

Docket No. SA-533

Exhibit No. 2-I

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Interview Summaries of FAA POI and Assistant POI

(5 Pages)

ATTACHMENT

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SUMMARY OF INTERVIEW

Person Interviewed: Bill Tubbs
Principal Operations Inspector
Spokane, WA

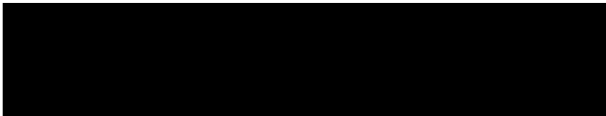
Date of Interview: February 24, 2009 about 0811 PST.

Mr. Tubbs was interviewed in person. The following is a summary of information he provided:

- Prior to his employment at the FAA, he had started out as a mechanic in the United States Army. After leaving the army he earned his pilot certificates and eventually owned a fixed base operation. He also flew smoke jumpers in Twin Otters and DC-3s and flew for Big Sky Airlines and NPA (A division of WestAir). He was a check airman on both the J31 and EMB120.
- He was hired by the FAA in 1991 and was at the Seattle FSDO for 5 years prior to transferring to the Spokane, FSDO 11 years ago. He was Empire's POI while in Seattle and remained the POI after his transfer to Spokane. He holds type ratings in the J31, EMB120, F27, S330, and the ATR.
- His sole responsibility is Empire. He receives ground and flight training annually with an associated check ride. He also attends quarterly flight training at Flight Safety Intl. In Houston, TX.
- Empire's pilots receive their type ratings on the ATR at Flight Safety and then go back to Empire to receive more training, and then they receive IOE.
- As part of his duties he has "survailed" Empire's ground training. Training regarding operations in icing is different from when he was flying as a pilot and he mentioned that they have even changed how the boots are operated on many airplanes.
- He advised that he was aware of the severe icing cues, which included ice on the secondary portion of the side windows, and he has experienced "flow back" before.
- He believed that the evidence probe is helpful to the pilot especially as it is hard to tell what is going on "out there" when you are operating at night.

- He gave the captain of the accident flight his type ride when he became a captain on the F27. He also gave a checkride to the manager of training while she gave the first officer of the accident flight her checkride.
- He was the POI when the approval to operate in freezing drizzle was approved. He stated that the GOM that the FAA approved manual, and that Empire's PH is "accepted."
- He had also flown with another captain and when he queried him, he knew what the severe icing cues were (flowback etc.).
- The POI advised that the pilot's should know these cues, and to "pull the emergency checklists," when they experience these cues.
- He stated, "During a flap malfunction a crew should go to the QRH."
- When entering icing the "entering icing checklist," should be verbalized and the crew should emphasize the minimum speed in icing.
- The first officer would need to have at least a minimum of 100 hours in the airplane in order to not have a "high minimums restriction," as listed in the GOM.
- When Empire operated the F27 they operated with a company flight manual as well as the GOM, however when they received the ATRs they chose to use a different system.
- Empire elects to put their Operations Specifications in their GOM. Their MEL/CDL is kept in the airplane in a "box" with a cover behind the captain's seat.
- He also thought that the use of ATOS might be "overkill" for a carrier of this size and that Empire had recently developed an internal audit program for flight operations and have good management people and that they "self report" problems.
- Regarding Empire's aeronautical charting, they used to have only one set of approach plates on board the airplanes originally. The problem they have is that they have airplanes spread out all over. He did however, believe that the government plates were "horrible," and that having one pilot with Jeppesen and one pilot with government plates could cause confusion in the cockpit as the updates were at different times and jeppesen seemed to the updates done sooner.
- The carrier was authorized to use both Jeppesen or government charts and he approved them to do that as he thought it would be best for this airline.

- He believed that they received icing information in ground school. Regarding the droplet size of freezing drizzle and freezing rain he believed though that there was no way for you to know what size the droplet size was.
- Regarding the accident he advised that he had no special inspections planned for the carrier however, the crewmembers would be receiving a "709 ride." There was also no requirement for him to do any enroute checks though the only station that he or the assistant POI had not been to, was Santa Barbara, California.
- On the 121 side, the carrier previously "technically" had an accident with one of their F27s when a drive shaft came apart and the airplane was substantially damaged.
- The pilot's were taught to do a stabilized approach procedure and it talked about it in the manual.
- All of the carrier's pilots were taught in both the flying and non-flying roles.
- He also believed that the carrier should have a policy that prioritizes multiple emergencies and that pilots should do the "flows" and then the checklist.
- The captain should also know that the first officer is fully trained when he is paired with one he has not flown with before. He should be able to know if the first officer is "high minimums." He believed that crews should have the ability to find this out easily.



Todd G. Gunther
Air Safety Investigator

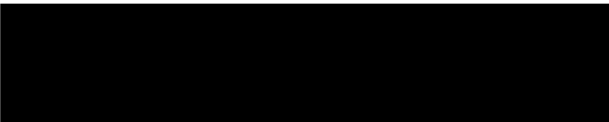
SUMMARY OF INTERVIEW

Person Interviewed: Tim Lett
Assistant POI
Spokane, WA

Date of Interview: February 25, 2009 about 1500 PST.

Mr. Lett was interviewed in person. The following is a summary of information he provided:

- He flew Part 135 prior to joining the FAA.
- He started with the FAA in 1985 as an air traffic controller
- He became a geographic inspector in 1996.
- Started in Spokane, WA in September of 2007 and was assigned to the Empire certificate.
- He is typed in 7 airplanes but not on the ATR.
- He will receive training on the Caravan this quarter.
- Empire is under ATOS.
- ATOS runs on a 5-year cycle and Empire will be re-certificated over the next 5 years.
- Empire is cooperative. If there is something wrong they do fix it. Out of 50 or 60 points they were negative and they made the corrections necessary.
- He "keeps a healthy distance" to avoid becoming too comfortable with them.



Todd G. Gunther
Air Safety Investigator