

**Factual Report – Attachment 2**  
**Liberty Chief Pilot Interview (Transcription)<sup>1</sup>**

**OPERATIONAL FACTORS**

ERA18MA099

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<sup>1</sup> The interview of the Liberty Helicopters Chief Pilot occurred on March 13, 2018.

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

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LIBERTY HELICOPTERS ACCIDENT \*

EAST RIVER, NEW YORK, NEW YORK \* Accident No.: ERA18MA099

MARCH 11, 2018 \*

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\* \* \* \* \*

Interview of: PAUL TRAMONTANA  
Chief Pilot

Friday,  
March 16, 2018

## APPEARANCES:

VAN MCKENNY, Air Accident Investigator  
National Transportation Safety Board

EMILY GIBSON, Survival Factors Investigator  
National Transportation Safety Board

AMANDA TAYLOR  
Civil Aerospace Medical Institute  
Federal Aviation Administration

MANNY FIGLIA, Director Aviation Safety  
Airbus Helicopters

CHRIS SAVALES

JASON FENNOCK

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I N T E R V I E W

1  
2 MR. McKENNY: Okay. This is Van McKenny, Ops Group Chairman,  
3 with the Manhattan AS350 accident. We're here with Paul  
4 Tramontana.

5 MR. TRAMONTANA: Correct.

6 MR. McKENNY: He's the Chief Pilot of Liberty Helicopters.  
7 And in the room is Amanda Taylor, Manny Figulero -- Figlia -- I'm  
8 sorry -- Manny Figlia, Chris Savales (ph.), Jason Fennock (ph.),  
9 Emily Gibson. Did I miss anybody? No.

10 Okay. This interview is going to be recorded for note-taking  
11 purposes and possibly a transcription. As part of our procedure,  
12 Paul, you are also -- can have a representative with you during  
13 this interview and discussion. If you want, say so.

14 MR. TRAMONTANA: But I'm part of the group, so why do I  
15 need --

16 MR. McKENNY: It's just protocol.

17 UNIDENTIFIED SPEAKER: Yeah. So you're part of the  
18 investigation, but because of your position, essentially --

19 MR. TRAMONTANA: Okay.

20 UNIDENTIFIED SPEAKER: -- you're someone important who's got  
21 information for us.

22 MR. TRAMONTANA: Okay.

23 UNIDENTIFIED SPEAKER: So we want to talk to you, get you on  
24 the record as far as what you know, and then you can join with the  
25 rest of the investigation as they move forward. So --

1 MR. TRAMONTANA: Okay.

2 UNIDENTIFIED SPEAKER: But every interviewee is afforded the  
3 right to have a --

4 MR. TRAMONTANA: Yeah. No. I'm --

5 UNIDENTIFIED SPEAKER: -- personal --

6 MR. TRAMONTANA: I'm fine. I don't -- it's -- yeah, I'm  
7 fine.

8 MR. McKENNY: Okay. Very good.

9 INTERVIEW OF PAUL TRAMONTANA

10 BY MR. McKENNY:

11 Q. So first, I'd like to just ask you to give a little bit about  
12 on your background, and then fill us in on your position and your  
13 responsibilities as chief pilot at Liberty.

14 A. Okay. So I joined Liberty Helicopters back in 1998, could  
15 have been '99 -- '98, '99, as a part-time pilot. And I've been  
16 with Liberty Helicopters all of these years, worked my way up,  
17 training captain, safety officer, up to my position now as the  
18 chief pilot and the 135 check airman.

19 Q. How many flight hours do you have?

20 A. Over 10,000.

21 Q. And what aircraft are you current or have flown?

22 A. AS350, AS355. Liberty also had at one time an AS365, but  
23 right now on our certificate is the 350 and the 355.

24 Q. Okay. And your responsibilities as chief pilot?

25 A. You know, make sure that -- I'm a liaison to the FAA, make

1 sure all the manuals are up to date, make sure all my pilots are  
2 current and qualified, schedule training. I give the check rides  
3 also. I'm the 135 check airman. Scheduling, and I also run  
4 the -- I'm the DER for their drug program.

5 MR. McKENNY: Okay. Anybody have questions about his  
6 responsibilities?

7 MS. TAYLOR: How many pilots do you oversee at Liberty?

8 MR. TRAMONTANA: I believe now we have about 20 -- 5, 10 --  
9 or maybe 15. I can get that. It's more than 10, because I have 5  
10 and 5 on each shift, and I got a bunch of part-timers.

11 MS. TAYLOR: So about 15 --

12 MR. TRAMONTANA: Yeah.

13 MS. TAYLOR: -- you said?

14 BY MR. McKENNY:

15 Q. So how many full-time, how many part-time?

16 A. I can get you that info, but it's 6 -- 11 -- yeah, I believe  
17 it's 11 full-time and 5 or 6 part-time. I can, you know, get you  
18 that info.

19 Q. Sure. How many helicopters does Liberty have?

20 A. Right now we have eight AStars.

21 Q. Okay. And what kind of operations do you guys --

22 A. 135 charter, sightseeing, and now the -- you know, since last  
23 year, and I don't remember the exact date, but it's been about a  
24 year that we started doing these NYON flights.

25 Q. Okay. So that brings me a couple of things. I want to make

1 sure we don't lose this, my train of thought here, but I'd like to  
2 -- you to describe, first of all, what you know about the  
3 accident, so your experience with what happened during the  
4 accident, notification, and what you did, and who knows what. And  
5 also, I want you to explain to us the relationship between Liberty  
6 and NYON, and how that -- how you guys work together.

7 A. As best I can, yeah, absolutely. Okay, so I got a phone call  
8 that the -- we have Spidertracks in the aircraft. So apparently  
9 one of my other pilots, and I'm not sure what aircraft he was in  
10 -- I believe it was 2-Lima-Hotel -- sent out an SOS on the  
11 Spidertracks.

12 Then I got a phone call. I called up operations to find out  
13 what was going on, because a lot of times the SOS button on the  
14 Spidertracks, it could be mistakenly hit, and there's -- sometimes  
15 the pilot mistakenly hits the SOS and it's not an SOS.

16 Q. Is that on the cyclic or --

17 A. No. It's up on -- and each aircraft is different, but most  
18 of the times it's sitting just on top of the dash. And I believe  
19 there was one in 0-Lima also.

20 So I got the phone call, and I called up my operations, and  
21 they told me they think that 0-Lima-Hotel was in the water. I  
22 immediately then got myself together and got in the car and drove  
23 down to Kearny.

24 I don't know if I was driving or once I got to Kearny, but I  
25 called up the FAA, the operations center. The inspector -- I



1 didn't put it on any of my paperwork with me, but it was, I think  
2 it was an inspector for Farmingdale that was the watch person at  
3 night. I don't remember what his name was. I believe I asked if  
4 the NTSB was already notified, and I was told yes. And I just --  
5 that was, and that was it.

6 I went into my operations room. You know, I had -- at the  
7 time, I think there was two or three pilots there. I don't  
8 believe the press was there yet. We were trying to find out --  
9 you know, we're watching the news, trying to find out what was  
10 happening. At this point it was on the news. And, you know,  
11 because we didn't have any information. We didn't know if  
12 everyone perished, if nobody perished. We were just hearing  
13 stories that the helicopter was inverted. Yeah.

14 Q. About what time did you get your notification?

15 A. It was like 7, quarter after 7-ish.

16 MR. McKENNY: Anybody have any questions on this line of --

17 UNIDENTIFIED SPEAKER: Paul, when you said eight  
18 (indiscernible) they're all the same type, or they're different --

19 MR. TRAMONTANA: They were all B2s.

20 UNIDENTIFIED SPEAKER: All B2s?

21 MR. TRAMONTANA: Yeah. Only -- we just have two that aren't  
22 VEMDs.

23 UNIDENTIFIED SPEAKER: Okay. And the Spidertracks that were  
24 used for your flight, all of them have --

25 MR. TRAMONTANA: Correct.

1 BY MR. MCKENNY:

2 Q. Do your pilots file a flight plan or anything on any of these  
3 routes, or is it --

4 A. No. Just company flight following.

5 Q. Company flight following?

6 A. Yeah.

7 MS. TAYLOR: For the aerial?

8 MR. TRAMONTANA: Yeah. Well, we have a --

9 MS. TAYLOR: This operation?

10 MR. TRAMONTANA: -- company frequency, so --

11 MS. TAYLOR: Okay.

12 MR. TRAMONTANA: -- once the pilot takes off, he makes a  
13 radio call to my operations person that's on the radio, to tell  
14 him he's off on the, whatever, 30-minute flight.

15 BY MR. MCKENNY:

16 Q. Is it a standard route that they fly?

17 A. No.

18 Q. Is it customer defined?

19 A. Customer. It's customer-driven. It's whatever the customer  
20 wants to see, the pilot then decides, in that amount of time, how  
21 to get all of the shots that these people want. So there is no  
22 defined route.

23 Q. Just a defined amount of time?

24 A. Just a defined amount -- right. Exactly.

25 MS. TAYLOR: And are they given that information beforehand?

1 MR. TRAMONTANA: The pilot?

2 MS. TAYLOR: Uh-huh.

3 MR. TRAMONTANA: Yeah.

4 MS. TAYLOR: Of what they want to see, so they can --

5 MR. TRAMONTANA: No.

6 MS. TAYLOR: -- plan in their mind --

7 MR. TRAMONTANA: The pilot doesn't know what they want to see  
8 until the people show up at the aircraft. And then the pilot  
9 decides at that point how are we going to -- you know, what are we  
10 -- how are we going to do this.

11 BY MR. McKENNY:

12 Q. Right. But the pilot knows if it's going to be a 30-minute  
13 flight --

14 A. Yeah.

15 Q. -- or a 60-minute flight.

16 A. Exactly.

17 Q. So he knows --

18 A. Exactly.

19 Q. -- fuel loading, right?

20 A. Exactly.

21 MR. McKENNY: Okay.

22 UNIDENTIFIED SPEAKER: So does the pilot brief the crew prior  
23 to getting on the aircraft, and talk about routes or anything, or?

24 MR. TRAMONTANA: The pilot brief the crew? The pilot briefed  
25 the --

1 UNIDENTIFIED SPEAKER: Passengers.

2 MR. TRAMONTANA: -- passengers. Right. There's a  
3 conversation. The pilot gives the passengers a safety briefing.  
4 And there's a conversation on, what do you want to see?

5 Now, they might have been already asked that at NYON. And  
6 NYON sends out a ticket, a written, handwritten ticket that goes  
7 to the pilot, because those are where we have the names of the  
8 passengers and the weights. And that might be on that, written.  
9 Also sometimes it might say Statue of Liberty, Central Park, just  
10 to know where the pilot is supposed to go.

11 But my pilots make sure that they ask the passengers so  
12 there's no miscommunication about where we're supposed to be going  
13 on these flights.

14 BY MR. MCKENNY:

15 Q. Is there a copy of that ticket somewhere?

16 A. You know, the pilot -- if there was a ticket on this flight,  
17 and there should have been, the pilot has to have it. I mean,  
18 that's -- he's given the ticket.

19 Q. Would NYON keep a copy?

20 A. I have no idea.

21 Q. Okay. And you don't keep a copy other than --

22 A. No.

23 Q. -- the one the pilot's given?

24 Q. I don't even keep that copy.

25 UNIDENTIFIED SPEAKER: Who keeps a copy of the manifest for

1 the aircraft?

2 MR. TRAMONTANA: Liberty.

3 UNIDENTIFIED SPEAKER: Okay. So you do have that?

4 MR. TRAMONTANA: Oh, yeah.

5 BY MR. MCKENNY:

6 Q. So the ticket and the manifest are different?

7 A. Yes. Yeah, the ticket comes from NYON. The manifest, the  
8 flight log is where the pilot logs all of the flights in that  
9 aircraft, no matter what they are.

10 MS. TAYLOR: And the passengers' names?

11 MR. TRAMONTANA: Not -- it would just say on the manifest,  
12 NYON photo, on the manifest.

13 MS. TAYLOR: Not the number of people or anything?

14 MR. TRAMONTANA: It would also say the number of people.

15 BY MR. MCKENNY:

16 Q. But no names?

17 A. No names.

18 Q. And this log is kept?

19 A. At Liberty.

20 Q. At Liberty. All right.

21 UNIDENTIFIED SPEAKER: We're kind of getting down in the  
22 weeds a little bit here.

23 MS. TAYLOR: Yeah. I think so too.

24 UNIDENTIFIED SPEAKER: I just wondered, kind of, can he go  
25 through just -- since we're getting into NYON stuff, can you talk

1 about, soup-to-nuts, how that relationship started and walk us  
2 through what you know about how that works? Just your knowledge,  
3 whatever you --

4 MR. TRAMONTANA: Yeah. You know, the -- NYON has been in  
5 business for a couple of years before Liberty got involved with  
6 it. And they do these doors-off photo flights and, you know. And  
7 once Liberty lost their, the 50 percent of the tours in the city  
8 -- I mean, that was a devastating blow to the company. The owners  
9 got with NYON and they said, okay, we're going to start taking  
10 NYON's overflow.

11 And, you know, NYON had a -- all of their procedures already  
12 in place. And but once those -- once we started doing -- when I  
13 say we, Liberty started doing those flights, you know, we  
14 tightened up the procedures so that it worked for Liberty. Yeah.  
15 So that's --

16 BY MS. TAYLOR:

17 Q. And I'm assuming that -- you said you had oversight of the  
18 manuals at Liberty.

19 A. Correct.

20 Q. Is there documentation of what --

21 A. Yeah. There's --

22 Q. -- Liberty --

23 A. There's an SOP.

24 Q. Okay.

25 A. See, because this flight wasn't a 135 flight, the --

1 obviously, all my pilots are 135. They're all trained 135. We  
2 have training manuals, which obviously you guys can have. I mean,  
3 it's -- but there's also a 91 -- I say 91 -- an SOP that Liberty  
4 has worked with NYON's people so that everything is the same. So  
5 whether they're doing a flight in their aircraft or they're doing  
6 a flight in our aircraft, their CX, what they call their CX --  
7 that's their ramp people, everybody's following the same  
8 procedure.

9 Q. And you have that? We could get a copy of that?

10 A. Oh, yeah, yeah. Absolutely.

11 BY MR. MCKENNY:

12 Q. So how do you know that these flights are not under 135,  
13 they're --

14 A. How do I know?

15 Q. Yeah. How was that decided?

16 A. That was -- how was that decided? The flight is a aerial  
17 photography flight. It takes off from Point A to Point B, and it  
18 stays within 25 nautical miles. Aerial photography is an  
19 exception to Part 119. It's like student instruction. There's a  
20 whole list of things that are exceptions in Part 119.

21 And NYON was doing these flights before us, and that's what  
22 they -- that's -- they were doing them under Part 91, aerial  
23 photography. And when Liberty got these -- decided to do these  
24 tours, or these photo flights, I looked into is it an aerial -- I  
25 mean, again, all of my guys are all on a drug program. They're

1 all 135 pilots. But the question came up in the beginning about  
2 the flotation device.

3 And if you're doing a 91 tour, you fall under Part 136. And  
4 then you have all of those things, your performance plan and, you  
5 know. But as I'm researching, aerial photography is an exception  
6 to all of that. So -- and I couldn't find anything about aerial  
7 photography. There's no -- because one of the exceptions in that  
8 list is longline, you know. And there's regulations for that, the  
9 133, whatever it is. Flight instruction, there's regulations for  
10 that. There's nothing that you can find for aerial photography.

11 So it was Liberty's position that, you know, even though we  
12 didn't need to put the personal flotation devices on the people by  
13 regulation, we think -- I mean, I researched it. I could be  
14 wrong. I don't think I am. But we decided, we're going to put  
15 the passengers in flotation devices.

16 And that was the only real difference to what we would need  
17 to do for Part 136 if, in fact, my research was wrong and these  
18 are actually -- they fall under part 136. But it's pretty clear  
19 that it's an exception.

20 We're not doing anything wrong here. By regulation, we're  
21 meeting all of the requirements for Part 136, which is the  
22 flotation devices and everything that goes into that.

23 BY MS. TAYLOR:

24 Q. So flying, if these passengers had taken a FlyNYON flight on  
25 one of their helicopters, they would not have used -- flotation



1 devices would not have been given?

2 A. They would have.

3 Q. Oh, they would have?

4 A. Because NYON --

5 Q. So they also use them?

6 A. NYON, since we took that stand -- you know, we're kind of  
7 working close here. You know, it's -- so yeah. They -- whatever  
8 Liberty's lead is, they're following.

9 Q. Here in their New York operation?

10 A. I think all over, wherever they are. I believe. I mean,  
11 they have their own training person for the photo flights and, you  
12 know.

13 MR. MCKENNY: Liberty does or NYON does?

14 MR. TRAMONTANA: NYON does.

15 MR. MCKENNY: Right. So you said whatever Liberty does, NYON  
16 follows? But Liberty is picking up NYON's overflow, right?

17 MR. TRAMONTANA: Correct. But we might see a -- flotation  
18 device is a perfect example. They weren't using flotation devices  
19 when they first came to Liberty. We said that people are getting  
20 put in flotation devices. They then said okay; it's a good idea.  
21 So that's what I mean there.

22 MR. MCKENNY: I see.

23 MS. TAYLOR: But they have their own training person, you  
24 said?

25 MR. TRAMONTANA: Yeah.

1 UNIDENTIFIED SPEAKER: We're talking a lot about NYON here,  
2 so I think it would be helpful, because not everyone was there  
3 last night when we had our slide discussion.

4 MR. TRAMONTANA: Yeah.

5 UNIDENTIFIED SPEAKER: Can you walk through, from the  
6 passenger perspective, like you did last night --

7 MR. TRAMONTANA: Yeah.

8 UNIDENTIFIED SPEAKER: -- as far as buying a ticket with NYON  
9 and then showing up at a facility, and how they get to you guys  
10 over at --

11 MR. TRAMONTANA: Okay.

12 UNIDENTIFIED SPEAKER: -- (indiscernible)?

13 MR. TRAMONTANA: Okay. So the passenger, I think, goes  
14 online or through social media. I don't know how all of that  
15 works. They wind up at NYON's place of business, at Kearny Point.  
16 They pay. They tell -- I don't know if during the online portion  
17 is where they have to put in their, all their personal  
18 information, their weights and all of that. I'm not sure about  
19 that.

20 But once all of that is taken care of, they're put in a area,  
21 they're harnessed in; they're wearing the harnesses, and they  
22 watch a safety video. After that's done, they all go in a van,  
23 and the van drives them to the heliport.

24 At that point, my aircraft is shut down on the ramp with the  
25 tethers already attached to the hard points. The van shows up.

1 One or two people from NYON, their ramp people get the passengers  
2 out. They take pictures in front of the aircraft. And then  
3 sometimes the pilot is the only one loading the passengers into  
4 the aircraft; sometimes NYON's people help load the passengers  
5 into the aircraft. However that goes, though, the pilot is the  
6 last one that needs to check everything, the tethers, the phones  
7 -- because these people have iPhones or regular cameras, and  
8 everything is tethered with straps to the person.

9 The phone, they have these -- I don't know where they got  
10 these things. They're cases that the phone locks into, and then  
11 that handle case that's short is tethered to their wrist, so the  
12 phone can't come out of the mechanism. And the mechanism, if it  
13 comes out of their hand, it's tethered to them. And it's the same  
14 scenario with any kind of camera. The camera's hanging around  
15 their neck. Everything's tethered so nothing can come out.

16 If a person shows up in the summertime with sandals, the  
17 sandals come off, or the shoes are strapped to their ankle, so the  
18 shoes can't fall out of the helicopter.

19 Then after the loading procedure is done, everybody gets in  
20 the helicopter, sitting now in their seats, seatbelt, shoulder  
21 harness. The pilot then starts the aircraft, make his call to get  
22 out of Kearny, makes a call to Newark to get the Class B clearance  
23 to get out of the heliport because we're in the surface area of  
24 Newark, and requests however that pilot is going to get out of the  
25 heliport. There's two routes. There's the Holland route and the

1 bridge route. I don't know for sure, but if the accident happened  
2 10 minutes after the guy took off, I got to believe he took off  
3 out the Holland route. I don't know that to be a fact.

4 And once they get up in the air, and they are now airborne,  
5 the pilot then tells the passengers that they can release the  
6 seatbelts and move about the cabin and take their pictures.

7 BY MS. TAYLOR:

8 Q. Do the -- does the pilot give additional safety briefing?

9 A. The pilot makes sure that the passengers understand the  
10 harness, where the knife is and, you know, that they can't get out  
11 of their seats before he tells them to. When he tells them to get  
12 back in the seats, they have to get back in the seats. Yeah. So  
13 yeah, the pilot gives them another safety briefing.

14 Q. So when you say he briefs them, so they understand the  
15 harness, what does that mean, understand the harness?

16 A. What I'm saying is, when you have this harness on -- these  
17 people know nothing about harnesses. You know, so they have to --  
18 they understand that the tether is getting hooked to the back.

19 Q. Okay.

20 A. This tether isn't going to be wrapped around them in addition  
21 to the harness. It's going to be hooked on the back. The knife  
22 is, I think, on all of the harnesses, it's in the left-hand, upper  
23 left-hand pocket, and how to use the knife.

24 UNIDENTIFIED SPEAKER: Yesterday -- you're talking about the  
25 tethers. I thought that you said that the tethers came with the

1 passengers from NYON, or the first thing in the morning they come.

2 MR. TRAMONTANA: Right. The tethers, all of the equipment,  
3 the harnesses, the tethers, everything is at NYON. So in the  
4 beginning of the day, if they know that we got flights, that  
5 there's going to be two aircraft all day flying these flights,  
6 they'll come with the tethers and they'll put the tethers in the  
7 aircraft in the morning, because that aircraft at that point is,  
8 really is dedicated to those flights. We can't do -- we don't do  
9 any other flights doors off, with the cabin basically empty. You  
10 know, we're not doing our tours like that. We're not doing 135  
11 charter like that. So it's their aircraft. So the aircraft is  
12 set up in the morning with all of the tethers.

13 UNIDENTIFIED SPEAKER: And that's NYON people going to  
14 Liberty Helicopter and putting NYON tethers in your helicopter,  
15 removing the seat cushions, all that stuff too?

16 MR. TRAMONTANA: You know, it's -- most of the times,  
17 maintenance is involved with that whole process. You know,  
18 maintenance is the one that takes off the doors. Maintenance  
19 takes all the seats out. And I'm pretty sure maintenance hooks  
20 the tether up to the -- you know, it's just a carabiner that you  
21 stick in the hard point of the, where the seat belt would go, and  
22 then just screw it down so it can't come out.

23 MS. TAYLOR: Liberty maintenance?

24 MR. TRAMONTANA: Yeah, Liberty maintenance.

25 MS. TAYLOR: Hooks the tether. So FlyNYON will physically

1 bring them to you, but they are not the ones that hook?

2 MR. TRAMONTANA: It's supposed to be Liberty maintenance.

3 When you interview --

4 UNIDENTIFIED SPEAKER: The -- one thing I may have missed,  
5 the life vests. Do they come in the van with the life vests, or  
6 is that something that --

7 MR. TRAMONTANA: No.

8 UNIDENTIFIED SPEAKER: -- they're given at the --

9 MR. TRAMONTANA: They put the life vests on at the  
10 helicopter.

11 UNIDENTIFIED SPEAKER: And are those Liberty equipment?

12 MR. TRAMONTANA: Yeah. That's Liberty's equipment.

13 BY MR. MCKENNY:

14 Q. So you said the tethers are hooked to the seatbelt anchor  
15 points?

16 A. Yes.

17 Q. Okay. And so the front bench seat next to the pilot, is that  
18 usually -- can that be occupied by one or two people for this type  
19 of a flight, or it's just one person?

20 A. Normally they only have five passengers, because the whole  
21 idea of these flights is that everybody can be hanging, you know,  
22 out of the helicopter. But the -- so if they have six passengers,  
23 that middle person in the front seat, that's -- they're not going  
24 anyplace. That's where they're staying.

25 BY MS. TAYLOR:

1 Q. Does that passenger in the front with the pilot also have a  
2 harness?

3 A. If it's one passenger, absolutely. If we have two -- we  
4 don't have many -- I don't think that the middle passenger would  
5 be harnessed. I'm not a hundred percent on that. Because there's  
6 no reason for them to be harnessed, because there's no reason for  
7 him to take off his seatbelt because he can't go anyplace. So  
8 that passenger wouldn't need a harness, because he's in -- he's  
9 between --

10 Q. Right, right, right. So do you have their -- this briefing  
11 that they give them when they come, is that also written in this  
12 SOP that you --

13 A. No.

14 Q. No? It's --

15 A. No. The briefing isn't specific, that this is what you  
16 brief. It's more how are you hooking up the passengers and all  
17 that.

18 Q. So they don't physically say, this is your knife, and this is  
19 where you would cut, or --

20 (Telephone rings.)

21 MR. TRAMONTANA: Let me just shut this off. I'm sorry.

22 MS. TAYLOR: And maybe they can find it from NYON. I don't  
23 know, but --

24 MR. TRAMONTANA: Oh, this is my DOM.

25 MS. TAYLOR: Okay.

1 MR. TRAMONTANA: Because they wanted him here, too.

2 Hey, Rod.

3 (Telephone interruption.)

4 MR. TRAMONTANA: Okay. The DOM is on his way over here.

5 UNIDENTIFIED SPEAKER: Paul, have you seen that briefing that  
6 NYON puts on for the passengers they send over to you? Have you  
7 seen it?

8 MR. TRAMONTANA: Have I seen it?

9 UNIDENTIFIED SPEAKER: Seen it, yeah.

10 MR. TRAMONTANA: No.

11 UNIDENTIFIED SPEAKER: Okay.

12 BY MS. TAYLOR:

13 Q. But just so to answer my question really quickly, does the  
14 pilot show them how to use the knife?

15 A. No. No, The pilot isn't taking out the knife and --

16 Q. Right, and showing them how to use it --

17 A. No.

18 Q. -- or where to cut? Okay.

19 A. But I think, I'm pretty sure that that's part of the video  
20 that they see at NYON, but I'm -- you know, you'll look at that.

21 Q. Oh, yeah. Yeah, yeah, yeah. And you made a comment that the  
22 pilot physically inspects the harnesses and the tether?

23 A. Correct.

24 Q. Do they also look at them for safety purposes, to make sure  
25 that they're operable and they're not --



1 A. Yeah. And, you know, they don't see anything fraying or --

2 Q. Right. Okay.

3 A. -- you know, I mean --

4 Q. So they physically --

5 A. Yeah.

6 BY MR. MCKENNY:

7 Q. Are the harnesses different lengths for the inboard versus --

8 A. The tethers --

9 Q. Are the tethers different lengths for inboard and outboard?

10 A. No. All of the back tethers should be -- they have different  
11 length tethers. They should be all the same length for the back.  
12 The front passenger should be shorter because they don't need that  
13 much tether. But I've been told that sometimes the front  
14 passenger, they don't have enough short tethers and they use the  
15 longer tethers. But they should be the shorter tether for the  
16 front passenger.

17 BY MS. TAYLOR:

18 Q. So the tethers aren't adjusted per passenger?

19 A. Yes, they are.

20 Q. Oh, they are?

21 A. Yes.

22 Q. So wait --

23 A. Because the tether is looped. So when the pilot is putting  
24 the people, whether it's CX or the pilot putting the people in,  
25 they'll sit the person first on the edge of the helicopter, feet

1 on the skids. Then they'll put the tether on with the loops in  
2 the carabiner so that if -- they don't want the passenger to be  
3 able to fall out of the helicopter.

4 So depending on the height of the person, where they put the  
5 carabiner in what loop to make it shorter --

6 Q. Okay.

7 A. That's how that process works.

8 Q. So when you said the tethers were all the same --

9 A. The length of the tethers are all the same.

10 Q. And then they adjust them by the passenger -- it could be the  
11 third loop, the fourth --

12 A. Correct.

13 Q. -- loop, the fifth loop.

14 A. Correct. Correct.

15 Q. So they're all, say, 9 or 10 loops long.

16 A. Correct.

17 Q. But they may shorten it to four?

18 A. Right. One person might have it in the fourth loop.

19 Q. Okay.

20 A. The other person might -- it all depends.

21 Q. Okay.

22 BY MR. McKENNY:

23 Q. Are the passengers assigned spots on the edge of the  
24 helicopter where they'll be? Because it seems like --

25 A. Yeah. They -- I believe NYON, we -- they know where these

1 people are going to be sitting when they get to the helicopter.

2 Q. Because it seems like if you're forward in the cabin, your  
3 tether length would be longer than someone who was sitting aft in  
4 the cabin on the -- you know, if you're sitting -- if you're  
5 looking on the edge of the -- looking out the cabin door.

6 A. Yeah.

7 Q. So you got two people next --

8 A. And then in the back, the back four passengers --

9 Q. Yeah.

10 A. Right. So what they do is, you have the four points that the  
11 tethers are hooked up to in the back. The left-hand side tethers  
12 are running across to the right-hand passengers. So it's  
13 crisscrossed because of that. So the tethers are crisscrossed --

14 UNIDENTIFIED SPEAKER: So the person outboard of the left  
15 gets the tether from the far right?

16 MR. TRAMONTANA: Correct.

17 UNIDENTIFIED SPEAKER: I see.

18 MS. TAYLOR: Say that again?

19 BY MR. McKENNY:

20 Q. The person seated on the far left will get the tether from  
21 the right side.

22 A. Correct.

23 Q. And the person on the left side will get the tether -- or  
24 right side will get the person -- tether from the left, so they  
25 cross the sides of the helicopter.

1 MS. TAYLOR: So, for instance, our Seat 1 would get Seat 4's  
2 tether?

3 MR. McKENNY: Yes.

4 MS. TAYLOR: Okay.

5 BY MR. McKENNY:

6 Q. And you said NYON -- Liberty started picking up these flights  
7 from NYON about a year ago?

8 A. Yeah, about. It could be a little bit longer. It's about,  
9 yeah.

10 Q. Yeah. Do you know how many helicopters NYON has? You have  
11 an estimate on that?

12 A. I know they have an AStar that's in maintenance. And they  
13 use a TwinStar. I don't know if it's theirs or it's leased. I  
14 don't know that --

15 BY MS. TAYLOR:

16 Q. Because the FlyNYON is so close to Liberty, their  
17 headquarters are located there, do they have the same certificate  
18 management office, the same POI?

19 A. No. Definitely not. No, because NYON, NYON, the company  
20 NYON isn't a 135 company.

21 Q. But they have helicopters. And they go fly.

22 MR. McKENNY: Yeah, but if they're operating under 91, they  
23 don't need a POI.

24 MS. TAYLOR: Oh.

25 MR. McKENNY: They're like a, you know, flight school or

1 whatever.

2 MS. TAYLOR: Oh. So nobody really has operational --

3 MR. McKENNY: So they may not have any surveillance.

4 MS. TAYLOR: Surveillance.

5 MR. McKENNY: Just our normal FAA ramp surveillance.

6 BY MS. TAYLOR:

7 Q. Does your POI, or your regulatory people at FAA --

8 A. Now they --

9 Q. -- do they have oversight of this particular operation?

10 A. You know, NYON might -- NYON, the company NYON, you know,  
11 with that -- on that side, there is -- there's NYON, then there's  
12 other -- there could be another company or something. So they  
13 might have a 135 that it's a dba. NYON could be a dba for the  
14 company. But NYON, the company, from how I'm understanding it,  
15 they don't have a 135 certificate.

16 Q. Okay.

17 A. The company itself, there might be a company -- well, I mean,  
18 might -- there is a company. It's East West Helicopters that is,  
19 I believe, the 135. But East West does -- has nothing to do with  
20 these particular flights. You know, these are NYON Part 91  
21 flights.

22 BY MR. McKENNY:

23 Q. So they -- NYON operates two helicopters then basically, is  
24 what you're saying, as far as you know?

25 A. From what I know. Yeah.

1 Q. So how often does NYON send you customers?

2 A. Constantly. We're -- that's -- they're our biggest customer  
3 right now.

4 Q. And let's see, the day of the accident, which was Sunday,  
5 there was three flights? Liberty had three flights doing this?  
6 Three helicopters doing this?

7 A. I think we had more than three flights on Sunday.

8 Q. Okay.

9 A. I don't know exactly how many, but I think -- it was  
10 beautiful Sunday, so we must have been flying them flights all  
11 day.

12 MS. TAYLOR: But you'll have multiple -- so will FlyNYON,  
13 when they send you the passengers, do they send you passengers  
14 just for one helicopter or multiple helicopters at a time?

15 MR. TRAMONTANA: Multiple.

16 MS. TAYLOR: So you could have three helicopters leaving at  
17 the same time?

18 MR. TRAMONTANA: A hundred percent. And a lot of --  
19 that's -- most of the time is that's so many -- they have so many  
20 passengers that -- yeah, yeah.

21 MR. McKENNY: Okay. Any other questions about NYON,  
22 harnessing, operation (indiscernible)?

23 BY UNIDENTIFIED SPEAKER:

24 Q. So do you ever personally interact with anyone at NYON?  
25 Phone calls, emails? Do you talk to anyone --

1 A. Absolutely.

2 Q. Okay.

3 A. Yeah.

4 Q. And who's your main contact?

5 A. I talk to everybody over there.

6 Q. Okay. Who would be -- we're just trying to get a contact for  
7 someone to talk to at NYON. Who would be the best person to talk?

8 A. You can't get -- there's still -- you have no contact? I  
9 guess, Ethan.

10 Q. Okay.

11 A. Ethan -- what's Ethan's last name? Fang, I believe.

12 Q. Okay.

13 A. And then I talk to the, Christine Brown a lot, too. She does  
14 the training --

15 Q. Okay.

16 A. -- with Liberty's training person or Liberty's safety  
17 officer. You know, and that's -- the SOP was kind of drawn up  
18 between Liberty and NYON, the SOP, which you'll have a copy of and  
19 -- yeah.

20 MS. TAYLOR: When you say Christine does the training, she  
21 does the training for the people that are briefing them on the  
22 harnesses and --

23 MR. TRAMONTANA: I think her position is to train the -- all  
24 of their ramp people.

25 BY UNIDENTIFIED SPEAKER:

1 Q. We'll reach out.

2 A. But you need to reach out to them.

3 Q. Do you have their -- a contact number?

4 A. I can get that for you.

5 Q. Yeah. Okay.

6 MS. TAYLOR: Yeah. I haven't checked the website.

7 BY UNIDENTIFIED SPEAKER:

8 Q. Another thing that I noticed with the helicopter, they're  
9 branded. They're permanently affixed FlyNYON logos.

10 A. No. It's not permanent. But yeah, there's --

11 Q. Well, it's a sticker, or whatever --

12 A. -- there's stickers all over the place. Yeah.

13 Q. And did that start right when you got the initial contract  
14 with them? Is that part of the --

15 A. I don't know.

16 Q. Okay. Just curious.

17 A. Yeah. I always remember the NYON stickers, so I got to say  
18 yes, but I'm not positive.

19 Q.

20 MS. TAYLOR: Yeah. They don't look like they're easily  
21 removed, so it's --

22 BY UNIDENTIFIED SPEAKER:

23 Q. It's not something you put on for the flight and take off,  
24 right? You guys --

25 A. No, no, no, no. These are, these -- yeah, these stickers,



1 it's like the Blade -- I mean, if you look at the helicopter, we  
2 have a Blade sticker on there, too. We don't always do Blade  
3 flights, but we don't pull the stickers on and off.

4 Q. Yeah. I was curious about that as well.

5 MS. TAYLOR: Yeah. I don't know what Blade is.

6 BY UNIDENTIFIED SPEAKER:

7 Q. What is Blade? Can you talk about -- is that another  
8 customer of yours?

9 A. It's just another customer. They have the app, crowd-  
10 sourcing thing app.

11 Q. And is it a similar operation where they will show up with a  
12 van with people, or --

13 A. No, no, no.

14 Q. -- how does this work?

15 A. They have -- they call us and we do 135 charter for them.

16 Q. Okay.

17 A. So in other words, they call us up and say, we have four  
18 people that are going from 30th Street to East Hampton, a normal  
19 135 flight.

20 Q. Okay.

21 MS. TAYLOR: So it's like a taxi or an Uber or something.

22 MR. TRAMONTANA: It's just like Uber.

23 MS. TAYLOR: Okay.

24 MR. TRAMONTANA: Yeah, yeah.

25 MS. TAYLOR: It's an app, and --

1 MR. TRAMONTANA: You've never heard of Blade?

2 MS. TAYLOR: No. Hey -- no. That's how much I know.

3 UNIDENTIFIED SPEAKER: I'm too old.

4 MR. McKENNY: What a -- yeah. Wow. Wow.

5 MS. TAYLOR: What's Uber? I'm just kidding.

6 UNIDENTIFIED SPEAKER: It might be a question for someone  
7 else at Liberty, but do you understand or have any insight into  
8 the financial relationship between NYON and Liberty?

9 MR. TRAMONTANA: No. I know nothing about this.

10 MS. TAYLOR: Who would we talk to at Liberty that would know  
11 about, more about that contract?

12 MR. TRAMONTANA: You've got owners. You've got -- you know,  
13 I can get you the information to give you who you need to talk to  
14 on that, absolutely.

15 MS. TAYLOR: Like a -- do you have a chart or something we  
16 can maybe get a hold of?

17 MR. TRAMONTANA: There's no -- we have, in the ops manual,  
18 there's an org chart, but there's no names associated with it, you  
19 know, just -- it's just positions. Yeah.

20 BY MR. McKENNY:

21 Q. Is this type of operation covered in your ops spec?

22 A. No.

23 Q. Because it's 91?

24 A. Because it's 91 and -- yeah, it's not.

25 Q. Okay.

1 BY UNIDENTIFIED SPEAKER:

2 Q. You mentioned you did a bunch of research on the aerial  
3 photography and weren't able to find a whole lot on the Internet.  
4 Did you reach out --

5 A. With the regs. I -- you know --

6 Q. Right.

7 A. -- I went on the FAA website. Yes.

8 Q. Did you -- anybody reach out to your POI and ask him for an  
9 interpretation or whether or not it would be acceptable to do?

10 A. Yeah. I mean, the -- my POI, they knew -- my POI knows what  
11 was going on with these flights. This -- we weren't hiding  
12 anything.

13 Q. No, right.

14 A. Yeah.

15 Q. Okay.

16 BY MR. MCKENNY:

17 Q. Okay. Are you -- this is kind of going a little different  
18 direction now. Are you aware of any accidents Liberty's had,  
19 aviation accidents, the last, you know, 10 years or so?

20 A. Yeah. We had the airplane that ran into us.

21 Q. In midair?

22 A. Yeah, in midair. And then we had --

23 Q. When was that? Year or something?

24 A. 2011? 2011, I think. Right. And then I think, 2007, we had  
25 an aircraft go in the water because there was -- I think the

1 determination was there was something wrong with the blade, the  
2 main rotor blade.

3 Q. When you say aircraft in the water, you mean the Hudson?

4 A. Yeah, in the Hudson.

5 Q. And when was that?

6 A. I want to say 2007.

7 Q. '7, okay. All right. Those are the two that you're --

8 A. Yeah, absolutely.

9 Q. -- aware of? Okay.

10 MR. McKENNY: Go around the room. Any additional questions?  
11 Amanda?

12 MS. TAYLOR: Well, when you were talking about the, your  
13 part-time pilots, full-time, the -- was that Richard Vance, the  
14 accident pilot for this, was he full-time or part-time?

15 MR. TRAMONTANA: Full-time.

16 MS. TAYLOR: He's full-time?

17 MR. TRAMONTANA: Yeah.

18 BY MR. McKENNY:

19 Q. Did you talk to the pilot after the accident?

20 A. I talked to the pilot when he was in the -- right after he  
21 got out with NYPD.

22 Q. Okay.

23 A. And at that point I already talked to my DO, who instructed  
24 me, we're not interviewing nobody. So when I -- I just made sure  
25 that my two -- that after he got out of PD, he was okay. I told

1 him he should stay in a hotel. I told him, let me get you an Uber  
2 to bring you home, because he was -- he lives in Connecticut.

3 And he didn't want to do that, but -- you know. So I didn't  
4 interview him. I just made sure he was okay.

5 Q. He didn't say anything to you about what happened?

6 A. The only thing he said to me is that, I did the best I can,  
7 he says, and that was it. Yeah.

8 Yeah. And I didn't talk to him again. You know what? I  
9 did. I did talk to him again. But again, I didn't interview him.  
10 And I believe he had told me that he thought that the harness --  
11 not the harness, the tether, was hooked up to the emergency fuel  
12 flow control.

13 MS. TAYLOR: Did he say which tether?

14 MR. TRAMONTANA: The front passenger.

15 UNIDENTIFIED SPEAKER: Did he say fuel flow?

16 MR. TRAMONTANA: No. The emergency fuel cutoff.

17 UNIDENTIFIED SPEAKER: Cutoff. Okay.

18 MR. TRAMONTANA: Not the fuel flow control.

19 MS. TAYLOR: How much time on the ground -- like when the  
20 passengers show up for FlyNYON, from the time that they show up  
21 till the time that they take off, how much time?

22 MR. TRAMONTANA: It's 15, 20 minutes. It's a whole process.  
23 Yeah. It's a whole, it's a whole process.

24 BY UNIDENTIFIED SPEAKER:

25 Q. In your position as chief pilot, obviously you interacted

1 with the accident pilot prior to the accident. Can you describe  
2 your interactions with him? Training, check rides?

3 A. Yeah.

4 Q. All those sorts of things?

5 A. Everything -- I've never had a problem with Rick. After he  
6 was hired, maybe the first day he was hired, a little bit after  
7 that -- you're going to have his training records -- he was  
8 landing at JRB, and they have these shoulder lines on the deck.  
9 And if you're a little bit too back from the shoulder line, the  
10 bulkhead, it's a -- they have a bulkhead that sticks up, and if  
11 you're a little too back, the springs on the back of the  
12 helicopter could scrape against the bulkhead. And that's -- he  
13 had a situation like that, that's in his training. But other than  
14 that, I've never had any issues with him.

15 MR. MCKENNY: How long has he been with Liberty?

16 MR. TRAMONTANA: He's going on his second year. I think he  
17 was -- yeah. He was hired April of '16, I believe. I can get you  
18 that information.

19 BY MS. TAYLOR:

20 Q. Have you ever had any feedback from your pilots on this type  
21 of operation?

22 A. You know, it's -- in this type of operation, you're going to  
23 have people that think it's great and you're going to have people  
24 that don't think it's great. And, you know, I do -- obviously I'm  
25 not forcing my pilots to do anything. You're either down with,

1 this is the direction that Liberty Helicopters -- it wasn't my  
2 decision -- This is the direction we're going. And everybody --  
3 nobody quit because of it, so, you know. But so that's -- yeah.

4 But I'm sure if you talk to 30 people, 15 are going to say,  
5 are you out of your mind? And the other 15 are going to say,  
6 well, it's a great thing.

7 Q. But did anybody ever report a safety concern?

8 A. Report a safety concern? I mean, listen, we -- them being  
9 tethered into the aircraft, there are pilots that brought up, you  
10 know, if you go in the water, how are the people going to get out?  
11 And how they're going to get out is they have the knives to cut  
12 themselves out. Shouldn't need that, because we have floats on  
13 the helicopter. So if the aircraft does go in the water, the  
14 floats -- you'll deploy the floats and then the people will cut  
15 themselves out of the helicopter.

16 I've never been in a conversation where if, well, what  
17 happens if the helicopter rolls over because the float bed wasn't  
18 working? In that case, you'd get the knife and you'd cut yourself  
19 out. Yeah.

20 Q. And I guess your training program addresses those flotations  
21 on the video tape?

22 A. Oh, yeah. Absolutely. Absolutely.

23 BY MR. MCKENNY:

24 Q. Do you keep any records? Like if the pilots have a close  
25 call, saying like a harness got caught on something? Or not

1 harness, but a tether?

2 A. No.

3 Q. Any reports of that type of a problem in -- while they were  
4 flying?

5 A. Nothing that was brought to my attention. Yeah.

6 Q. Do you keep a record of safety reports by the pilots?

7 A. My the safety officer, the 135. He's my safety officer.

8 Q. Okay. Who's that?

9 A. Scott Fabia.

10 MS. TAYLOR: And they would still report, even though it was  
11 a 91? If they found a safety concern on this particular flight,  
12 they would still report it?

13 MR. TRAMONTANA: Well, on that -- a safety concern on this  
14 particular flight?

15 MS. TAYLOR: Uh-huh.

16 MR. TRAMONTANA: No. There was no -- before that flight took  
17 off, nobody had any safety concern.

18 UNIDENTIFIED SPEAKER: For a NYON flight --

19 MS. TAYLOR: Oh, I'm sorry.

20 UNIDENTIFIED SPEAKER: -- is what she's saying.

21 MS. TAYLOR: Just FlyNYON flight, your aerial photography,  
22 not this particular flight, this type of flying.

23 MR. TRAMONTANA: Yeah. Yeah. Yeah.

24 MS. TAYLOR: Okay.

25 BY UNIDENTIFIED SPEAKER:



1 Q. Any reports of passenger misbehavior or people doing things  
2 that they shouldn't be, moving around --

3 A. Absolutely.

4 Q. -- switching seats, tethers or, you know, people are taking  
5 them off, or any of that sort of thing?

6 A. Well, I don't think taking them off. But, you know, you have  
7 passengers that, they just don't get it. You know, I mean, it's  
8 not very often, but sometimes, you know, you haven't even taken  
9 off yet and the passenger is trying to unbelt the seatbelt. I  
10 mean -- yeah.

11 Q. Okay.

12 BY UNIDENTIFIED SPEAKER:

13 Q. And do you -- would you provide feedback to NYON and say,  
14 listen, you got passengers doing stuff we're not happy with?

15 A. Absolutely.

16 Q. Change your safety briefing --

17 A. Absolutely.

18 Q. -- or something else?

19 A. Yeah.

20 MS. TAYLOR: You would? Who would you report that to?

21 MR. TRAMONTANA: Ethan.

22 MS. TAYLOR: Ethan?

23 UNIDENTIFIED SPEAKER: Any specific instances that you recall  
24 pushing back to them?

25 MR. TRAMONTANA: We had somebody just recently with a camera,

1 that for whatever reason, he took the camera out of the mechanism,  
2 to hold --

3 UNIDENTIFIED SPEAKER: Out of the case?

4 MR. TRAMONTANA: -- the camera, to get some -- I don't even  
5 know why. And that was reported to me. And I think their fix, I  
6 believe, was that person isn't allowed to fly on NYON anymore.

7 BY MS. GIBSON:

8 Q. Now do you load -- have you loaded passengers in the past, as  
9 far as the order that you put them in the aircraft? So if you  
10 were to walk me through -- we just walk up, the four of us. We  
11 already have our harnesses on. And then we are handed the life  
12 vests?

13 A. No. The pilot puts the life vest on you.

14 Q. He puts the life vest on each of them?

15 A. Yeah. And briefs on how that -- you know, to pull it over  
16 your head, pull the two red handles.

17 Q. So at this point, harness is closest to the body?

18 A. Correct.

19 Q. Then life vest outside of the harness?

20 A. Correct.

21 Q. And then would they load the inboard passengers first?

22 A. Yeah. Most of the times they would load the passengers  
23 sitting on the floor first. So once they're set up, they can get  
24 into the two middle back seats --

25 Q. Okay.

1 A. -- and then deal with the two outer back seats, and then deal  
2 with the front passenger.

3 Q. Okay. And then, just for my reference, this is how you're  
4 saying the tethers are?

5 A. Correct.

6 Q. So all the same all the way across?

7 A. Correct.

8 Q. So you'd have these two guys, your two inboards, sit down.  
9 He would adjust them. And then they would get up and out of the  
10 way? Are the outboard passengers' tethers routed behind the  
11 inboard passengers, or in front of?

12 A. I'm not sure.

13 Q. Okay. And then, but then they would get adjusted. And then  
14 once everybody's adjusted and set back, then --

15 A. They put the seat belt on and the shoulder harness.

16 Q. Okay. So then that's over the top, and that way it's not  
17 impeding. Okay.

18 A. Yeah.

19 MS. TAYLOR: And they're allowed to take off the shoulder  
20 harness and the lap belt?

21 MR. TRAMONTANA: After we take off.

22 MS. TAYLOR: After you take off.

23 BY UNIDENTIFIED SPEAKER:

24 Q. Is there an explicit instruction, either from your pilots, or  
25 if you know of one from NYON, not to switch sides?

1 A. They could -- there's no way that -- when you say -- I doubt  
2 it. But if the pilot -- when you say, switch sides, so I have --

3 Q. So if I'm on the right side and --

4 A. Yeah.

5 Q. -- I want to go over to the left side.

6 A. Yeah, it would be -- these -- it's small back there.

7 Q. It's tight?

8 A. If the pilot ever saw -- we've never had that problem, but if  
9 they ever saw something like that --

10 MS. TAYLOR: Climbing over somebody?

11 MR. TRAMONTANA: Yeah. No. It's not going to happen.

12 MS. GIBSON: (Indiscernible).

13 MR. TRAMONTANA: Yeah. Yeah, because they already know that  
14 they get harnessed in on the side of the helicopter that they need  
15 to be sitting on.

16 MS. TAYLOR: And then they're given headsets? Oh, sorry.

17 MR. TRAMONTANA: Yeah. And the headsets are also tethered so  
18 they don't fly off.

19 MS. TAYLOR: Tethered to the harness?

20 MR. TRAMONTANA: Yeah, to the harness.

21 MS. TAYLOR: And they, do they stay on the whole time?

22 MR. TRAMONTANA: Yeah. Yeah. That's how the pilot  
23 communicates.

24 UNIDENTIFIED SPEAKER: When the seatbelts come off, are they  
25 instructed to click them back in even though they're off and

1 they're on the tether? Or are they just --

2 MR. TRAMONTANA: No. They just take them off.

3 UNIDENTIFIED SPEAKER: And prior to landing, is there an  
4 instruction to put them back on?

5 MR. TRAMONTANA: Absolutely. I feel like the spotlight --

6 MS. GIBSON: No. It's not --

7 MR. TRAMONTANA: You have no idea.

8 MS. TAYLOR: Yeah, but thank you.

9 MR. TRAMONTANA: No idea. Oh boy.

10 MR. McKENNY: Well, are we done, I guess? Does anybody have  
11 any questions?

12 MS. TAYLOR: For NYON.

13 UNIDENTIFIED SPEAKER: Yeah.

14 UNIDENTIFIED SPEAKER: When NYON's helicopter is in operation  
15 as part 91, do you -- who flies it? Who is the pilot? Is it  
16 NYON's pilots or is it Liberty's pilots?

17 MR. TRAMONTANA: No, they have their own pilots. Yeah.  
18 Yeah. Yeah.

19 UNIDENTIFIED SPEAKER: Okay.

20 MR. McKENNY: All right. This concludes the interview.

21 (Whereupon, the interview was concluded.)  
22  
23  
24  
25

CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD


IN THE MATTER OF: LIBERTY HELICOPTERS ACCIDENT  
EAST RIVER, NEW YORK, NEW YORK  
MARCH 11, 2018  
Interview of Paul Tramontana

ACCIDENT NUMBER: ERA18MA099

PLACE:

DATE: March 16, 2018

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.

  
Pamela Jacobson  
Transcriber