I think,
18 comparing around the various Regions.

19 Are most of them NASPs or RASIPs?

20 A. They're a combination, but most of them are
21 NASIPs.

22 Q. Could you give us an overview of how a
23 NASIP, from your point of view, is created, how it's
24 determined, and how it is constructed, and how it

1 operates?

2 A. What I know about it.

3 I attended -- because I am the backup
4 coordinator for the Region NASIP Program, I attended a
5 meeting of the coordinators.

6 Prior to that meeting, the Region gave me a
7 list of possible candidates for RASIPs, NASIPs. I took
8 that with me there.

9 They were with the people from 500 in
10 Washington, the NASIP group, and the coordinators.
11 These were then divided up, selected as NASIPs or
12 RASIPs, and given dates and posted for the year.

13 That was how that part went together. They
14 then go back to the Regions and finalize this list.

15 After that, the Regions know who they have
16 to supply to the NASIP or RASIP, whether it be
17 operations, whether it be airworthiness or team
18 leaders, and then they post those on CC mail for the
19 quarter to get the people to volunteer.

20 If they want certain qualifications, they'll
21 post that also. And people turn in their names for the
22 different NASIPs, and then the selection is made.

23 After that, we go out and do the -- when the
24 time comes, you go out and do the job.

1 Q. Is this done a year in advance?

2 In other words, you lay out your plan for
3 the year once you determine who will get NASIPs or
4 RASIPs?

5 A. At least a quarter. We are looking at the
6 next quarter already.

7 Q. I see. You mentioned the qualifications of
8 the people that are on a NASIP or a RASIP.

9 Correct me if I should not be interchanging
10 these two in terms of selection and qualification.

11 I presume they parallel one another?

12 A. Yes, they do.

13 Q. You mentioned the qualifications of the
14 operations people or the airworthiness people.

15 When the candidate is selected for one of
16 these inspections, is there a particular area of focus
17 that is brought along with the candidate that then
18 entails who you would select to be inspecting the
19 candidate?

20 A. A particular area of the NASIP?

21 Q. Yes. In other words, you were talking about
22 the kinds of people that you would put on the team.

23 And my question is, if you have a candidate
24 that's selected for an inspection, along with that

1 candidate are there certain areas that they want you to
2 focus on within that inspection, that would then
3 necessarily have you select candidates that are
4 familiar with those particular areas?

5 A. NASIPs and RASIPs are either a full NASIP, a
6 full RASIP or a focus. When you go for qualifications,
7 it's like in this one here.

8 I would have been looking for DC8
9 operations, qualified airworthiness DC8. You don't get
10 right down to the area at that point in the selection.

11 When you go out there with your team, then
12 you look at people and you talk to them about the area
13 that they would inspect.

14 Q. I see. So it would be fair to say that when
15 you're constructing your team for a NASIP, you're
16 really looking at the overall operation of what they've
17 got and the kind of airplanes they fly, and perhaps
18 etcetera, etcetera?

19 A. That's right.

20 Q. Now, you did mention the word focused.

21 Is there ever a NASIP inspection that is a
22 focused NASIP?

23 A. Yes. In years past, we had many of those.
24 Mr. Pena said that we were going to go out and look at

1 every one. I forget what it was, 121s or -- and all of
2 those were focused.

3 And there it's not the team leader that
4 decides the focus, that's decided by the Region and by
5 Washington. You get your marching orders if you look
6 at this.

7 Q. Was this particular NASIP inspection on Fine
8 Airlines a focused inspection?

9 A. No, it was a complete.

10 Q. Complete. And your team members consisted
11 of how many people and in what specialties?

12 A. There was myself, an Admin Assistant, there
13 were three operations inspectors along with an
14 operation trainee, three maintenance inspectors, an
15 avionics inspector.

16 Q. Are they typically qualified in, in this
17 case, DC8s?

18 A. In this case, I had one qualified DC8
19 operations, one qualified person that worked the ramp
20 here in Miami on Arrow Air of airworthiness.

21 And the trainee, and this trainee I had
22 selected, he came from my office, he was DC8 qualified,
23 and he had flown into the Caribbean. He had been at
24 Eastern, this kid, flown for Eastern.

1 Q. The individual from Arrow Air, is that a
2 normal way of selecting people?

3 Granted, Arrow Air is located here in Miami.
4 Is that normal or abnormal to select someone from down
5 the ramp, so to speak, for a NASIP?

6 A. He submitted his name and was selected on
7 his experience, and I selected him as the coordinator
8 for the airworthiness because of his experience.

9 I feel that they're professional enough they
10 could be on this ramp, but it wouldn't make a
11 difference, you know, previous, and it wouldn't make a
12 difference.

13 And it was not the airline that he worked
14 for. It was another airline.

15 Q. You mentioned the qualifications of DC8 and,
16 of course, Arrow Air is a freight operator.

17 A. Yes.

18 Q. Were all the other DC8 people associated
19 with freight operation or was their passenger operation
20 in there too?

21 A. Mostly passenger in the operation side.

22 Q. I see. So they may not have been totally
23 familiar with the freight operation on the operational
24 side, the people you selected?

1 A. The operations people, including the
2 trainee, there was some freight experience.

3 Q. As part of your NASIP inspection, did you
4 involve yourself at all in the inspectional areas of
5 freight forwarders, or did you limit yourself just to
6 the airline?

7 A. Limited myself strictly to the airline. The
8 airline's responsible to load that airplane. The
9 airline's responsible for the total operation of that
10 airplane.

11 Q. When you perform a NASIP, is there any
12 reflection upon the POI or the PMI or PAI, as you
13 accomplish your inspection?

14 A. Reflection upon them?

15 Q. Yes.

16 A. I work with them.

17 Q. During the inspection?

18 A. Yes. We're required that if we find an item
19 of safety to flight, to report to them immediately, and
20 start getting the correction under way.

21 And I take it a little further. If there is
22 something that I feel they should take care of right
23 away or could take care of right away, and I ask for
24 their input.

1 Q. So within a NASIP, it's purely within the
2 airline.

3 You don't even look at the FAA's way of
4 doing business as part of the NASIP?

5 A. No. The guidelines for a NASIP does not
6 take us into that area. That's not what we're here
7 for.

8 Q. Yes. When you're instructed to perform an
9 instruction, a RASIP or a NASIP, but let's focus for a
10 moment on a RASIP.

11 Is there ever any undue influence or any
12 influence of any kind by a Regional Manager or by
13 Headquarters or by anyone suggesting that we want you
14 to look at particular areas, or come up with particular
15 findings, or are you given total and free rein in your
16 inspection?

17 A. There's an in-briefing with both the FSDO or
18 the certificate office and with the carrier. And we
19 exchange -- we talk about.

20 Example. For this one here, there was a
21 question of the high altitude airports. I had known,
22 by a previous visit, that the International office was
23 working on this.

24 There, at the in-briefing, was where I said

1 are we going to work this or is that under
2 investigation in the other area?

3 And I was told you're not, that's not yours,
4 that's already under investigation. There's that kind
5 of dialogue.

6 I bring it up just for that, so that, you
7 know, we have an understanding going in and they're
8 able to ask questions and we ask questions.

9 Q. Just for my understanding, if something is
10 under investigation, is that normally considered hands
11 off for an inspection team, or was it just in this
12 particular case?

13 A. This is the only time I ran into this and I
14 wouldn't have known about it, except I had visited the
15 International office just prior.

16 Q. Why do you think they suggested that you
17 remain clear of that area?

18 A. I don't think they suggested it. They told
19 me to stay clear of it.

20 (Laughter.)

21 A. It's under investigation already. It's --
22 you know, another part of the FAA is looking at this,
23 they're collecting facts, they're in there.

24 I'm going to waste time on the NASIP if I go

1 in now and start an investigation from the beginning.

2 I have a set period of time.

3 I wanted to know before I started, do I have
4 to include this, and I was told no.

5 Q. March 31 to April 18, that's nineteen days
6 by my count. I don't know if you worked continuously
7 through or whether you take weekends off, but that's
8 roughly nineteen --

9 A. We take weekends off.

10 Q. -- or twenty days save the ~~we~~ weekends.

11 Is that a normal length of time for a NASIP?

12 A. This NASIP had been scheduled for one month
13 and was cut back by one week.

14 Q. Are most NASIPs about a month in duration?

15 A. No, I would say the average is two weeks.

16 Q. Why would you suggest -- if you know, why
17 was this one set for one month?

18 A. The number of people. This was a small
19 team. It's older aircraft. I believe that had
20 something to do with it. That would be my --

21 Q. If American Airlines were to get a NASIP,
22 how big would the team be for an airline of that size?

23 A. You'd probably have about thirty people, and
24 you would go, I would say, a minimum of a month.

1 Q. So you feel like perhaps the older aircraft
2 were the more time consuming issues in this inspection
3 that forced it to be scheduled for a month initially?

4 A. I'm not able to say that. They did -- the
5 Region did the scheduling, and the Region did the
6 change to the times, so I can only speculate.

7 Q. So really, when a NASIP is getting ready to
8 be established, you work hand-in-hand with the Region
9 that you're coming into for the NASIP.

10 And do they more or less set the guidelines
11 for you in which you operate during an inspection?

12 A. The NASIP guidelines are established.
13 They're there, they're there all the time.

14 Q. Yes.

15 A. They don't set guidelines.

16 My biggest problem with this one was getting
17 the people ready to do out of the country work.

18 Q. Is there any reflection on a Region or
19 perhaps even a local FSDO, if it's large enough to
20 encompass several inspections during the year or a
21 longer timeframe, is there any reflection on the
22 capability of the FSDO or the Region if NASIPs and
23 RASIPs are falling -- you know, they're showing
24 deficiencies in all these areas?

1 Is that information collected someplace to
2 where that starts to say, look, we've had this
3 particular FSDO in this particular Region seems to be
4 falling short in RASIPs and NASIPs with all kinds of
5 findings in inspections?

6 Where is that information collected and how
7 do they react on it or act on it?

8 A. I do not know the answer to any of those
9 questions. I file a report and my job is done.

10 Q. And you don't even have to worry about the
11 following up of findings, do you?

12 A. No, I don't.

13 Q. Do you participate in that?

14 A. I don't go back and look at them. I don't
15 want to get involved in it. I will do that two weeks
16 or three weeks. That's my job, I'm out of there.

17 Q. I see.

18 A. I'll answer questions if they call, but
19 that's the good part of the job. Your inspectors go
20 away.

21 Q. Have you done freight carriers before in any
22 of your inspections?

23 A. No, this is the first one.

24 Q. First one?

1 Is there anything that you'd like to say in
2 your experience of having worked on this freight
3 carrier?

4 Can you compare that to some of your other
5 inspections, the quality of it, the findings?

6 A. It was average.

7 Q. The inspection was average or the findings
8 were average?

9 A. Right, the findings.

10 Q. In other words, there's some that are
11 better, and there's some that are worse?

12 A. Yes. There will be areas that will be
13 better, and there will be areas that will be worse of
14 the inspection.

15 Q. In the Executive Summary of the NASIP
16 report, the fourth paragraph on Page 3 says, and I
17 quote:

18 "The main concerns for the air carrier were
19 identified in the areas of flight operations training
20 (three engine ferry authorization), maintenance program
21 and weight and balance. These areas of concern are
22 known to the airline and corrected easily."

23 Did you feel like that most of the findings
24 discovered in your NASIP, both airworthiness and

1 operations, were minor items or were there major items?

2 A. There was both.

3 Q. Do you feel as though -- that one paragraph
4 in the Executive Summary gives me the sense that
5 perhaps these were things that, as you said, could be
6 corrected easily by the company?

7 Was it oversight? Just give me your opinion
8 of, let's say, operations, for example?

9 A. Well, that was -- there were things that the
10 FAA and the company were going to have to get together
11 with. There were ops specs problems. It was a
12 combination.

13 They were going to have to work together,
14 but through my working the NASIP and watching the
15 inspectors, the principal inspectors and the company, I
16 added, could be easily corrected.

17 They did work together. They were -- they
18 were getting along.

19 Q. Did you have any feedback after the
20 inspection?

21 A. No.

22 Q. Did you happen to hear that, in fact, they
23 had corrected all these findings?

24 A. No. As I said before, I stepped aside.

1 When it was over, it was over.

2 Went back to the office and we worked with
3 the Region and the 500 to finalize the report, and that
4 was it. Went on about my --

5 Q. The Region never gave you any --

6 A. Excuse me. There was one call after this,
7 and that came after the crash. They asked me how many
8 en routes we did.

9 Q. After the crash, were you ever consulted as
10 it relates to the consent order that was established?

11 A. No, sir.

12 Q. Had you had any involvement in the Mellon
13 Air shutdown?

14 A. No, sir.

15 Q. Did you have any knowledge of that prior to
16 arrival here?

17 A. No, sir.

18 Q. The wet lease agreements, did you review the
19 wet lease agreements that were in place at the time of
20 the inspection?

21 A. I did not, but the operations coordinator
22 did.

23 Q. In your experience in the past, have you
24 participated with wet lease agreements in review?

1 A. The airline that I worked for in San Diego,
2 Carlsbad, we were a wet lease airline. We did wet
3 lease and contract -- with contracts.

4 Q. That was a while ago, wasn't it?

5 A. That was back in '88, '89.

6 Q. When you were down here, did your activities
7 involve security in any way, shape or form?

8 A. No, we did not have security assigned.

9 Q. Would that normally be something that could
10 be attached to your group for inspection, if necessary?

11 A. They at times give us one or two security
12 people to work with us.

13 Q. Prior to doing an inspection, do you ever
14 review previous inspections and findings, as it relates
15 to a carrier, before you go and visit it?

16 A. Prior to the norm, prior to a NASIP, is that
17 you look at the vital information that we have in the
18 computer on the carrier.

19 And on this particular one, I asked an
20 airworthiness team member to look at this and give us a
21 report at the team in-briefing, and which happened. It
22 involved the status of the violations and so on.

23 Q. I know the report will speak for itself, the
24 NASIP report, but as the team leader, did you depart

1 here with any particular reflections or ideas about
2 this airline that you'd like to share with us today?

3 A. I felt good about it. I felt the team had
4 completed their task, did it professionally, and that
5 the carrier displayed cooperation and they were
6 understanding.

7 Q. I've heard that theme a lot about how the
8 carrier cooperates.

9 Is this something that from time to time is
10 not necessarily the case, as you move from airline to
11 airline?

12 A. Earlier in the program, you would sense some
13 uncooperation in the beginning, but if everyone did
14 their job and calmly went about doing their job, it all
15 came together.

16 Today, they know it's a fact of life,
17 they're going to get inspections and they work at it.

18 Q. So that's pretty much consistent throughout
19 the airline industry in today's world, you're saying?

20 A. Yes, it is.

21 I might add to your last question, how did I
22 feel? I'm going to reflect a little more on the
23 testimony that I heard here.

24 Surveillance of this airline prior to was

1 good. The PMI related to me during the NASIP about
2 finding a soft floor, getting it fixed. He related
3 different items.

4 There was surveillance. They were very
5 interested in that fact when they took the time to do
6 an OSIP. I believe, I don't know, that the carrier
7 probably cooperated in that OSIP very much.

8 It's becoming a standard to prepare, and
9 they use the guidelines of the NASIP program. And
10 that's -- that's all I have to say.

11 CAPTAIN IVEY: I think that's all the
12 questions I have right now, Mr. Brandt.

13 Thank you very much.

14 THE WITNESS: You're welcome.

15 EXAMINATION

16 BY MR. MCGILL:

17 Q. Good morning, Mr. Brandt. Just a couple of
18 questions here.

19 I missed really what your position is in the
20 -- you're a PMI out of the Flight Standards Office in
21 Milwaukee, is that correct?

22 A. Yes.

23 Q. For what carrier?

24 A. It's a 135, Basler Airlines in Oshkosh.

1 They operate DC3 pistons and turbines.

2 I also have their two repair stations, one
3 operates in Geary, the airline; and one operates in the
4 MIDO where they re-manufacture the DC3s to turbine
5 power.

6 I have a repair station that is wheels and
7 brakes. We say big tire airline. And then a repair
8 station with another parts repair for engines, jet
9 engines.

10 Q. Have you ever been a PMI for a 121 carrier?

11 A. No, I haven't.

12 Yes I have. Basler was 121 at one time,
13 when they were flying Convairs.

14 Q. Okay.

15 A. I forgot about that.

16 Q. Have you ever participated in an inspection
17 -- you already said you haven't done any freight
18 carriers, but passenger certificates in the Miami area?

19 A. In the Miami area? No.

20 Q. Specifically the Miami FSDO area?

21 A. This was the first one.

22 Q. First one here?

23 Did you spend any time in your group as team
24 leader, looking at the relationship of the Fine Air

1 repair certificate and Miami Jet certificate?

2 A. We did have an inspector that was looking at
3 that under the area of contractual arrangements.

4 Q. Did you read the latest RASIP that was done,
5 the last one?

6 A. No, sir, I have not.

7 Q. You have not?

8 You made a statement that you kind of
9 thought it was that Fine Air had good surveillance
10 after your NASIP inspection, but it seems like with the
11 advent of the crash and the RASIP after that, things
12 weren't quite as good as maybe you thought.

13 Is there any reason why that event -- it
14 occurred like that?

15 A. Sir, I'd like to correct that.

16 Q. Okay.

17 A. I didn't say after the NASIP, I said I
18 talked to the principal. He told me about like he saw
19 a soft floor. That happened before the NASIP.

20 I know nothing about after the NASIP. I
21 don't -- that's --

22 Q. But you thought that the surveillance before
23 the NASIP was good.

24 A. I had indicators that they were surveilling

1 this airline. The report indicates they were
2 surveilling this airline. The OSIP supports that.

3 And by the way, I did not know there was an
4 OSIP until I read your document of items for today.

5 Q. So no one ever presented it to you or it was
6 never --

7 A. No.

8 Q. -- never brought forward?

9 A. It wasn't of concern. And by not telling me
10 --

11 Q. Yeah.

12 A. -- it leaves me just to go iand do the job
13 I need to do. It don't cloud things.

14 Q. That's probably a good idea.

15 A. Thinking about it after I read it, it was a
16 good idea.

17 Q. Yeah.

18 MR. MCGILL: I don't have any more
19 questions.

20 Thank you very much, sir.

21 MR. BRANDT: I've just got one.

22 EXAMINATION

23 BY MR. BENZON:

24 Q. During a NASIP inspection, any NASIP

1 inspection, do you sometimes come across anomalies that
2 are perhaps minor in nature and quickly fixed, that
3 never appear in your report?

4 A. That's not in my report.

5 If a finding's found, it's a finding. If
6 they fix it, I'll state they fixed it, but it will be
7 in the report.

8 MR. BENZON: Okay.

9 Ron?

10 MR. SCHLEEDE: Yes, sir.

11 EXAMINATION

12 BY MR. SCHLEEDE:

13 Q. I haven't looked at too many NASIPs, but I
14 recall in the past seeing NASIPs that listed the
15 findings in an A, B, C category.

16 Does that ring a bell?

17 A. There's a category summary.

18 Q. A summary, okay. Okay, I must have missed
19 it in here. Okay, there it is. Okay.

20 I'm sorry, I missed it. Thank you for
21 helping me out there.

22 Okay. You mentioned in the first part of
23 your testimony that there were safety of flight and
24 other findings.

1 In general, in your report, how many would
2 be considered of these findings, in your term, safety
3 of flight, that needed action that you would report
4 right away?

5 A. I would have to review that report.

6 Q. Did you have some that you reported for --

7 A. We did go over and talk to the office twice.

8 Q. Okay.

9 A. And some of it wa just for general
10 questions.

11 Q. Okay. As part of your examination of the
12 maintenance program, did your team look at the write-
13 ups as far as they pertained to a possible trend of a
14 lot of write-ups showing up on the inbound flights to
15 the maintenance base?

16 A. Sir, they did. And let's be real, that's
17 normal, that's standard.

18 I don't care if you're passenger or freight,
19 that's standard. How do you do something about it?
20 When did it happen?

21 It's a normal airline operation.

22 Q. Normal that --

23 A. They will have most of their write-ups
24 coming to the home base, or if you have multiple

1 maintenance bases, to the maintenance base, you will
2 see most of the write-ups.

3 And it's a common situation. It's a -- it
4 gets you, if you let it get at you as an inspector,
5 it'll upset you, you'll tend to want to prove it,
6 whatever, but it's a common every day.

7 Q. Is that acceptable practice by an airline?

8 A. No, it's not, and I have started a violation
9 on one within the last two weeks.

10 Q. How are you able to determine and prove it?

11 A. I check the -- the airplane was in for
12 maintenance, and I looked at their write-ups, and the
13 items had to have happened prior to arriving at that
14 base, and they weren't in the logbook.

15 We're always aware of that. We're always
16 looking for that. And here it is, it cropped up. You
17 send out an LOI and they incriminate themselves.
18 They close the case.

19 They knew about it before it left the out
20 station, but that's -- you look for it, you're aware of
21 it. You're always aware of it.

22 MR. SCHLEEDE: That's all the questions I
23 have.

24 Thank you.

1 MR. BENZON: We'll go around to the parties.

2 The FAA?

3 MR. MANNO: No questions.

4 MR. BENZON: Fine Airlines?

5 MR. ZAPPIA: Yeah, I just have a couple of
6 questions, and this is mainly just for clarification.

7 EXAMINATION

8 BY MR. ZAPPIA:

9 Q. Could you explain to the group what would be
10 -- and you appear to have a very vast background in a
11 number of RASIP and NASIP inspections that you've done.

12 Once you finalize your inspection, when you
13 start assembling your report, could you tell us what
14 steps take place prior to that report getting delivered
15 to the air carrier?

16 A. My report is normally in draft, ready when I
17 leave the carrier.

18 The first place I send that report to when I
19 return to our home office, is the Region that I was
20 working for. In this case it would have been Southern
21 Region.

22 They will look it over and may have some
23 questions, and we will work on those.

24 Washington looks at it, and I'll answer any

1 questions they have, and then the report is finalized.

2 Q. And this usually takes about how long?

3 A. My goal is always within that first week I
4 want to see it finalized.

5 Q. And usually it takes from what was testified
6 earlier, upwards towards sixty days sometimes, before
7 these reports get back into the hands of the carriers?

8 A. I have no knowledge of that.

9 Q. And you get a copy of the final report once
10 it's been --

11 A. Right. I do the final report.

12 Q. So you do the final report?

13 After the Region comments and Washington
14 comments, you put the final report out?

15 A. Yes. I put it out to the Region.

16 It works that once we file the draft, there
17 is no changes to that report, unless the team manager
18 agrees, so I say file the final report.

19 I don't really file it, I say okay, you
20 know, and it goes to the Region, and then they put it
21 in the system.

22 Q. And I've only got one final question.

23 In your opinion, do you feel like the amount
24 of RASIP and NASIP inspections that you conduct seems

1 like that's almost a full-time job for you?

2 Is that normal throughout the industry to
3 have people conduct that many RASIPs or NASIPs, or are
4 you in some form or function a special entity when it
5 comes to these types of reports?

6 A. I volunteer.

7 Q. Okay, that explains it.

8 MR. ZAPPPIA: I have no further questions.

9 MR. BENZON: Okay.

10 Aeromar?

11 MR. POLANCO: No questions.

12 MR. BENZON: Okay, sir, we appreciate it.

13 I'd like to give you one more opportunity, if we
14 haven't asked you the right questions, to kind of fill
15 us in on anything you'd like to tell the table here
16 about surveillance and how important it is and things
17 like that.

18 THE WITNESS: If that problem in this crash
19 was, as some of the things that I heard, nets and so on
20 and so forth, it wasn't there when we were there.

21 MR. BENZON: Well, that kind of begs a
22 question.

23 Because you've done so many of these, can
24 you offer us an opinion on how much a typical company

1 preps for an inspection like this, since it is
2 announced?

3 THE WITNESS: They prep.

4 MR. BENZON: Okay.

5 THE WITNESS: They're doing a good job at
6 it. They've learned how to work with us. They are
7 good consultants.

8 And it's good for the industry. You want
9 compliance. Take the check list and work it, we'll get
10 there faster, and they're helping us.

11 MR. BENZON: Did, during your NASIP of Fine
12 Air, did you folks specifically look at bear traps and
13 ball mats and nets and things?

14 THE WITNESS: The airworthiness coordinator
15 spent a lot of time out there. I heard a lot of talk.
16

17 I asked questions about it. I said you're
18 going to fly the airplanes, how do you feel? There
19 were six round trips.

20 Each one of those people flew the airplane.
21 They looked at the airplane. Yes, they looked at it.

22 MR. BENZON: Okay. Anybody else have any
23 questions?

24 (No response.)

1 MR. BENZON: You've been very helpful.

2 Thank you very much.

3 THE WITNESS: Thank you.

4 (Whereupon, at 8:48 a.m., the
5 deposition was concluded.)

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CERTIFICATE OF REPORTER

STATE OF FLORIDA)
) SS.:
COUNTY OF PALM BEACH)

I, EDNA HOLLANDER, Court Reporter/Notary Public in

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and for the State of Florida at Large, do hereby certify that I was authorized to and did report the foregoing deposition of ROBERT BRANDT, a witness herein; that the foregoing pages numbered 1 through 33, inclusive, constitute a true and accurate record thereof.

I further certify that I am not of counsel; I am not related to nor employed by an attorney to this action; I am not financially interested in the outcome thereof.

Witness my hand and seal this 29th day of November, 1997, in the City of Boca Raton, County of Palm Beach, State of Florida.

Edna Hollander