

DCA22FA132

MAINTENANCE/HUMAN PERFORMANCE

Group Chair's Factual Report - Attachment 3

Interview Transcripts

March 2, 2023

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MD-82 GEAR COLLAPSE & RUNWAY *

EXCURSION ACCIDENT IN MIAMI, * Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

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Interview of: ALBERTO PIÑA, Director
Instituto Dominicano de Aviacion (IDAC)

Instituto Dominicano de Aviacion
Santo Domingo, Dominican Republic

Tuesday,
December 6, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

ANTONIO CID, Accident Investigator
Comision Investigadora de Accidentes Aereos

Also Present:

Interpreter

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I N T E R V I E W

(9:35 a.m. AST)

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3 DR. WILSON: *Buenos dias. Mi nombre es* Katherine Wilson. I
4 am a human performance investigator with the National
5 Transportation Safety Board. We are here as a part of the RED Air
6 accident investigation that occurred in Miami, Florida in June of
7 2022. I'm going to have everybody introduce themselves, so that's
8 it on the recording, one more time.

9 MR. PIÑA: Okay.

10 MR. SOUFFRANT: I am Emmanuel Souffrant. I am the director
11 for the aircraft accident investigation bureau of Dominican
12 Republic and the party representative in this case.

13 MR. CID: My name is Antonio Cid. I am investigation safety
14 (indiscernible).

15 MR. LLUBERES: My name is Joel Lluberes, a crew member of
16 CIA, aircraft investigator.

17 MR. CRUZ: Pocholo Cruz, NTSB. I'm the maintenance and
18 structures lead engineer for this investigation.

19 MR. MAGLADRY: Steve Magladry, systems investigator for this
20 accident, NTSB.

21 MR. MARCOTTE: I'm Dan Marcotte. I'm an air safety
22 investigator for Boeing.

23 MR. LOVELL: And John Lovell, NTSB investigator.

24 MR. PIÑA: Alberto Piña, Pedro Alberto Piña. Everybody know
25 me as Alberto. Yeah, you told me Pedro, but I don't pay

1 attention. So I am the director of the (indiscernible) the flight
2 standard, Dominican Republic. I have -- my first flight was in 12
3 of the -- January '72, 1972, (indiscernible).

4 DR. WILSON: Thank you. Is it okay if I call you Alberto?

5 MR. PIÑA: Yes.

6 DR. WILSON: Great.

7 (Whereupon, an interpreter assisted in translating the
8 questions from English to Spanish and the answers from Spanish to
9 English.)

10 INTERVIEW OF ALBERTO PIÑA

11 BY DR. WILSON:

12 Q. How long have you been in this position?

13 A. I was appointed in -- let me make sure because I want to give
14 exact. I was appointed as a director in 30 May 2021.

15 Q. What did you do before you were the director?

16 A. I was inspector of the -- I have 10 year here in IDAC.

17 (Untranslated Spanish). You say that I compete --

18 INTERPRETER: He had to (indiscernible) and compete for the
19 position.

20 MR. PIÑA: Yeah, for the position.

21 INTERPRETER: It was a public competition.

22 MR. PIÑA: Yeah. Ten years ago, I develop -- I work as
23 inspector. I did all the course that we need to execute the
24 mission, IPPT, I-P-P-T, (indiscernible). And I flew -- I
25 certificated one airline. So I -- working was, I was increasing

1 my knowledge in IDAC. And, yeah, that's it.

2 BY DR. WILSON:

3 Q. Are you a pilot?

4 A. Yes.

5 Q. Who did you fly for?

6 A. Pardon?

7 Q. What did you fly?

8 A. I flew in the air force P-41, all Beech, DC-3, DC-6, 727, and
9 Airbus. I don't flew the Airbus, but I was type rated because I
10 certificate the aircraft.

11 Q. As the director of IDAC, what is your duties and
12 responsibilities? Explain your job.

13 A. I have a (indiscernible) responsibility. It's the same that
14 you have in the States, because I have to verify all the training,
15 all the comply, and guarantee they (untranslated Spanish) --

16 UNIDENTIFIED SPEAKER: Operational security.

17 MR. PIÑA: We have a lot of mission, but -- what I say --

18 DR. WILSON: (Indiscernible). Go ahead.

19 INTERPRETER: You can explain in Spanish if you want.

20 MR. PIÑA: (Untranslated Spanish)

21 BY DR. WILSON:

22 Q. How often are you interacting with the POIs?

23 A. It's a meeting individual because I have -- I go to a --
24 (untranslated Spanish), if they are complying with all
25 requirement. I have two guys. They help me. So, but is normally

1 two, two or three times a month. It depend on how we investigate
2 in their record, so how they -- (untranslated Spanish).

3 INTERPRETER: Depending on how the company is doing.

4 MR. PIÑA: Um-hum. And then we have a -- at the end of the
5 year, they have the process, they will have to evaluate his -- all
6 (indiscernible), and I evaluate the development on the end of the
7 years. I mean, in the past year.

8 BY DR. WILSON:

9 Q. Can you --

10 A. (Indiscernible) employee. Yeah, both.

11 Q. Can you explain the certification process? So for RED Air, a
12 new airline --

13 A. I prefer the guy, he's -- was the chief of the (untranslated
14 Spanish). But I have the -- we have -- I don't, because I don't
15 want to make a mistake, you know, but we have five phase:
16 Introduction, Phase 1, Phase 2, Phase 3, Phase 4, and they have
17 5 -- fifth is the last. Then we executed the report, all the --
18 and all documentation. The Phase 1 is the (untranslated Spanish).
19 I don't know say it in English. Is the first contact.

20 UNIDENTIFIED SPEAKER: A request.

21 MR. PIÑA: Then Phase 2 is for my last -- they are proceed
22 formal, and Phase 3 is (untranslated Spanish). We evaluate all
23 documentation and all the manual. I think, I'm not sure, but
24 there should be (indiscernible), something like that. But Phase 4
25 is demonstration flight. The same that you have in the States, we

1 have the same. And Phase 5 is the certification. We give you the
2 AOC and the op specs. Five phase.

3 BY DR. WILSON:

4 Q. Okay. Did you have any role in the certification of RED Air?

5 A. I was -- (untranslated Spanish). A small interaction, yeah.

6 INTERPRETER: He was not in the position back then.

7 DR. WILSON: Um-hum. Right. Thank you.

8 BY DR. WILSON:

9 Q. Are you aware, were there any difficulties in the
10 certification process of RED Air?

11 A. At RED Air, no. No, I think no, because -- it's normal
12 things. The normal thing, not a big problem. I know you had
13 to -- for example, in Phase 4, so how many minutes -- how many
14 seconds to develop the (untranslated Spanish). That's normal,
15 normal.

16 Q. Okay.

17 UNIDENTIFIED SPEAKER: At what time during this process did
18 he assume the role of director?

19 MR. PIÑA: Is this the report or the certification? *En*
20 *Junio*, I wasn't made -- appointed, *Mayo, Junio*.

21 UNIDENTIFIED SPEAKER: (Untranslated Spanish)

22 MR. PIÑA: I think it was in Phase 2, something like -- I'm
23 not sure. But Rodolfo can give it to you exactly because he have.
24 I only have the --

25 INTERPRETER: He thinks Phase 2, but he's not sure. But

1 Rodolfo can certify that.

2 MR. PIÑA: We call JEC, J-E-C, (untranslated Spanish).

3 UNIDENTIFIED SPEAKER: Chief of the certification team.

4 BY DR. WILSON:

5 Q. Do you have any direct contact with RED Air?

6 A. Excuse --

7 Q. Do you interact with RED Air?

8 A. Yes, but not too much. Only they suspend the operation when
9 the accident occur. I was suspend it until we revise to verify
10 all the procedure are there. And I request from the FAA help to
11 us and with the inspection that we did, we have the -- we find
12 that almost a minor item and then we work together. I always call
13 FAA and they have to help me in any (indiscernible). But normally
14 I did it.

15 Q. Who at the FAA do you interact with?

16 A. It's the office of the Miami.

17 UNIDENTIFIED SPEAKER: Miami International Office?

18 MR. PIÑA: Yeah, Miami International Office.

19 UNIDENTIFIED SPEAKER: Okay.

20 MR. PIÑA: And then we have a contract with SSR, a ex-FAA,
21 Dave Rodriguez.

22 UNIDENTIFIED SPEAKER: Advisor, SSR?

23 MR. PIÑA: Advisor, yes.

24 UNIDENTIFIED SPEAKER: He was FAA, but he's independent --
25 (Conversations in Spanish)

1 UNIDENTIFIED SPEAKER: Right. So he was an FAA inspector in
2 the international office, but he's retired now so they use him on
3 a contract for advice.

4 MR. PIÑA: As advisor.

5 DR. WILSON: Go ahead.

6 BY UNIDENTIFIED SPEAKER:

7 Q. Who in the Miami office do you interact with? A specific
8 person in the Miami office?

9 A. Yes. I have the card probably. I can give you later because
10 I have a card there in the office.

11 Q. Okay.

12 A. It's -- the name is --

13 Q. Is it a manager?

14 A. It's Joaquin.

15 Q. Is it a manager or a --

16 A. No, no, no.

17 Q. He's an inspector?

18 A. He's a inspector. Yeah.

19 Q. Okay.

20 A. Yeah, he's inspector.

21 BY DR. WILSON:

22 Q. To your knowledge, what is the relationship between RED Air
23 and LASER Airline?

24 A. And LASER. (Untranslated Spanish). They are coming from
25 Venezuela.

1 Q. Um-hum.

2 A. Yeah. That's all information that I have. They are Pan Air,
3 was Pan Air or -- but LASER is a company that flew (indiscernible)
4 from Venezuela to Santo Domingo and that we hear, not physically,
5 because we don't have any document that said they are a Pan Air or
6 any kind of business. I don't -- we don't know.

7 Q. How is the relationship between IDAC and RED Air? Good?

8 A. It's normal relations.

9 Q. Normal?

10 A. When we have to put it in the (indiscernible), we -- I put --
11 I (indiscernible) immediately. We have a program for the
12 surveillance in all the airlines, Dominican and the airline coming
13 from the States or the Europe.

14 Q. Um-hum.

15 A. Um-hum. But it is normal.

16 Q. Before the accident were there any enforcement letters or
17 letters of investigation from IDAC to RED Air?

18 A. No. I think no. I think -- I'm not sure, but Rodolfo can
19 give you to more specific if -- because they are in the charge of
20 the -- as (indiscernible), as employee that was covered, they
21 informed to me.

22 Q. Um-hum. If there is a problem at an airline, what rises it
23 to your attention? When would you know that there's a problem?

24 A. What kind of problem? What kind of problem?

25 (Conversation in Spanish between unidentified speaker,

1 interpreter, and Mr. Piña)

2 MR. PIÑA: They inform to us, too. Or we have a letter, they
3 have to inform any discrepancy they found outside of the Dominican
4 Republic, the DR. In case, here the BME or Boeing, they are
5 responsible in between -- in the surveillance program.

6 INTERPRETER: Boeing is supposed to report any discrepancy
7 that they found during the supervision.

8 UNIDENTIFIED SPEAKER: Okay.

9 DR. WILSON: I don't think I have anything else.

10 Pocholo, do you have any questions?

11 MR. CRUZ: Yeah, I just have --

12 BY MR. CRUZ:

13 Q. How many inspectors do you oversee in flight standards?

14 A. We have exactly -- exactly, exactly is -- because we have two
15 completing in the training, but should be -- let me -- because I
16 know this question should be coming -- it's --should be around --
17 I give you it later, but 20, 20 PMI and around 22 operation.
18 Yeah.

19 Q. Twenty-two operations?

20 A. Um-hum. But I give you exactly the --

21 Q. Okay. And how many airlines does your organization oversee?

22 A. We have five.

23 Q. Five airlines?

24 A. Five, yeah. Helidosa, Air Century, Sky High, AraJet, and
25 (indiscernible) Heca (ph.). Yeah. We are -- Dominican airline,

- 1 five.
- 2 Q. Okay. So is RED Air a Dominican airline?
- 3 A. Yes, sir.
- 4 Q. So it should be part of the five or no?
- 5 A. No. The pilot are from the Venezuela because we don't have
6 enough pilot. Captain and the second officer, they are Dominican
7 and from Venezuela.
- 8 Q. Okay. But I'm talking about the airline itself, RED Air, is
9 it a Dominican --
- 10 A. *Si, si, si.* I'm sorry. I forgot to mention.
- 11 Q. Okay.
- 12 A. RED Air is a Dominican airline.
- 13 Q. So it's --
- 14 A. Yes.
- 15 Q. -- six?
- 16 A. I'm sorry. Yes.
- 17 Q. Six?
- 18 A. Yeah.
- 19 Q. Okay. So do you certificate LASER Air as well?
- 20 A. No. LASER no, because it's --
- 21 Q. They're Venezuela?
- 22 A. Yeah, from Venezuela. We are fly 129.
- 23 Q. Okay. So they're a international carrier, too?
- 24 A. Yeah, international. Because we have to stay 129.
- 25 Q. So you have -- correct me if I'm wrong, six Dominican

1 airlines --

2 A. Airlines, yes.

3 Q. -- that IDAC oversees?

4 A. Yes.

5 Q. With 20 PMIs and 20 operations inspectors to look over the 6

6 airlines, correct?

7 A. Um-hum. Yeah, 20.

8 Q. Okay.

9 A. Remember, I give you the exactly --

10 Q. Yeah. Right.

11 A. -- yeah, what is.

12 Q. And based off of your inspectors, do they tell you what's the

13 difficulty with overseeing these six airlines? Is there something

14 that they say is difficult for them to manage?

15 A. We have a plan, surveillance plan annually.

16 Q. So you have a work program, you were saying --

17 A. Yeah.

18 Q. -- for each of the inspectors?

19 A. Yes.

20 Q. Okay.

21 A. We have a surveillance program. So I can show you --

22 Q. Okay.

23 A. -- the program. And the inspector assigned to this airline,

24 they have the authority to walk any time. They are considered,

25 they have to walk to *verifigue* or to inspect or whatever.

1 Q. Um-hum.

2 A. Yeah.

3 UNIDENTIFIED SPEAKER: So, Pocholo, are you asking if they're
4 seeing a particular problem arise that's common to --

5 MR. CRUZ: Yeah. Yeah, that's what I was looking for.

6 (Conversation between unidentified speaker and Mr. Piña)

7 MR. PIÑA: (Through interpreter) Those are a different
8 company because, for example, Sky High have Embraer 190, AvaJet
9 have 737, 900, or MAX 8. And other have Jetstream and Helidosa
10 have a different (indiscernible) jet ambulance and all those
11 stuff.

12 MR. CRUZ: Okay. I think that's it for now.

13 Steve?

14 MR. MAGLADRY: I don't have any questions.

15 DR. WILSON: Dan?

16 MR. MARCOTTE: I don't have any questions.

17 UNIDENTIFIED SPEAKER: No. I'm done.

18 UNIDENTIFIED SPEAKER: No.

19 UNIDENTIFIED SPEAKER: No, sir.

20 DR. WILSON: No? I have one final question.

21 BY DR. WILSON:

22 Q. So since the accident, their certificate was suspended and
23 now RED Air has their certificate back.

24 A. Yeah.

25 Q. Is there -- in terms of oversight, is there anything being

1 done differently with RED Air?

2 A. Yeah. They are progressing enough. They are progressing
3 enough, because we are -- we said (untranslated Spanish).

4 (Through interpreter) We try to stay over the shoulder and
5 looking close to them.

6 Q. What -- so to get their certificate back after the
7 suspension, what did they have to do?

8 A. It's not certificate back. It was a suspended the operation.
9 It was a letter.

10 Q. Okay.

11 A. The certificate was intact and the specification. There only
12 was a letter suspending them until we have more information.

13 (Through interpreter) They inspect them -- before they
14 release to continue operation, they inspect and they show that
15 they have the ability to continue the operations.

16 Q. What part --

17 A. It was a letter, only a letter.

18 Q. So in terms of the inspection, did you look at like the pilot
19 side, maintenance, airworthiness? What were you looking at?

20 A. Especially because we have an accident, right, we concentrate
21 in the accident. But the inspection was in Miami and we take
22 all -- we take the inspector and divided the work. Even we find
23 that this aircraft is -- aircraft they have a less hour than the
24 other three. I think it had 25 hour to any flight --

25 INTERPRETER: It have less flight time than --

1 MR. PIÑA: Yeah, the flight time.

2 INTERPRETER: This aircraft, the aircraft that was in Miami,
3 by the time that they inspect it, it have a lower flight time than
4 the ones who have the accident.

5 MR. PIÑA: It was a article, a brand new. Not brand new, but
6 that is how they --

7 INTERPRETER: Low flight time.

8 MR. PIÑA: Yeah, 25. Because Boeing gave it to 100,000,
9 right?

10 UNIDENTIFIED SPEAKER: You did look at each aircraft? How
11 many -- there are three?

12 MR. PIÑA: Um-hum. And the cycles.

13 BY DR. WILSON:

14 Q. So RED Air has three aircraft?

15 A. Two now.

16 Q. Two after the accident?

17 A. Yeah.

18 Q. Did you look at the other aircraft as well?

19 A. Yes. Yes. We ask -- our program surveillance, and I said
20 before, I tell you before, the inspector have the authority -- he
21 don't have to ask me, I want to go to -- no, no, no. You have the
22 authority to go to inspect, to do what you have to do. That's our
23 manual say.

24 Q. Did RED Air have to do anything to get the operation -- based
25 on the inspections after the accident, did RED Air have to do

1 anything?

2 A. Yes. They have -- they send it to us, all corrective item.
3 We (indiscernible). Because our procedure is if you had one
4 discrepancy, so you had to notify -- or the inspector notify, they
5 send a letter giving 10 days, 10 days, and they have to send it to
6 us, the correction, and they have to send an analysis
7 (indiscernible) from the SMS. Because what we're looking is don't
8 happen again. That's what our one (indiscernible).

9 Q. Um-hum.

10 DR. WILSON: One more time around the room?

11 UNIDENTIFIED SPEAKER: Yeah. That's fine. I have a couple
12 follow-ups.

13 BY UNIDENTIFIED SPEAKER:

14 Q. So we were told that after the incident that the FAA IFO came
15 down to the Dominican Republic. Is that correct?

16 A. No, no, no, no.

17 Q. No?

18 A. No.

19 Q. Okay.

20 A. No.

21 Q. And before they come down --

22 A. Came down to Dominican airport? Yeah, no, no.

23 Q. To look over --

24 A. No, no, no.

25 Q. No?

1 A. No.

2 Q. So if the --

3 A. At least I don't see.

4 Q. Yeah, when the IFO makes a visit here to the Dominican
5 Republic, do they let you know that they're coming or --

6 A. I suppose (untranslated Spanish) -- a secret meeting, I don't
7 know.

8 Q. Okay.

9 A. I don't know. They are supposed to let to know.

10 Q. Okay. So the person that's in charge of the RED Air
11 certificate typically would -- to do surveillance on RED Air, they
12 would need to let IDAC know that we are coming to look at RED Air,
13 right?

14 A. I'm not sure. But if they request for us help -- if they
15 want to come in to visit one of our *empresas*, I mean
16 (untranslated Spanish), they have to know to us because they --

17 Q. Yeah. They have to let you know that they're coming in
18 country to do surveillance.

19 A. Yeah. Yeah. In case they -- if they have a specific
20 interest.

21 Q. Sure.

22 A. Yeah.

23 Q. Yeah. Okay. Now, on the other side, do your inspectors, the
24 inspectors in charge of RED Air, fly with the airplane to Miami to
25 do surveillance?

1 A. Say that again, please. I was --

2 (Interpreter translates the question to Spanish)

3 MR. PIÑA: Of course. We have in our surveillance plan, an
4 inspection, a route inspection we have to do, because it's our
5 inspector go in the cabin and supervise the training, how they
6 handle everything. Or we have a list, a verification list or
7 (untranslated Spanish). But, yes -- only the person is
8 authorized, is the (indiscernible). If they have to do a route
9 check, they notify to the (untranslated Spanish) and fly to the --
10 whatever. If they want to initiate a new route, again, they have
11 to do it.

12 BY UNIDENTIFIED SPEAKER:

13 Q. So what about the -- I understand the operations side. But
14 what about how the airplane is maintained in Miami? Do they do
15 any of that, inspect it?

16 A. Yes. We have -- in our record, they have to -- in the
17 record, they are set -- the maintenance organization, we are set
18 to -- it's only in the United States, they provide service.

19 Q. Yeah.

20 A. Yeah. So we (indiscernible).

21 Q. I guess your inspectors would know, but do you know who RED
22 Air contracts in the United States to do maintenance on the
23 airplane?

24 A. Yes. But I don't have the (indiscernible) but you will have
25 the --

1 Q. Yeah.

2 A. Yeah, the inspector.

3 Q. Yeah. Okay.

4 A. Because in the process of the certification, they have to go
5 do this -- to write, they have to go reassess or reject the
6 maintenance (indiscernible).

7 Q. Okay.

8 A. Have to be accepted for us.

9 Q. Okay.

10 A. Yeah.

11 UNIDENTIFIED SPEAKER: That's all I got.

12 DR. WILSON: Steve?

13 MR. MAGLADRY: I have nothing.

14 DR. WILSON: Dan?

15 MR. MARCOTTE: Nothing.

16 DR. WILSON: John?

17 MR. LOVELL: Nope. I'm good.

18 DR. WILSON: Emmanuel?

19 MR. SOUFFRANT: I'm good.

20 DR. WILSON: Tony?

21 MR. CID: No, (indiscernible).

22 MR. PIÑA: Everybody no (indiscernible).

23 DR. WILSON: I can think of some more questions.

24 MR. PIÑA: No, that's okay.

25 DR. WILSON: Is there anything else that we didn't ask you

1 that you want to tell us about?

2 MR. PIÑA: (Through interpreter) The IDAC is open to any
3 recommendation, any suggestion, and any recommendations that
4 coming from this investigation and the NTSB.

5 And we don't forget they (indiscernible). We accept any
6 recommendation because you have a plenty operation. So we have
7 only six airlines so we -- I always -- I try to investigate
8 always. And if you go to working together, for me is good, very
9 good, absolutely good.

10 DR. WILSON: Well, thank you for your time. We appreciate
11 it.

12 MR. PIÑA: Thank you.

13 (Whereupon, the interview was concluded.)
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15
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25

CERTIFICATE

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

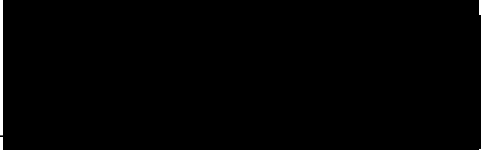
IN THE MATTER OF: MD-82 GEAR COLLAPSE & RUNWAY
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Interview of Alberto Piña

ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo, Dominican Republic

DATE: December 6, 2022

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



Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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EXCURSION ACCIDENT IN MIAMI, *

Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

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Interview of: RODOLFO VICTORIA, Operations Safety Inspector
Former RED Air

Instituto Dominicano de Aviacion
Santo Domingo, Dominican Republic

Tuesday,
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APPEARANCES:

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I N D E X

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I N T E R V I E W

(10:20 a.m. AST)

1
2
3 DR. WILSON: Good morning, again. I'm going to have
4 everybody introduce themselves for the record. I'm
5 Katherine Wilson. I am a human performance investigator with the
6 National Transportation Safety Board.

7 MR. SOUFFRANT: I'm Emmanuel Souffrant. And I'm a director
8 of aircraft accident investigation (indiscernible) in Dominican
9 Republic and accredited representative in this accident
10 investigation.

11 MR. CID: My name is Antonio Cid. Investigadora CAA.

12 MR. LLUBERES: My name is Joel Lluberes. Aircraft
13 investigator.

14 MR. CRUZ: I'm Pocholo Cruz. I'm the structures and
15 maintenance investigator for this accident, NTSB.

16 MR. MAGLADRY: I'm Steve Magladry, systems investigator for
17 the NTSB.

18 MR. MARCOTTE: And I am Dan Marcotte. I'm from Boeing and
19 I'm the air safety investigator.

20 MR. LOVELL: And I'm John Lovell, an aircraft accident
21 investigator for the NTSB.

22 DR. WILSON: And if you could please tell us your name and
23 role.

24 MR. VICTORIA: Yeah. Good morning, everybody. My name is
25 Rodolfo Victoria, operation inspector, operations safety

1 inspector. Actually, I was the chief inspector for the
2 certification process of RED Air. And I'm very glad to answer
3 whatever you may ask

4 INTERVIEW OF RODOLFO VICTORIA

5 BY DR. WILSON:

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

7 A. Ten years.

8 Q. What did you do before that?

9 A. I work as a pilot since 1986. Work in three 135
10 (indiscernible) the operation of that time. Then working for
11 about 15 years in (audio drop) aviation. And started working for
12 the CAA in 2012. December the 1st, 2012.

13 Q. As an inspector, what are your duties and responsibilities?
14 Explain your job.

15 A. Let me explain that my position here is -- (untranslated
16 Spanish).

17 UNIDENTIFIED SPEAKER: Technical coordinator.

18 A. Yeah. I'm not (indiscernible) I said it in Spanish. Yeah.
19 My root business here is operation inspector. But I work with
20 staff as a technical coordinator. In that matter, we coordinate
21 every process in which (indiscernible) any one of the departments,
22 technical departments of the (indiscernible). And as operation
23 inspector, all the certification and surveillance process.

24 Q. Explain to me the certification process. So for RED Air,
25 explain to me the process of how they got their certificate.

1 A. Okay. RED Air used to be -- they used to have 135 AOC but
2 they almost never operate it. It was standing by until -- we have
3 all the information. I can give you and print it. But they in --
4 I think in 2017, I think -- let me see. Yeah, in '18. In 2018,
5 they decided to grow up and they started seeking for a 121 AOC in
6 2019. The process starts with -- I'm thinking in Spanish. I'm
7 translating into --

8 Q. That's okay.

9 A. -- English now. In (untranslated Spanish).

10 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

11 MR. VICTORIA: (Untranslated Spanish).

12 MR. SOUFFRANT: They first start with a 135 AOC. And they
13 never operate it. But then they request to upgrade the
14 certificate to the 122 (indiscernible) in 2019. They make an
15 alliance with
16 some --

17 UNIDENTIFIED SPEAKER: Investors.

18 MR. SOUFFRANT: Investors.

19 MR. VICTORIA: Stakeholders.

20 MR. SOUFFRANT: And they together start to do this part.

21 MR. VICTORIA: (Untranslated Spanish).

22 MR. SOUFFRANT: The process is like in a meeting with all the
23 investors to explain then how the process going to be. How it's
24 going -- the flow of all the process. And what they have to
25 expect during the process.

1 MR. VICTORIA: They go home. Think about -- when they make a
2 decision, they proceed with (untranslated Spanish).

3 MR. SOUFFRANT: Yes. After this meeting, they have another
4 more technical meeting that the people from the RED Air, in this
5 case, come in with their team. And they (indiscernible) to the
6 meeting with their team. So those can meet each other and they
7 start to make technical questions and technical plans --

8 MR. VICTORIA: (Untranslated Spanish).

9 MR. SOUFFRANT: -- specific things to do.

10 MR. VICTORIA: (Untranslated Spanish) --

11 MR. SOUFFRANT: (Indiscernible).

12 MR. VICTORIA: Yeah. (Untranslated Spanish).

13 MR. SOUFFRANT: In this meeting, they give them a
14 certification package with just all the things that they have to
15 submit to the IDAC for the next phase.

16 MR. VICTORIA: (Untranslated Spanish).

17 MR. SOUFFRANT: In the first two, they have to fill the
18 (indiscernible) IDAC 1036 -- 1-0-3-6 form. This is the principal
19 form of the process. And this is -- like the matrix. I don't
20 know how to say it.

21 MR. LOVELL: A matrix. (Untranslated Spanish).

22 MR. VICTORIA: (Untranslated Spanish).

23 MR. SOUFFRANT: For the requirement of this. So in this
24 (indiscernible) there is like the kickoff of the process because
25 if the first step that they start to comply with the request.

1 MR. VICTORIA: (Untranslated Spanish).

2 MR. SOUFFRANT: In this part, they put all the manuals,
3 operation manuals, maintenance manuals, and they have to submit a
4 letter, compliance letter. In this letter they have to show and
5 specify where are the points in the manual that they are going to
6 comply with.

7 MR. VICTORIA: (Untranslated Spanish).

8 MR. SOUFFRANT: He forgot to say that in the first meeting,
9 people from the SMS, people from the legal side, and people from
10 the technician area joined together with IDAC peoples in charge of
11 all those places.

12 MR. VICTORIA: (Untranslated Spanish).

13 MR. SOUFFRANT: Okay. When the RED Air put all the documents
14 in the IDAC possession, they check that the documentation have the
15 quality and the quantity that they ask for. But they did not
16 revise the form -- the (indiscernible) just to receive the
17 documentation in quality and quantity. And after that, they --

18 MR. VICTORIA: (Untranslated Spanish).

19 MR. SOUFFRANT: -- design the chief -- of the team -- of the
20 certification team. The chief of the certification team select
21 all the people from all departments that they going to use during
22 this process.

23 MR. VICTORIA: Actually, we not select. We ask for the
24 departments (indiscernible) --

25 MR. SOUFFRANT: They request.

1 MR. VICTORIA: -- to design (indiscernible) --

2 MR. SOUFFRANT: They request that.

3 MR. VICTORIA: Yeah. And (untranslated Spanish).

4 MR. SOUFFRANT: When that happened, that closed
5 (indiscernible) after that, the (indiscernible) start with the
6 revision of all the documentation that IDAC have in their hands.
7 And the certification team have to check if those documentation
8 complied with the standards and the relations established in the
9 country, in the Dominican Republic. So the documentation in this
10 (indiscernible) to every person --

11 MR. VICTORIA: Component of the team.

12 MR. SOUFFRANT: -- on every component of the team. Every
13 specialist that are in the team to review the documentation with
14 people who know exactly what they are doing.

15 MR. VICTORIA: (Untranslated Spanish).

16 MR. SOUFFRANT: After that, every one of the team gave the
17 discrepancies found in the revision and they make the letter of
18 discrepancies to the RED Air and they had to comply with this and
19 resolve all the discrepancies. This document at this time can go
20 back and forth. The (indiscernible) --

21 MR. LOVELL: As necessary. As necessary.

22 MR. SOUFFRANT: -- as necessary to comply with.

23 MR. VICTORIA: (Untranslated Spanish).

24 MR. SOUFFRANT: Here we have the 121. It's like in the
25 USA --

1 MR. VICTORIA: (Indiscernible).

2 MR. SOUFFRANT: (Indiscernible) 121. In this, they have the
3 guide, the complete guide, how every manual have to be done.

4 MR. LOVELL: Yeah.

5 MR. SOUFFRANT: So they recheck all the things. They do the
6 suggestion that they have to do to comply with this. And then
7 they go to see how those manuals are made, built. If something
8 that the company don't going to use, so they request them to
9 remove because if they don't want to use it, they don't have to
10 put it in the manual. That is the -- that's why they do this
11 revision for.

12 MR. VICTORIA: (Untranslated Spanish).

13 MR. SOUFFRANT: They saying the (indiscernible) 121 is
14 available for the RED Air, in this case. Available to them to
15 comply with all the step that they have to have into the manuals.

16 MR. VICTORIA: (Untranslated Spanish) staff -- personnel
17 staff (untranslated Spanish).

18 MR. SOUFFRANT: In this -- by this time, we have two teams.
19 The -- but also, they have to be aware that the (indiscernible)
20 119 which is how to be instructor on the staff that going to be in
21 the company by itself. And by this time, the two teams are the --
22 POIs is speaking with the chief of operation.

23 UNIDENTIFIED SPEAKER: Yeah.

24 MR. SOUFFRANT: The PMIs is talking with the chief of
25 maintenance. So everybody is talking each other the same

1 technical language.

2 MR. VICTORIA: (Untranslated Spanish) team leader.
3 (Untranslated Spanish).

4 MR. SOUFFRANT: As a team, they have a leader. He was the
5 leader in the RED Air certification (audio drop). So all the
6 members of the team from the IDAC, they report to him. And he put
7 all (indiscernible) together and send it to the company. In this
8 case, RED Air. And RED Air split all those suggestion to their
9 peoples who resolve (indiscernible).

10 MR. VICTORIA: (Untranslated Spanish).

11 MR. SOUFFRANT: (Indiscernible) it's a long process.

12 MR. VICTORIA: (Untranslated Spanish).

13 MR. SOUFFRANT: The process sounds easy but it's not easy.
14 You have to be aware that something from this manual can link to
15 the other manual and you have to be aware that that can happen and
16 go back and forth (indiscernible) to have everything working
17 together as a team.

18 MR. VICTORIA: (Untranslated Spanish).

19 MR. SOUFFRANT: Each manual is returned to the company who is
20 applying with a letter and also the city (indiscernible) the
21 letter because every page --

22 MR. VICTORIA: Effective page.

23 MR. SOUFFRANT: Effective page is sealed.

24 MR. LOVELL: Stamped.

25 MR. SOUFFRANT: Stamped. And send it to (indiscernible) and

1 they make from there -- from this, the company made their own
2 document with this information.

3 MR. LOVELL: And the letter is signed.

4 MR. SOUFFRANT: And the letter is signed.

5 UNIDENTIFIED SPEAKER: PDF.

6 MR. SOUFFRANT: In PDF. Yes.

7 MR. VICTORIA: (Untranslated Spanish).

8 MR. SOUFFRANT: By that time, the legal departments who were
9 in the phase one start to work with the -- with the operator just
10 to comply with -- in this case -- Civil Aviation Board to get the
11 economical authorization letter.

12 MR. VICTORIA: So to close the phase three, we require that
13 they bring at least a document -- we call it a resolution because
14 they -- at that time, they don't have the (untranslated Spanish).

15 MR. SOUFFRANT: By that time, they do not have the economical
16 clearance or authorization but they request at least --

17 MR. VICTORIA: A statement.

18 MR. SOUFFRANT: -- a statement from the Civil Aviation Board
19 that those documentations are in their hands and they are working
20 on it.

21 MR. VICTORIA: (Untranslated Spanish).

22 MR. SOUFFRANT: When finished the phase three, which is a
23 documentation process of all those stuff, we start the phase four
24 which is the demonstration.

25 MR. VICTORIA: And inspection.

1 MR. LOVELL: And inspection.

2 MR. VICTORIA: (Untranslated Spanish).

3 MR. SOUFFRANT: Phase four is a demonstration and inspector.
4 In this phase, they have to demonstrate that they can comply with
5 all the things that they wrote in the documentation. So by this
6 time, they just have a board plan, a board --

7 MR. VICTORIA: Vision.

8 MR. SOUFFRANT: -- vision on the board. They have to have
9 this compiled by that time and have a sign from the IDAC that they
10 complied with this part. And now they start to comply with other
11 things that are into the operation manual, maintenance manual
12 (indiscernible).

13 MR. VICTORIA: (Untranslated Spanish).

14 MR. SOUFFRANT: For the document 8335 for the (indiscernible)
15 they made a manual -- the inspector manual which is the IDAC
16 document 1000. In this manual, they have all the --

17 MR. VICTORIA: Guidance.

18 MR. SOUFFRANT: -- guidance for the --

19 MR. VICTORIA: And procedures.

20 MR. SOUFFRANT: -- inspectors to do all those check for the
21 demonstration process. In the case of the RED Air, they request
22 to reduce 20 percent of the demo flight that they have to do. And
23 that was (indiscernible) because all the peoples who are involved
24 in the --

25 MR. VICTORIA: Certification.

1 MR. SOUFFRANT: -- certification and in the position of the
2 -- to take decisions were peoples with big background.

3 MR. VICTORIA: Previous experience.

4 MR. SOUFFRANT: With the right experience and a good
5 background. That's why they reduce 20 percent of the demo flight
6 and --

7 MR. VICTORIA: So 50 hours became 40.

8 MR. SOUFFRANT: Yeah.

9 MR. VICTORIA: And they actually flew --

10 MR. SOUFFRANT: Instead of (indiscernible) --

11 MR. VICTORIA: Some more than 40. (Untranslated Spanish).

12 MR. SOUFFRANT: Every demo, every flight, they have two
13 meeting before execute the demo exercise. Like if -- first they
14 have a meeting here with the certification team. And they have
15 like a briefing what they expect to happen in the next exercise.
16 And after that, they do it before flight with all the two teams.
17 The operator team and the certification team. And make like
18 another briefing to emphasize and to see what they are expecting
19 to happen in the next flight.

20 MR. VICTORIA: (Untranslated Spanish).

21 MR. SOUFFRANT: The -- one of the best practice that they
22 have during this process is the board teaching practice or
23 exercise. In this, they have to do the preparation like a normal
24 flight. They have to do all the briefing, all the standard
25 procedures like a normal flight. And at least they have to use

1 the half of the ground exit doors and the (indiscernible). And
2 they have to deploy the (indiscernible). And that's going to
3 happen in no more than 15 seconds.

4 MR. VICTORIA: (Untranslated Spanish).

5 MR. SOUFFRANT: We do it normally (indiscernible) and the
6 best could be with the door closed but we don't have a hangar
7 here --

8 MR. VICTORIA: Big enough.

9 MR. SOUFFRANT: -- big enough to put the whole aircraft
10 inside and close the doors. But that's why we do it through the
11 night.

12 MR. VICTORIA: (Untranslated Spanish).

13 MR. SOUFFRANT: This practice was made and they have to wait
14 for the captain -- the order of the captain to do the
15 (indiscernible) and in the case of RED Air, this exercise which is
16 from this moment to the time that they have the lifeboat inflated,
17 that happens no more than five minutes. Less than five minutes.

18 MR. VICTORIA: (Untranslated Spanish).

19 MR. SOUFFRANT: During this exercise, we use some inspectors
20 in each door and in the floor outside the aircraft with --

21 MR. LOVELL: Stopwatch.

22 MR. SOUFFRANT: -- the watch timing. And they are taking all
23 the positions. They have a surprise because some door --

24 UNIDENTIFIED SPEAKER: Don't open.

25 MR. SOUFFRANT: -- do not open. So they -- this is a

1 surprise because the people from the crew don't know exactly which
2 door going to open and which one is not --

3 UNIDENTIFIED SPEAKER: Right.

4 MR. SOUFFRANT: -- opening.

5 MR. VICTORIA: (Untranslated Spanish).

6 MR. SOUFFRANT: Yes. And in this exercise, they not just
7 evaluate the (indiscernible) that if the door open or not, if the
8 lifesaver boat open or not. They check also how the crew, the
9 captain, the pilot --

10 MR. LOVELL: Give the order.

11 MR. SOUFFRANT: -- take care of the emergency, secure the
12 aircraft using the proper checklist and all those stuff. And they
13 are supposed to say which side of the aircraft the evacuation
14 going to be executed. And that is coming a surprise because
15 sometimes the captain said we going to evacuate the left side but
16 the left side door is locked for any reason.

17 MR. VICTORIA: (Untranslated Spanish).

18 MR. SOUFFRANT: Normal procedures, we as IDAC use the peoples
19 from outside of the certification team to do those -- this
20 exercise and they do it inside the aircraft in different place
21 including the --

22 MR. LOVELL: Emergency row.

23 MR. SOUFFRANT: -- exit row to realize that the crew peoples
24 give them the right briefing to be there in the exit row.

25 MR. VICTORIA: (Untranslated Spanish).

1 MR. SOUFFRANT: After that, they give a letter telling the
2 company that this part was approved.

3 MR. VICTORIA: (Untranslated Spanish).

4 MR. SOUFFRANT: This is not the easiest part.

5 MR. VICTORIA: (Untranslated Spanish).

6 MR. SOUFFRANT: This is the hard part when they say that the
7 thing was not well but at the end, they (indiscernible).

8 MR. VICTORIA: (Untranslated Spanish).

9 MR. SOUFFRANT: In this part, with the demo flights, it's a
10 normal flight preparing and all those stuff. But once in the air,
11 they have two inspector normally. One in the --

12 MR. LOVELL: Jump --

13 MR. SOUFFRANT: -- pilot -- in the jump seat and other in the
14 back --

15 MR. LOVELL: In the cabin.

16 MR. SOUFFRANT: Cabin, the main cabin. But in some different
17 cases, it's (indiscernible) to the crew members. And sometimes if
18 something with passenger or whatever they need to -- the principal
19 -- the main cabin have to inform the captain.

20 The captain have to make decision if they have to make an
21 instruction or if they have to inform to the company and wait for
22 the response of the company. If they have problem with one
23 instrument or whatever. And they have to check the MEL, the MEL.
24 And all those different scenarios --

25 UNIDENTIFIED SPEAKER: Scenarios.

1 MR. SOUFFRANT: -- are taken care during the route. The
2 normal route that they going to apply -- that they are applying
3 for when they have the certification.

4 MR. VICTORIA: (Untranslated Spanish).

5 MR. SOUFFRANT: He mention also that RED Air normally fly
6 with two mechanics on board.

7 MR. VICTORIA: (Untranslated Spanish).

8 MR. SOUFFRANT: But he said that two inspectors were more on
9 this demo flight. This is the -- not just two inspector go there.
10 It's a minimum inspector number that it's two inspectors but can
11 be three, four, five depending which exit scenarios they are
12 trying to take care in the air.

13 MR. VICTORIA: (Untranslated Spanish).

14 MR. SOUFFRANT: In the case of RED Air, they made like 10
15 demo flights and besides they request to have a 20 percent or
16 whatever lower quantity of hours for demo. They never have a time
17 limit for the process. The IDAC said that okay, we can accept
18 that but we going to make as much flight that our --

19 UNIDENTIFIED SPEAKER: (Indiscernible). Yep.

20 MR. SOUFFRANT: -- (indiscernible) --

21 MR. VICTORIA: To make us comfortable.

22 MR. SOUFFRANT: To make us comfortable with the decision.

23 MR. VICTORIA: (Untranslated Spanish).

24 UNIDENTIFIED SPEAKER: So basically, they don't know the
25 number of flights that they're going to have. The IDAC may know

1 but they will continue to have flights until IDAC is satisfied.

2 MR. VICTORIA: Yeah. And the satisfaction means reaching
3 that 40 hours. Not less than 40.

4 UNIDENTIFIED SPEAKER: Yeah.

5 MR. VICTORIA: And in that case (untranslated Spanish).

6 MR. SOUFFRANT: After the flights, they make a letter with an
7 authorization whether it complies with this part of the phase and
8 then continue with the inspections. Inspection means that they
9 going to inspect all the facilities and all the personnel to check
10 if they can comply with the service that they are trying to --

11 MR. LOVELL: Provide. Yeah.

12 MR. SOUFFRANT: -- offer.

13 MR. VICTORIA: (Untranslated Spanish).

14 MR. SOUFFRANT: Because we don't have a previous operation
15 from the company. We have nothing in the past. We just go and
16 randomly we take one person --

17 MR. LOVELL: Different specialties.

18 MR. SOUFFRANT: Different specialties. And ask what are
19 their --

20 MR. VICTORIA: They're supposed to do (untranslated Spanish).

21 MR. SOUFFRANT: -- obligation.

22 MR. VICTORIA: How they do it. And (untranslated Spanish).

23 MR. SOUFFRANT: And when the demo flights happens, the
24 company sent us to the IDAC the list, complete list of crew
25 members, captains, copilots. And we select the copilot. When I

1 say we, it's the IDAC.

2 UNIDENTIFIED SPEAKER: Yeah, yeah, yeah.

3 MR. SOUFFRANT: Select the copilot and the pilot and the
4 captain of this --

5 MR. VICTORIA: Mechanic crew.

6 MR. SOUFFRANT: -- the mechanic (indiscernible).

7 MR. VICTORIA: Other mechanic.

8 MR. SOUFFRANT: The peoples that come, operations, are
9 selected by the IDAC.

10 MR. LOVELL: Yeah. They (audio drop) at the last moment.
11 Yeah. They do the pairing.

12 MR. VICTORIA: (Untranslated Spanish).

13 MR. SOUFFRANT: After this, they made like --

14 UNIDENTIFIED SPEAKER: A report.

15 MR. SOUFFRANT: -- a certification report. The certification
16 report -- you have the copy there.

17 MR. LOVELL: Yep. A good summary report.

18 MR. SOUFFRANT: Yeah. And it's like a summary of all the
19 phase dates, suggestions, or observations that they have in the
20 whole certificate process.

21 MR. LOVELL: Process, yeah.

22 MR. VICTORIA: (Untranslated Spanish).

23 MR. SOUFFRANT: When that happened, it's not just the
24 certification team is involved in this case. Beside the
25 certification team -- plus the whole --

1 MR. LOVELL: Flight standards.

2 MR. SOUFFRANT: -- flight standards team, department. So
3 they check everything and they send it to the director of
4 operations and director of operations start to review all the
5 process and also to start to proceed to do the (indiscernible) and
6 the operation specifications (indiscernible).

7 MR. VICTORIA: (Untranslated Spanish).

8 MR. SOUFFRANT: The IDAC is certified ISO 9001 among others
9 in quality standards. So all the process is -- are covered by
10 those standards of quality.

11 MR. VICTORIA: (Untranslated Spanish).

12 MR. SOUFFRANT: First, when the company obtain the AOC, go
13 with the AOC to the Aviation -- Civil Aviation Board and show them
14 that they already have the AOC. After that, they obtain the
15 economical authorization, whatever. The economical authorization.

16 MR. VICTORIA: Yes.

17 MR. SOUFFRANT: And with this economical authorization, they
18 come back to the IDAC and after that, they obtain the ops specs to
19 finish the procedure.

20 MR. VICTORIA: (Untranslated Spanish).

21 MR. SOUFFRANT: He tried to resume as much as he can this
22 process because it's a long, long, long process. A lot of
23 paperwork. A lot of letters. A couple of letters then go to the
24 principle binder. The others goes to the --

25 MR. VICTORIA: Auxiliary binders.

1 MR. SOUFFRANT: -- auxiliary binders. And then, they open a
2 new binder which going to be the ones who going to tell the
3 operation of this new company.

4 MR. VICTORIA: So I think we (untranslated Spanish).

5 MR. SOUFFRANT: This is a certification process more or less.

6 BY DR. WILSON:

7 Q. To clarify, phase five is them getting the certificate?

8 A. The AOC.

9 Q. The AOC. The RED Air certification process -- the length of
10 time, was that typical or did it take longer than normal?

11 A. It took somewhat longer because of the pandemic.

12 Q. Were there any problems during the certification process,
13 major concerns?

14 A. Not really.

15 Q. Had you overseen a certification process before?

16 A. Not as a team leader.

17 Q. You had participated in one?

18 A. Yeah.

19 Q. You mentioned that RED Air brings two mechanics on board.
20 Why do they do that?

21 A. Because they are supposed to fly (indiscernible) and go to a
22 point where they not have maintenance facility or whatever.

23 UNIDENTIFIED SPEAKER: Was it an IDAC requirement?

24 MR. VICTORIA: No, no, no. (Untranslated Spanish).

25 MR. SOUFFRANT: This part we can ask to (audio drop)

1 (indiscernible).

2 BY DR. WILSON:

3 Q. How often as the POI are you going to RED Air facilities?
4 How often are you doing inspections?

5 A. The inspections (untranslated Spanish).

6 MR. SOUFFRANT: They have a program -- an annual program for
7 -- to make those inspections. And all those (indiscernible).
8 They are based on a document IDAC 6001, 6001, and they have
9 (indiscernible) inspection, ramp inspections on route and
10 (untranslated Spanish).

11 MR. VICTORIA: Dangerous goods.

12 MR. LOVELL: Dangerous goods.

13 MR. SOUFFRANT: (Indiscernible).

14 MR. VICTORIA: Also, they don't carry dangerous goods but
15 anyway --

16 MR. SOUFFRANT: Yeah. Those inspections were made last year.
17 But this year, they are doing the last month the base inspection.
18 And this inspection is still --

19 MR. VICTORIA: No. Everything is in this year.

20 MR. SOUFFRANT: Okay. All those inspections was made this
21 year and the last month they made the base inspection. And this
22 inspection is still --

23 MR. VICTORIA: Ongoing. Ongoing.

24 MR. SOUFFRANT: Ongoing. Because there are still some
25 (indiscernible).

1 UNIDENTIFIED SPEAKER: I have a question. How often do you
2 do base inspection (untranslated Spanish)?

3 MR. VICTORIA: (Untranslated Spanish).

4 UNIDENTIFIED SPEAKER: Every six months. Okay. Thank you.

5 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

6 MR. VICTORIA: (Untranslated Spanish).

7 MR. SOUFFRANT: The question that he made is how long this
8 takes. And he said that the initial date and the final date, but
9 in between we have the pandemic. That's why it takes so long.

10 UNIDENTIFIED SPEAKER: What was the date?

11 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

12 MR. SOUFFRANT: The date, it (untranslated Spanish).

13 MR. VICTORIA: (Untranslated Spanish).

14 MR. SOUFFRANT: August 19th and finish --

15 MR. VICTORIA: (Untranslated Spanish).

16 MR. SOUFFRANT: June '21.

17 MR. VICTORIA: (Untranslated Spanish).

18 MR. SOUFFRANT: Yeah. Sometimes the (indiscernible) that
19 they are waiting for them to take -- correct something or do
20 whatever and sometimes they are waiting for the IDAC. But in
21 between, they have the pandemic that --

22 MR. VICTORIA: (Untranslated Spanish).

23 MR. SOUFFRANT: They have been with COVID twice.

24 (Indiscernible).

25 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

1 MR. VICTORIA: (Untranslated Spanish).

2 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

3 MR. VICTORIA: (Untranslated Spanish).

4 UNIDENTIFIED SPEAKER: Oh, okay.

5 MR. VICTORIA: (Untranslated Spanish).

6 UNIDENTIFIED SPEAKER: Thank you.

7 MR. SOUFFRANT: He asking about that time if the IDAC have --

8 MR. LOVELL: Time limit.

9 MR. SOUFFRANT: -- a time limit for it. And he said no, but
10 normally it's less than one year.

11 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

12 MR. VICTORIA: No, no, no. (Untranslated Spanish).

13 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

14 MR. VICTORIA: (Untranslated Spanish).

15 MR. SOUFFRANT: Okay. He was asking about the selection of
16 the personnel. And he (indiscernible) all the personnel. And he
17 verify that the IDAC do not check all the peoples who going to
18 work in the company. Just the -- according to the (indiscernible)
19 119, they have just peoples who go to take positions in the
20 company.

21 MR. LOVELL: And if there's a new one that replaces them,
22 they have to be qualified.

23 UNIDENTIFIED SPEAKER: Yeah.

24 MR. LOVELL: Yep. I have a question. If you were to select
25 three discrepancies that you saw with RED Air that would cause you

1 to take a closer look, what would those three discrepancies be
2 that you saw, if any?

3 MR. VICTORIA: (Untranslated Spanish).

4 UNIDENTIFIED SPEAKER: That's an interesting point.

5 MR. VICTORIA: (Untranslated Spanish).

6 MR. LOVELL: Did -- was there anything --

7 UNIDENTIFIED SPEAKER: Translate it.

8 (Crosstalk)

9 UNIDENTIFIED SPEAKER: I was thinking --

10 MR. SOUFFRANT: Let me think. Let me think. Discrepancies
11 he point out the operations discrepancies like the documentations
12 are updated. Like electronic flybacks that the crew use normally
13 in the operations that have the document onboard, the aircraft
14 have (indiscernible) --

15 MR. VICTORIA: (Untranslated Spanish). Revisions.

16 MR. SOUFFRANT: The later revision. What else?

17 MR. LOVELL: But one thing he stressed was that there wasn't
18 anything that really concerned him. But he understood the
19 sentiment of what I was trying to say. So he's looking more at
20 systemic --

21 MR. VICTORIA: (Untranslated Spanish).

22 MR. LOVELL: -- issues rather than specifics.

23 MR. VICTORIA: (Untranslated Spanish).

24 MR. LOVELL: Because specifics can be corrected and he wanted
25 to see what was systemic.

1 MR. VICTORIA: (Untranslated Spanish).

2 MR. LOVELL: Yeah. So he wanted to make sure that it really
3 doesn't -- don't repeat themselves.

4 MR. VICTORIA: (Untranslated Spanish).

5 MR. LOVELL: So --

6 MR. VICTORIA: Root cause analysis.

7 MR. LOVELL: He's looking more at trying to look deeper to
8 understand the root cause rather than look superficial,
9 superficially. Did I say that --

10 MR. VICTORIA: Yeah.

11 MR. LOVELL: I have one more. If an operator is going to
12 start with three airplanes, how -- whatever -- maybe this one is
13 new. This one is five-years-old. This one is 10-years-old. How
14 in the process do you assess the airworthiness and put them on a
15 level playing field that satisfy the -- that historically the
16 airplanes don't have an issue and that they're ready to operate
17 and that there's no potential discrepancy in their history.

18 MR. VICTORIA: (Untranslated Spanish).

19 MR. LOVELL: So he understands my question and it's in
20 another area but from his knowledge, they review all the records
21 pertaining to maintenance and the specific areas. And they have
22 to meet the requirements for certification. And that those
23 records are clear and that it was properly maintained. Did I say
24 it --

25 MR. SOUFFRANT: Yeah. To obtain the types of certificate.

1 UNIDENTIFIED SPEAKER: You want to take a break?

2 DR. WILSON: Do you need a break?

3 UNIDENTIFIED SPEAKER: We can finish up.

4 UNIDENTIFIED SPEAKER: (Indiscernible).

5 UNIDENTIFIED SPEAKER: Go ahead. You want to finish up?

6 That's fine.

7 BY DR. WILSON:

8 Q. Do you oversee any other airlines as the POI?

9 A. No. As the POI, no. I work (indiscernible) with the
10 previous airline that operated in MDs. It was (indiscernible) and
11 I was dealing with the POI.

12 Q. Do you have an assistant POI?

13 A. Not now.

14 Q. No.

15 A. But I have an assistant inspector in their matter, dispatch,
16 or cabin crew.

17 Q. How often do you meet with the PMI?

18 A. We talk frequently, frequently. Now with WhatsApp, you can
19 talk anytime.

20 Q. To your knowledge, what is the relationship between RED Air
21 and Laser?

22 A. Oh, they're the same -- some of the owners are the same.
23 Part of the owner of RED Air are also owner of Laser.

24 Q. Laser is Venezuelan?

25 A. Venezuelan. Yeah.

1 Q. Does RED Air use any Laser maintenance facilities?

2 A. No. They -- recently, they ask for maintenance department to
3 approve their facilities. But they were not (indiscernible).

4 Q. So RED Air -- and we'll ask the PMI -- but RED Air uses their
5 own mechanics and --

6 A. Yeah, they have --

7 Q. -- maintenance facilities.

8 A. -- their staff. But all the RED Airplanes came from Laser.
9 So they have history in Laser maintenance.

10 Q. Do you interact with the FAA at all?

11 A. Not in this matter.

12 Q. No?

13 A. As a technical coordinator in other matters. Yes.

14 Q. Who do you typically interact with?

15 A. With Miami (indiscernible). And when you mean FAA, I
16 understand the big FAA. We used to (indiscernible) a program the
17 ISS a long time ago with people from FAA Washington. We used to
18 go there every year.

19 UNIDENTIFIED SPEAKER: What were the names of the people that
20 you worked with in Miami?

21 MR. VICTORIA: Mainly the maintenance department. Ochoa
22 (ph.).

23 UNIDENTIFIED SPEAKER: Ochoa.

24 MR. VICTORIA: Joaquin (ph.) Ochoa. But I'm talking
25 (indiscernible) as flight standards --

1 UNIDENTIFIED SPEAKER: Yes, yes, yes.

2 MR. VICTORIA: Not as a RED employee.

3 UNIDENTIFIED SPEAKER: Out of Miami? Right? Out of Miami
4 (indiscernible).

5 MR. VICTORIA: Um-hum. (Untranslated Spanish).

6 MR. SOUFFRANT: As a technical coordinator, he has been
7 involved with the FAA with Ochoa and the other guy.

8 MR. VICTORIA: Yelensky (ph.).

9 MR. SOUFFRANT: Yelensky. But in related to this specific
10 case, RED Air, he never have been in contact with the FAA.

11 UNIDENTIFIED SPEAKER: And the FAA has not come down here to
12 do any inspections on RED Air?

13 MR. VICTORIA: No.

14 UNIDENTIFIED SPEAKER: Since the incident?

15 MR. VICTORIA: Nor previously.

16 UNIDENTIFIED SPEAKER: Nor previously?

17 MR. VICTORIA: No. As far as I can know. You know?

18 UNIDENTIFIED SPEAKER: And they typically would --

19 MR. VICTORIA: They --

20 UNIDENTIFIED SPEAKER: They would coordinate with IDAC if
21 they're going to come down. Correct?

22 MR. VICTORIA: Yeah, of course. I think. They did to get
23 the 129 with the operator.

24 DR. WILSON: Have you been involved in any discussions
25 regarding airworthiness of the RED Air fleet?

1 MR. VICTORIA: Involved? Not really. But as a technical
2 coordinator --

3 (Crosstalk)

4 MR. VICTORIA: (Untranslated Spanish).

5 MR. SOUFFRANT: He understood your question and he answered
6 that as a POI of RED Air, no. But as a technical coordinator, he
7 have been involved in a couple of things --

8 MR. VICTORIA: Communications issues.

9 MR. SOUFFRANT: Not related to the accident. And I have a
10 question. In the (untranslated Spanish).

11 MR. VICTORIA: (Untranslated Spanish).

12 MR. SOUFFRANT: My question is that after the accident, if
13 some authorities, FAA or whatever, have contact him asking related
14 to this accident. And he say no, just today. The other thing is,
15 do you know that after the accident, the whole fleet of RED Air
16 was grounded.

17 MR. VICTORIA: Um-hum.

18 MR. SOUFFRANT: What changed in RED Air to --

19 MR. LOVELL: Unground it?

20 MR. SOUFFRANT: Unground -- to start to fly again.

21 MR. VICTORIA: (Untranslated Spanish).

22 MR. SOUFFRANT: (Indiscernible). When this operation -- when
23 the accident happens, you as a POI put all the documentation that
24 you have together related to this operation and put it all
25 together or waiting for somebody to ask you for that?

1 MR. VICTORIA: (Untranslated Spanish).

2 MR. SOUFFRANT: He said that in this case, because of the --
3 nobody knows what's going on. The accident happens close to 5:00
4 in the afternoon. And the day after, they have an observation.
5 The aircraft is still in the runway. And to put a crew, a
6 complete crew on a complete flight in this environment, they
7 realize that was not --

8 MR. VICTORIA: Recommended.

9 MR. SOUFFRANT: Recommended. That's why they take the
10 decision to stop the operations. Not the company. And after they
11 go to the States and inspect the two other aircraft, they -- after
12 that, they decide to release the --

13 MR. VICTORIA: (Untranslated Spanish).

14 MR. SOUFFRANT: Yes. Release the inspection and let them fly
15 again.

16 MR. VICTORIA: (Untranslated Spanish).

17 MR. SOUFFRANT: They take two at a time to look into
18 different stage of the maintenance in the other two aircrafts.
19 Logically, they focus on the landing gears and they made some
20 tests on the landing gears of this two other aircraft because
21 nobody knows at the moment what happened, exactly what happened.
22 But they knew that the landing gear collapsed.

23 So they focus on the landing gear. But they review some
24 maintenance areas, different areas. And after (indiscernible)
25 they decide to reopen or release again. And (indiscernible) who

1 can fly.

2 DR. WILSON: Did you find anything with the maintenance or
3 did RED Air have to do anything regarding maintenance or they were
4 just --

5 MR. VICTORIA: (Untranslated Spanish).

6 MR. SOUFFRANT: He prefer that the maintenance guy to talk
7 about that. But he know exactly that deeper maintenance record
8 check or history of maintenance check were doing for -- from them.
9 Because at least they have one --

10 MR. LOVELL: Area to focus.

11 MR. SOUFFRANT: -- (indiscernible) to focus like landing gear
12 or whatever. Because it's different when you check an aircraft in
13 general just to put it under --

14 MR. LOVELL: Certificate.

15 MR. SOUFFRANT: Certificate. Then we do our look
16 (indiscernible).

17 MR. VICTORIA: Focus it on something.

18 MR. LOVELL: Yes.

19 BY DR. WILSON:

20 Q. How would you characterize the relationship between IDAC and
21 RED Air? Did you have a good working relationship with them?

22 A. I would say yes.

23 Q. Who do you --

24 A. RED Air actually -- for me, has a good operation. And we
25 have -- for several years, we didn't have (indiscernible) and now

1 there's (indiscernible) but yes, it's an important operation for
2 us.

3 Q. Who do you interact with at RED Air?

4 A. With -- mainly with the operations department. With the
5 (untranslated Spanish).

6 MR. LOVELL: He basically interacts with the folks in the
7 area of operations and dispatch and stuff. Not so much with the
8 maintenance folks. But he interacts -- and also with the
9 president of the company.

10 DR. WILSON: Since the accident, how have you changed your
11 inspections? Are you doing anything differently?

12 MR. VICTORIA: Yes. Now we know what happen. So we have
13 (untranslated Spanish).

14 MR. LOVELL: So he said yeah, they're looking more closely
15 now. Thinking of Murphy's Law and the possibility that if they
16 don't look closely, they may look -- overlook something and have
17 it happen again.

18 BY DR. WILSON:

19 Q. The inward inspections, do you do them yourself?

20 A. Um-hum.

21 Q. When is the last time you did them?

22 A. I think like a month ago. We flew to Miami.

23 Q. Any issues?

24 A. Yes. They operate a cellphone to have -- to comply with
25 121.99, two-way communications along the route, they install a

1 satellite cellphone. And for that installation, we found during
2 the demo flights that the antenna did not works properly in any
3 position. That it just work in any particular position. And that
4 was briefly described in the operations manual.

5 And in that flight, I ask -- okay, I want to contact
6 operations. And the guy open a little bag, took off the
7 cellphone, and the phone was turned off. So after that, they put
8 a memo instructing everybody to make sure that the phone is --
9 because if they want to call the office, they do at any moment
10 they want. But if the office wants to call them on the office --
11 and the cellphone is turned down -- turned off --

12 BY MR. LOVELL:

13 Q. Is that specified in your ops specs as a method approved for
14 communications for them?

15 A. No.

16 Q. So that was a surprise?

17 A. No. Because in the special authorizations (indiscernible).
18 Honestly, I never thought of including that. It is described on
19 the operations manual.

20 Q. How is that viewed by IDAC, by you -- when you say that, does
21 it satisfy you as the POI as an alternative method of
22 communications or what is IDAC's position on that particular --

23 A. Finding.

24 Q. Finding. Yes.

25 A. (Untranslated Spanish).

1 Q. Basically, it was communicated to the rest of the pilots. In
2 general, I'm not sure -- is it approved or not is what I didn't
3 catch here. So is it -- it wasn't envisioned as a method of
4 communication but you accept it now and it has been communicated
5 to the rest of the pilots. Is that what you're saying?

6 A. No. It was demonstrated during the demo flights. So it was
7 included in the operation manuals and tested during the demo
8 flights.

9 Q. Okay.

10 A. So it's not a normal procedure for them.

11 MR. LOVELL: Got it.

12 DR. WILSON: Has IDAC issued any enforcement letters or
13 letters of investigation to RED Air?

14 MR. VICTORIA: (Untranslated Spanish).

15 MR. SOUFFRANT: (Untranslated Spanish).

16 MR. VICTORIA: (Untranslated Spanish).

17 MR. SOUFFRANT: The RED Air always have been really fast
18 trying to comply what the IDAC request them. And before or after
19 the accident they never had any issue that have to send in a
20 letter or to focus on any kind of maintenance practice or
21 operations practice.

22 DR. WILSON: Pocholo?

23 BY MR. CRUZ:

24 Q. I've got just a couple. So to give us a little bit of an
25 idea, how big is the airline? How big is RED Air?

1 A. How big in terms of people?

2 Q. Of people.

3 A. I think maybe 100 (indiscernible) people work for them.

4 Q. And you said that -- and all their pilots are Dominican
5 pilots?

6 A. No. The captains are foreigners.

7 Q. Are from where? (Indiscernible)?

8 A. From Venezuela. And the first officers are mainly Dominican.
9 This is because (untranslated Spanish).

10 MR. SOUFFRANT: Because of the long time that we don't have
11 an airline with big aircraft, we have just first officers with
12 qualifications to exercise those duties. And the captains were
13 coming from other countries with more experience and train the
14 first officers that in the future, they go on and move to the
15 captain position.

16 BY MR. CRUZ:

17 Q. Does IDAC certificate the foreign pilots with Dominican
18 numbers, certificate pilot --

19 A. No, no.

20 Q. No?

21 A. We make --

22 MR. SOUFFRANT: (Indiscernible) validation.

23 A. -- (indiscernible) validation. But with a special permit to
24 work for RED Air. And in that case, for RED Air as staff member
25 of the (indiscernible) convention, we can validate every license

1 of our members (audio drop). But only with private privileges to
2 work with an operator. Then the (indiscernible) validation
3 license states clearly, it's only valid for operation with RED
4 Air.

5 Q. With RED Air. Okay.

6 A. And through that process, the licensing department first asks
7 verification from the state of the original license.

8 Q. So Venezuela. When RED Air put an application to fly into
9 Miami, was IDAC involved in getting their application approved by
10 the FAA?

11 A. Not really. As far as I know, they -- as a company, they
12 deal --

13 Q. They dealt with them --

14 A. Yeah.

15 Q. -- directly.

16 A. Or the Department of Transportation --

17 Q. Yeah.

18 A. -- to get the 129. And they --

19 Q. So IDAC was never --

20 A. -- submitted every documentation they were required for.

21 MR. CRUZ: I think that's it for now.

22 DR. WILSON: Steve? Dan?

23 BY MR. MARCOTTE:

24 Q. Real quickly. Going way back to the beginning, if I
25 understood you correctly, they had a 135 certificate but they

1 never operated.

2 A. Yeah. Because --

3 Q. That's --

4 A. One of the members of the society of RED Air, he was the one
5 who had that certificate maybe standing by. I don't know. But
6 then they make a business with other people of investment and grow
7 up to a 121. So actual RED Air has nothing to do with the
8 previous certificate. It's a new certification process.

9 Q. Did they surrender the 135 certificate then?

10 A. Not yet.

11 Q. Did they have airplanes on it?

12 A. No, no. Not RED Air.

13 Q. No airplanes.

14 A. No.

15 Q. I mean -- no, no, no. So when they had the 135 certificate,
16 were there --

17 A. Oh, they have a --

18 Q. -- any airplanes --

19 A. -- small -- they usually include a small aircraft for the
20 certification process. Not to have a big airplane parked there
21 for a long time, you know, doing nothing.

22 Q. So they didn't have any MD-80s on that --

23 A. No, no. Of course not. They don't have the operation
24 specifications.

25 Q. Was Laser part of the 135?

1 A. No.

2 Q. And a whole other topic. So it said their captains are
3 Venezuelan. Right now the RED Air captains are Venezuelan.

4 A. Uh-huh.

5 Q. Or the majority of them, do they come from -- they wouldn't
6 happen to come from Laser or --

7 A. Or they're a mix -- some of them come from Laser. Others
8 come from a long history in other Venezuelan airlines. They have
9 a lot of experience. They really do.

10 MR. MARCOTTE: That's it. Thank you.

11 DR. WILSON: Joel?

12 MR. LLUBERES: Nope.

13 UNIDENTIFIED SPEAKER: I have -- the accident copilot was the
14 -- was operating? Wasn't the pilot --

15 UNIDENTIFIED SPEAKER: Yes.

16 DR. WILSON: He was the pilot flying.

17 UNIDENTIFIED SPEAKER: Was he Dominican or Venezuelan?

18 MR. VICTORIA: Yeah.

19 UNIDENTIFIED SPEAKER: Yeah.

20 UNIDENTIFIED SPEAKER: Thank you.

21 DR. WILSON: We asked you a lot of questions. Anything else
22 that you want to tell us that we didn't ask you about?

23 MR. VICTORIA: No. Just say something that I thought
24 (indiscernible) this morning. I don't know if it's -- I don't
25 know if you call it a privilege. It's really not. But not every

1 inspector gets involved in a certification process. And not all
2 of them get involved in an investigation process. So anyway, I
3 appreciate your kindness and I'm glad to answer every -- any other
4 questions you may have in the future.

5 DR. WILSON: Thank you very much.

6 UNIDENTIFIED SPEAKER: Thank you for your time.

7 (Crosstalk)

8 (Whereupon, the interview was concluded).

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CERTIFICATE

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

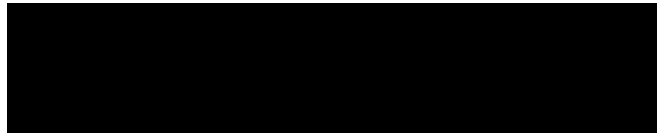
IN THE MATTER OF: MD-82 GEAR COLLAPSE & RUNWAY
EXCURSION ACCIDENT IN MIAMI,
FLORIDA ON JUNE 21, 2022
Interview of Rodolfo Victoria

ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo, Dominican Republic

DATE: December 6, 2022

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



Katie Leach
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

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MD-82 GEAR COLLAPSE & RUNWAY *

EXCURSION ACCIDENT IN MIAMI, * Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

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Interview of: OSIRIS HIDALGO

Instituto Dominicano de Aviacion (IDAC)

Instituto Dominicano de Aviacion
Santo Domingo, Dominican Republic

Tuesday,
December 6, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

ANTONIO CID, Accident Investigator
Comision Investigadora de Accidentes Aereos

Also Present:

Interpreter

I N D E X

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I N T E R V I E W

(12:28 p.m. AST)

1 DR. WILSON: Mm-hmm. Thank you for being here.

2 MR. HIDALGO: Welcome.

3 DR. WILSON: I'm Katherine Wilson with the National
4 Transportation Safety Board. I'm a human performance
5 investigator. We're going to have everybody introduce themselves
6 on the record, which will help with the translation.

7 MR. HIDALGO: Okay.

8 MR. SOUFFRANT: I am Emmanuel Souffrant and the director of
9 aircraft accident investigation in (indiscernible) and -- what
10 again?

11 UNIDENTIFIED SPEAKER: (Indiscernible).

12 (Laughter)

13 MR. SOUFFRANT: I represent of the -- this accident.

14 MR. CID: Okay. Antonio Cid, (untranslated Spanish).

15 MR. LLUBERES: Joel Lluberes, (untranslated Spanish).

16 MR. CRUZ: Pocholo Cruz, the National Transportation Safety
17 Board and the (indiscernible) investigator.

18 MR. HIDALGO: Okay.

19 MR. MAGLADRY: Steve Magladry. I'm systems investigator for
20 the NTSB.

21 MR. HIDALGO: Oh, okay.

22 MR. MARCOTTE: And I'm Dan Marcotte. I'm from Boeing and I'm
23 an air safety investigator.

1 MR. HIDALGO: Okay. My name is Osiris Hidalgo.
2 (Untranslated Spanish). And I don't have the question for you.

3 DR. WILSON: Okay.

4 MR. HIDALGO: Go ahead. (Indiscernible).

5 MR. LOVELL: Okay. And I am John Lovell, (untranslated
6 Spanish).

7 MR. HIDALGO: Okay.

8 DR. WILSON: Ready?

9 MR. HIDALGO: Yes.

10 (Whereupon, an interpreter assisted in translating the
11 questions from English to Spanish and the answers from Spanish to
12 English.)

13 INTERVIEW OF OSIRIS HIDALGO

14 BY DR. WILSON:

15 Q. You are the PMI for Red Air? The principle maintenance
16 inspector?

17 A. No.

18 Q. No.

19 (Untranslated Spanish)

20 A. Participate in the certification (untranslated Spanish).

21 INTERPRETER: He is the PMI but he's recently named on that
22 position. He --

23 (Untranslated Spanish)

24 INTERPRETER: I'm going to ask for the -- the ones who he
25 going to (indiscernible) because he is the PMI actually, but he's

1 not already --

2 UNIDENTIFIED SPEAKER: He wasn't during the time of the
3 accident.

4 DR. WILSON: He was not -- yeah.

5 UNIDENTIFIED SPEAKER: Yeah, mm-hmm.

6 DR. WILSON: Okay.

7 INTERPRETER: Yeah. But he's the one now, recently assigned
8 to --

9 BY DR. WILSON:

10 Q. But he -- you were involved in the certification of Red Air?

11 A. Uh-huh.

12 Q. Okay.

13 INTERPRETER: Okay. Yeah, he was.

14 DR. WILSON: We can work with that.

15 MR. HIDALGO: Okay.

16 BY DR. WILSON:

17 Q. What was your role in the certification process of Red Air?

18 A. Participating in the maintenance side of the certification.
19 Maintenance, maintenance manual (ph.), problems -- maintenance
20 problems and maintenance (indiscernible). And also the -- will
21 work with (indiscernible) in some items that have to be referred
22 to the maintenance side.

23 UNIDENTIFIED SPEAKER: You might want to ask him his
24 background, so we know.

25 DR. WILSON: Mm-hmm.

1 BY DR. WILSON:

2 Q. Can you summarize what your background is and how you got to
3 IDAC, working for IDAC?

4 A. He is the PMI (indiscernible).
5 (Untranslated Spanish).

6 INT: Can we take the break for lunch --

7 UNIDENTIFIED SPEAKER: Yeah.

8 INTERPRETER: -- and continue with him?

9 DR. WILSON: Okay.

10 INTERPRETER: Because the lunch has just arrived and it's
11 better hot than cold.

12 DR. WILSON: Okay.

13 (Untranslated Spanish)

14 INTERPRETER: Of course.

15 (Untranslated Spanish)

16 INTERPRETER: You prefer that he answer the questions now or
17 after?

18 DR. WILSON: We'll probably just restart after.

19 INTERPRETER: Okay.

20 (Untranslated Spanish)

21 MR. HIDALGO: Thank you.

22 INTERPRETER: Gracias.

23 DR. WILSON: Gracias.

24 UNIDENTIFIED SPEAKER: Gracias.

25 (Off the record)

1 (On the record)

2 BY DR. WILSON:

3 Q. Let's just start with the question that we had giving us your
4 background.

5 A. From 1985, he started to work in a company named MG
6 Marketing. The company has DC-3s, Beech 18, and Piper PA-31, the
7 Panther. He start as a assistant of mechanic, assistance of
8 mechanic. The company is a cargo company -- was cargo company.
9 And then he pass -- 1985, November of 1985, he started at DGAC,
10 the Direccion General Aeronautical Civil, the position who was
11 supersede by the IDAC.

12 He start the mechanic of aircraft pretty early in this life
13 because his father is a mechanic of aircraft also. He start in
14 the DGAC in the department named flight safety, security of the
15 flight. The mission in that area was the aircraft that are
16 preparing, they have to supervise that to return on service, have
17 to have the DGAC blessing before they start to fly again. This is
18 the main function of this department at the beginning.

19 So in that time, the people who work for the DGAC, they were
20 authorized to work for companies, different companies. And by
21 that time, he start to work with a company named (indiscernible)
22 Perla, like a pearl, the things that you like to have there --
23 here, Perla. So this is a company with a C-47 to transport parts
24 between Haiti and Santo Domingo. This is the only route. And
25 after -- that happened for a year, year and a half, more or less,

1 and then he start to go to Puerto Rico to work with metals on the
2 aircrafts -- Senecas, Air Commander, Mitsubishi. And he go to
3 Puerto Rico when those peoples call him that they need it. So he
4 go back and forth and with Jose Martinez.

5 Okay. After that, he start to -- because he in the
6 department of flight safety, in 1999, he made the maintenance
7 training, the official formal maintenance training, and get the
8 license for that. And he then move to the airworthiness
9 department, airworthiness department, and in this department he
10 start being PMI for a Part 135, nine passenger or less or 10
11 passenger plus, and then the 121, Part 121. And he spend 5 year
12 as in charge, the manager of the analysis --

13 UNIDENTIFIED SPEAKER: Yeah, analysis group. Technical
14 analysis department.

15 INTERPRETER: Technical analysis department. And then, now
16 he is a PMI of some airlines, a couple of them. He didn't mention
17 which one. And he now has a team of certification of a couple of
18 airlines that are in the certification process and he have been
19 involved also in certification of maintenance shops. This is more
20 or less the background of this gentleman.

21 BY DR. WILSON:

22 Q. Great. When did you become the PMI for RED Air?

23 A. One month ago.

24 Q. Who do you interact with there? Who do you communicate with?

25 At RED Air.

1 A. With Mr. de Jesus, which is the maintenance director right
2 now.

3 Q. Do you have an assistant PMI to help you with overseeing RED
4 Air maintenance?

5 A. No. Formally he is not, he's not -- are in charge officially
6 in charge. He have the memo assign him as a PMI, but 1 month
7 ago --

8 UNIDENTIFIED SPEAKER: He's still in transition.

9 MR. HIDALGO: -- he is now in the transition, training and
10 other stuff.

11 BY DR. WILSON:

12 Q. Okay. How many other airlines will you be overseeing with
13 RED Air, in addition to RED Air?

14 A. Loipak (ph.) and Outlook Aviation -- Outlook Aviation is a
15 maintenance shop -- and Air Century.

16 Q. Okay. So four? Four then?

17 A. Yeah.

18 UNIDENTIFIED SPEAKER: One maintenance shop and three
19 airlines.

20 INTERPRETER: One maintenance shop and three -- yes.

21 UNIDENTIFIED SPEAKER: Three airlines.

22 INTERPRETER: Loipak is a cargo airline.

23 MR. HIDALGO: (Through interpreter) It's passengers.

24 BY DR. WILSON:

25 Q. Going back to the certification of RED Air, any concerns that

1 you had or any problems that arose?

2 A. Some issues with the manual revisions that were addressed by
3 them and corrected.

4 Q. As a part of the certification, do you also look at RED Air
5 training, the maintenance training?

6 A. No. Another person do that -- did that.

7 UNIDENTIFIED SPEAKER: Can I add to that?

8 DR. WILSON: Sure.

9 UNIDENTIFIED SPEAKER: Will you be -- when you become the
10 PMI, will you oversee the training?

11 MR. HIDALGO: The thing is that he have the assignment but he
12 is not in front of -- he is not officially take the position.

13 UNIDENTIFIED SPEAKER: No, but the question is when he takes
14 the position, will that be part of his --

15 MR. HIDALGO: They have to approve a summary of agenda with
16 training to be sure that it is complete and it's covering all the
17 items they have to cover.

18 BY DR. WILSON:

19 Q. Are you involved in the certification of mechanics?

20 A. *Si*.

21 Q. What do you do for that? What is your role?

22 A. He's not in this process anymore, but when he did it in the
23 past, he just check the knowledge of the engines, aircraft, and
24 prepares, and that since 2010, he's not doing this anymore.

25 Q. Does RED Air do their own maintenance or do they use LASER

1 maintenance facilities?

2 A. They are limited to do the whole maintenance. They use
3 LASER --

4 INTERPRETER: You said a little RED but when -- (untranslated
5 Spanish).

6 MR. HIDALGO: (Through interpreter) They use LASER when they
7 need any special maintenance or special tools. The people from
8 LASER send CDs for the mechanics who are going to do this specific
9 maintenance, and the PMI check and -- authorize and check not just
10 the CDs, also the tools that they're going to use in this
11 maintenance, and approve. But that is supposed to happen just
12 once, one time. He is not aware that if this happens recently.

13 BY DR. WILSON:

14 Q. Are you aware of any concerns regarding the airworthiness of
15 any of the RED Air airplanes?

16 A. No.

17 (Through interpreter) Because it's not was part of his job.

18 Q. No, maybe he heard.

19 During the certification was there any translation of manuals
20 from English to Spanish or vice versa, like the Boeing maintenance
21 manual?

22 A. The cards and the --

23 Q. Like a work card?

24 UNIDENTIFIED SPEAKER: Task cards?

25 INTERPRETER: The task cards, yeah.

1 And the other thing that you said?

2 MR. HIDALGO: (Through interpreter) The time that you have to
3 use for do this job or -- is 1, 2 hour, 3 hour, 2 days, these
4 times are taken direct from the Boeing manuals and also the
5 cards -- the job cards, you said?

6 UNIDENTIFIED SPEAKERS: Task cards.

7 INTERPRETER: Task card.

8 MR. MARCOTTE: So both task cards and the maintenance manual
9 were translated or just the task cards, or --

10 MR. HIDALGO: The task card are in English, yes. Just the --
11 he said that -- *intrega* means that all the documentation that they
12 give them, all this documentation is Spanish, but the card are in
13 English because it's a Boeing. Boeing is the owner of this form,
14 so --

15 MR. MARCOTTE: So they'll staple the maintenance manual pages
16 to the task card and give it to the mechanic.

17 BY DR. WILSON:

18 Q. So is there a concern in terms of mechanics understanding the
19 task card in English?

20 A. He suppose that because of flight control and all the
21 supervisors are --

22 UNIDENTIFIED SPEAKER: And they know English.

23 INTERPRETER: They know English, good English, he think that
24 if something wrong happens, they have the knowledge to ask him --
25 ask them or control it.

1 DR. WILSON: Pocholo?

2 MR. CRUZ: No, I'm -- keep going.

3 DR. WILSON: That was my last question.

4 MR. CRUZ: Oh.

5 MR. MAGLADRY: I have a follow-up question on that.

6 DR. WILSON: Go ahead, Steve.

7 BY MR. MAGLADRY:

8 Q. So I became unclear at some point. Was it required that the
9 maintenance manuals, airplane maintenance manuals be translated
10 into Spanish?

11 A. It can be both, English or Spanish, but he think that IDAC
12 have a letter, internal letter trying to have this in Spanish.
13 But he's not sure.

14 DR. WILSON: Anything else, Steve? Pocholo?

15 BY MR. CRUZ:

16 Q. Has he witnessed a service check for the airplane? Have you
17 witnessed a service check being accomplished on any of the RED Air
18 airplanes?

19 A. No.

20 Q. Does he know where the S service is being done?

21 A. He understand -- he think that the S check was done here
22 because the aircraft took off from here to Miami.

23 Q. So they do S service -- he knows that --

24 INTERPRETER: He don't know. He suppose.

25 MR. CRUZ: He suppose that the S check was done here at RED

1 Air?

2 INTERPRETER: Yeah.

3 MR. CRUZ: Here in Santo Domingo?

4 INTERPRETER: Yeah, he suppose that.

5 MR. HIDALGO: (Through interpreter) He didn't saw any
6 register of this, but he suppose that if the aircraft took off
7 from here to Miami, the S check had to be done here, not in other
8 place.

9 BY MR. CRUZ:

10 Q. Yeah. Okay. Has he talked to any mechanics that have
11 done -- that had difficulty understanding the task card?

12 A. No.

13 Q. No. Okay.

14 MR. CRUZ: I'm done.

15 DR. WILSON: Do you have anything else? Dan?

16 MR. MARCOTTE: Yeah.

17 BY MR. MARCOTTE:

18 Q. And it might be because you haven't really had a lot of hands
19 on with RED Air yet, it sounds like, so -- do you know when they
20 do an S check, do they do an airworthiness release in the logbook?

21 A. No. He doesn't know because he was not a -- he not working
22 as a PMI for RED Air in that month.

23 Q. Yeah. It's a new certificate, very new.

24 Do you know where the shift's records are kept for RED Air?

25 A. He suppose that in RED Air have to be a place where they are

1 put the record, but he didn't see it yet.

2 Q. Okay. Do you have a requirement that if there -- if they
3 operate in your country, are they supposed to keep the records
4 here so you can review them at any time?

5 A. Yes. He said it's part of -- this is part of their
6 regulations.

7 Q. Yeah, he has to be able to see them if requested. Yeah.

8 A. Yes, they have to be able to see them.

9 UNIDENTIFIED SPEAKER: Is all the maintenance on the airplane
10 done at night or during the day?

11 MR. HIDALGO: He don't know.

12 MR. MARCOTTE: He hasn't worked with them yet, so --

13 MR. HIDALGO: Because before he was not interacting with
14 them. He is just starting to interact with RED Air.

15 UNIDENTIFIED SPEAKER: For the past month, I guess?

16 MR. HIDALGO: Yes. Maybe the next --

17 UNIDENTIFIED SPEAKER: Yeah, yeah.

18 MR. HIDALGO: -- the (indiscernible). When he have the
19 control, you can ask more than that.

20 UNIDENTIFIED SPEAKER: Come back. All right. I'm --

21 DR. WILSON: Do you have questions, Tony?

22 BY MR. CID:

23 Q. From past interactions going into the job as PMI, do you have
24 any particular concern with respect to RED Air? (untranslated
25 Spanish)

1 A. Going forward, I think he will be checking a little bit more
2 closely because there will be things that he believes that will
3 need to be torqued a little bit and he will be on the lookout for
4 that. That's --

5 UNIDENTIFIED SPEAKER: And at a couple of maintenance points
6 he has checked, cover a little bit more (indiscernible).

7 DR. WILSON: Anything else, John?

8 MR. LOVELL: Nope.

9 DR. WILSON: (Indiscernible)? Going around the room one more
10 time?

11 Anything else you'd like share with us?

12 MR. HIDALGO: Good afternoon.

13 DR. WILSON: *Gracias*.

14 (Whereupon, the interview was concluded.)
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CERTIFICATE

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

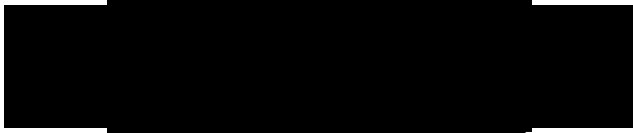
IN THE MATTER OF: MD-82 GEAR COLLAPSE & RUNWAY
EXCURSION ACCIDENT IN MIAMI,
FLORIDA ON JUNE 21, 2022
Interview of Osiris Hidalgo

ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo, Dominican Republic

DATE: December 6, 2022

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



Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

MD-82 GEAR COLLAPSE & RUNWAY *

EXCURSION ACCIDENT IN MIAMI, * Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

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Interview of: PABLO PARRA,
Former RED Air Principal Maintenance Inspector
Instituto Dominicano de Aviacion (IDAC)

Instituto Dominicano de Aviacion
Santo Domingo, Dominican Republic

Tuesday,
December 6, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

ANTONIO CID, Accident Investigator
Comision Investigadora de Accidentes Aereos

Also Present:

Interpreter

I N D E X

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I N T E R V I E W

(2:14 p.m. AST)

1 DR. WILSON: Good afternoon.

2 MR. PARRA: Hi. Good afternoon. Excuse me. Would you mind
3 if we do the interview in Spanish, please?

4 DR. WILSON: That's fine.

5 MR. PARRA: Thank you very much.

6 DR. WILSON: *Buenos tardes.*

7 MR. PARRA: *Buenos tardes. Buenos tardes.*

8 DR. WILSON: *Mi nombre es* Katherine Wilson.

9 MR. PARRA: Katherine, (untranslated Spanish). *Mi nombre es*
10 Pablo Parra.

11 DR. WILSON: Nice to meet you. That's the extent of my
12 Spanish. (Laughter) I am a human performance investigator with
13 the National Transportation Safety Board. We'll have everybody
14 introduce themselves.

15 MR. SOUFFRANT: I am Emmanuel Souffrant. I am the director
16 of aircraft accident investigation bureau of Dominican Republic
17 and I am a party representative in this accident, in this
18 investigation.

19 MR. CID: (untranslated Spanish).

20 MR. LLUBERES: My name is Joel Lluberres and I am aircraft
21 accident investigator, CIA.

22 MR. CRUZ: Hello. I'm Pocholo Cruz with the NTSB. I'm the
23 maintenance investigator for this incident.

1 MR. MAGLADRY: And I'm Steve Magladry, the systems
2 investigator for the NTSB.

3 MR. MARCOTTE: And I'm Dan Marcotte. I'm from Boeing and I'm
4 an air safety investigator.

5 MR. LOVELL: And I'm John Lovell. I'm an investigator,
6 accident investigator with the NTSB.

7 MR. PARRA: As I told you a few minutes ago, I am Pablo
8 Parro, the former RED Air PMI. Because I don't know if you know
9 that the RED Air maintenance director pass away almost a month ago
10 and they hired my brother and placed -- gave him that position.
11 That's why, that's why -- yeah, that happening. That's why the
12 flight standard director decided to switch me in that position.
13 Thank you very much.

14 (Whereupon, an interpreter assisted in translating the
15 questions from English to Spanish and the answers from Spanish to
16 English.)

17 INTERVIEW OF PABLO PARRA

18 BY DR. WILSON:

19 Q. How long were you the PMI for RED Air?

20 A. (Through interpreter) He was not participate in the
21 certification process but he was assigned in December 2021 to a
22 month ago.

23 Q. If you could give us a very brief overview of your background
24 and how you got to being the PMI of RED Air?

25 A. My background is that I start in air force with airplanes. I

1 got retired a year ago. But I received my license in 1995 -- '96.
2 and I been involved in the civil aviation authorities, the GAC,
3 since 1995. I've been a technician in the flight service station.
4 And then, with my license, I got position of inspector of --
5 airworthiness inspector in Part 137, agriculture, in the
6 maintenance shop. And then in December 2021, I was moved to be a
7 PMI, Part 121, at RED Air.

8 Q. And when you say license, that's like an equivalent of A&P in
9 the US?

10 INTERPRETER: You got it.

11 BY DR. WILSON:

12 Q. What is it called here? What is the license called?

13 A. Technician of aircraft maintenance, TMA, Tango-Mike-Alpha.

14 Q. Okay. Thank you. As the PMI, what are your duties and
15 responsibilities? Describe your job.

16 A. As a PMI, my duty is to watch and supervise for operational
17 safety. And we have here a document named IDAC 6001, 6-0-0-1. In
18 this order we have the duties to inspect aircraft in compliance
19 with the Dominican regulations and the facilities and maintenance
20 and all those stuff regarding the safety of the operation.

21 Q. Were you the PMI only for RED Air or for other airlines or
22 maintenance facilities?

23 A. Just 137 and workshop, 145. And from December last year
24 until now, just RED Air.

25 Q. Just RED Air?

1 A. Correct.

2 Q. Okay. Who did you interact with at RED Air? Who was your
3 point of contact?

4 A. (Through interpreter) With the quality control maintenance.
5 The maintenance name is de Jesus. We already hear about that.
6 And the quality control, right now it's his brother.

7 Q. Okay. So in this 1-month period, who has been doing
8 oversight of RED Air?

9 (Interpreter speaking Spanish instead of translating
10 Mr. Parra's answer to English)

11 (Laughter)

12 MR. PARRA: (Through interpreter) Osiris Hidalgo was the
13 person who was the one was before him.

14 UNIDENTIFIED SPEAKER: She caught me doing the same thing
15 over there. I'd be talking to her in Spanish.

16 MR. PARRA: That was in -- as a PMI in RED Air.

17 DR. WILSON: Okay.

18 UNIDENTIFIED SPEAKER: I have a question.

19 DR. WILSON: Um-hum.

20 (Conversation in Spanish between an unidentified speaker and
21 Mr. Parra)

22 UNIDENTIFIED SPEAKER: Okay. My question was that when he
23 give their duties to the actual PMI, and when? And he said that
24 immediately they receive the documentation, the memorandum, that
25 they assign him the position and reassign the position to the

1 other guy, he made the official transition of the duties. And he
2 have these two letters and an email when -- in this email he point
3 the things that are in progress and the things that he have to
4 take care, etc., etc., etc.

5 UNIDENTIFIED SPEAKER: Question. Is there -- (untranslated
6 Spanish)?

7 MR. PARRA: (Through interpreter) In this transition he have
8 been involved with the other, the new PMI together and following
9 the things that were not conclude when he was -- he got that
10 substitution and letter, the memorandum. So that means that he
11 was giving them the support during the transition.

12 (Conversation in Spanish between interpreter and Mr. Parra.)

13 INTERPRETER: The *pregunta* was how long this transition last?
14 And he said that they are just waiting for this meeting to let the
15 new one, guy fly alone. He was accompany him during the
16 transition waiting for this meeting just to -- because he had to
17 be here anyway because he was the PMI at the moment of the -- so
18 now on, when we finish this process, then he going to release and
19 train this guy to fly alone.

20 UNIDENTIFIED SPEAKER: What about the other ones?

21 (Conversation in Spanish between unidentified speaker and
22 Mr. Parra.)

23 INTERPRETER: Yeah, he asked if the guy who -- the new PMI of
24 RED Air is aware of all the things that is still in progress in
25 RED Air. He said, yes. And he said also that Osiris is one of

1 the more qualified inspector that the IDAC have nowadays.

2 BY DR. WILSON:

3 Q. Does RED Air perform their own maintenance or do they
4 contract out to another company?

5 A. The RED Air company is limited to have to do maintenance to
6 400 hours inspection. Major maintenance have to be done by an
7 authorized shop. Heavy maintenance, they can -- they never --
8 they cannot do heavy maintenance.

9 Q. Okay. Do you know who they contract that out to? Who does
10 their heavy maintenance work?

11 A. They have a contractor company named Xtreme in Miami and
12 another one for engines, but he did not remember the name.

13 (Conversation in Spanish between interpreter and Mr. Parra)

14 INTERPRETER: My question was if ever they have done
15 maintenance in LASER in Venezuela. He said no, because they don't
16 have LASER registered as a maintenance supplier.

17 UNIDENTIFIED SPEAKER: An approved maintenance supplier.

18 INTERPRETER: Approved.

19 BY DR. WILSON:

20 Q. So as the PMI -- heavy maintenance work is being done by a
21 contract company. Like what is your role as the PMI to oversee
22 that?

23 A. His responsibility as PMI is that he have to supervise the --
24 because those shops were authorized during the certification and
25 he was not in this, he was not working the certification process.

1 So in this case, he found already those shop already certified for
2 the RED Air. So his duty is to watch and supervise that they
3 comply with the MPD and the task card for the maintenance based on
4 the program, maintenance program of the company and the
5 maintenance program that they have going.

6 Q. Did you ever interact with the FAA at all?

7 A. No.

8 Q. Anybody in the Miami FSDO or -- no?

9 A. I didn't have the opportunity to go to Miami during the
10 accident.

11 Q. Okay. Did any FAA inspectors ever come over here?

12 A. To interact with me, no. No.

13 Q. Okay. During your time as the PMI, did you ever have any
14 concerns about the maintenance programs?

15 A. (Through interpreter) During those time he have to oversee
16 the aircraft, on January. You're supposed to have it twice a
17 year, but the accident happened 6 months after the first oversee,
18 overview of the aircraft, so he don't -- just had the opportunity
19 to do the first one.

20 Q. Okay.

21 DR. WILSON: Oh, go ahead.

22 (Conversation in Spanish between unidentified speaker and
23 Mr. Parra.)

24 INTERPRETER: Okay. He asked first that how much -- how many
25 operations there have been during this period of time. He said a

1 lot of operation because they had two operations daily.

2 UNIDENTIFIED SPEAKER: Two flights a day.

3 INTERPRETER: They had two flights a day, so maybe we are
4 talking about maybe one for this aircraft a day. And the other
5 question that he said is that, if they don't have any report of
6 incident or problem. He said normally an aircraft who is
7 operating have some small problems like when -- he said small
8 (indiscernible) that are being -- have been resolved during the
9 operations, but nothing that started alarms into the system.

10 UNIDENTIFIED SPEAKER: Um-hum. Nothing serious.

11 BY DR. WILSON:

12 Q. Did you observe RED Air training for its mechanics?

13 A. It was not just oversee, he also participate in the recurrent
14 training of this aircraft and he saw the training of the other
15 mechanics.

16 Q. Any concerns?

17 A. He look at good handling and well -- high level --

18 UNIDENTIFIED SPEAKER: Very professional.

19 DR. WILSON: Good quality.

20 INTERPRETER: Very professional, high level, yeah, and good
21 knowledge.

22 UNIDENTIFIED SPEAKER: Nothing to -- nothing that raised a
23 flag.

24 BY DR. WILSON:

25 Q. The Boeing manual and task cards are in English. Are

1 mechanics required to be able to read English?

2 A. They are -- have to be able to write and read English. And
3 they -- he can corroborate that with the mechanic and the chief of
4 maintenance and management, the management.

5 Q. How is that done? How is it corroborated that they know how
6 to -- how do you know that they know how to read and write it?

7 A. When they check the tester and machines, they request that
8 people who sign up to read the maintenance or whatever --

9 UNIDENTIFIED SPEAKER: Maintenance task card entry and
10 maintenance --

11 INTERPRETER: The entry of the task card. And he said that
12 they not have a nice conversational English, but they have a good
13 knowledge. Yes.

14 BY DR. WILSON:

15 Q. Are the service checks of the airplane, are they done in
16 Dominican Republic? Are they done at Miami? Where are those
17 done? S check.

18 A. That happen every morning, every 3 days, and they check that
19 in the maintenance logbook.

20 Q. Did you ever observe --

21 UNIDENTIFIED SPEAKER: In the DR?

22 INTERPRETER: In DR, yes. In this airport.

23 BY DR. WILSON:

24 Q. Did you ever observe them doing any of the S checks?

25 A. No, (indiscernible).

1 Q. Did you hear of any difficulties that any of the mechanics
2 had doing an S check?

3 A. He never realize and never hear something about that because
4 the S check is not a big, big check, but it's a daily one.

5 Q. Right. You only did inspections one time in January; is that
6 correct?

7 A. They did it in January, and after the accident, they did
8 another one in May.

9 Q. Any discrepancies found?

10 A. It's a problem to task -- (indiscernible) task of the things
11 that they have in the *almacen*.

12 UNIDENTIFIED SPEAKER: *Almacen*, I have to look that up.

13 That's one word I don't know.

14 UNIDENTIFIED SPEAKER: Work program?

15 INTERPRETER: No, *almacen* is a --

16 UNIDENTIFIED SPEAKER: Storage.

17 INTERPRETER: The storage, storage.

18 UNIDENTIFIED SPEAKER: Okay.

19 INTERPRETER: In the storage, yeah. So if they found some
20 part that don't have properly tag, they tag it, read how to fill
21 it out proper field in all the lines. Sometimes have just the
22 day, don't have any other information. Those are the things that
23 they found in the storage of the different parts of --

24 UNIDENTIFIED SPEAKER: *Almacen*, stock, in the standard stock.

25 INTERPRETER: Yes.

1 MR. PARRA: (Through interpreter) After the accident, they
2 had a bigger facility, they have more storage and other stuff.
3 Now they have a bigger one, a bigger -- and bigger facilities.
4 All those things happens after the accident.

5 BY DR. WILSON:

6 Q. Okay. Any discrepancies with items not being like safetied
7 properly or missing safety wires?

8 INTERPRETER: In the aircraft?

9 DR. WILSON: Um-hum.

10 MR. PARRA: (Through interpreter) He never feel a bad or
11 deficiency in maintenance. He just look that they have properly
12 fill papers, they have the records and all those stuff, that they
13 are improving every day, but have a lot of opportunities to get
14 better.

15 UNIDENTIFIED SPEAKER: A question.

16 (Conversation in Spanish between unidentified speaker and
17 Mr. Parra)

18 INTERPRETER: The question was that if they have the evidence
19 that can show that in the last findings were resolved in the time,
20 the period of time that they said, and he said yes. He said that
21 they have this but they still have a couple of items that are in
22 progress, in process -- in the process.

23 UNIDENTIFIED SPEAKER: Question. This is a newly approved
24 airline with a newly approved program, right? In hindsight,
25 how -- in looking back, how do you reconcile their certification

1 with the discrepancies this early in their operation?

2 MR. PARRA: (Through interpreter) At the beginning they have
3 a -- see, he was not in there during the certification process.
4 He think that all those things have to be addressed or resolved
5 before the certification because they certified the company with
6 those problems. And after the company have the certification, he
7 start to be the PMI and he had to take care of all those things
8 that come in from the point that were supposed to be resolved
9 before that.

10 (Conversation in Spanish between unidentified speaker and
11 Mr. Parra)

12 UNIDENTIFIED SPEAKER: So, I'll explain. My question to him
13 is, given how what we heard about how thorough the certification
14 process is, how do you reconcile having discrepancies in such an
15 early operation that went through such an intense certification
16 process?

17 DR. WILSON: Did he answer?

18 INTERPRETER: No, he don't really answer that. He said that
19 when he start to be the PMI, he start to found all those
20 discrepancies that were supposed to be resolved while the company
21 was in the certification process. But when he found, they start
22 to resolve one by one, but he don't see -- he never sees something
23 that can (indiscernible) in an accident. He just see a couple of
24 discrepancies that were supposed to resolve while they are in the
25 certification process.

1 UNIDENTIFIED SPEAKER: So my question, and what I was waiting
2 for -- (untranslated Spanish).

3 INTERPRETER: He said that normal, that normally is that in
4 the certification process you don't have -- you are not
5 supervising operation, you are just look at papers and see that
6 everything be like this, like it is supposed to be. And when the
7 operations start is the moment that you start to supervise, you
8 can oversee the operation, and in this moment is that when you
9 realize all those things that appear in this --

10 UNIDENTIFIED SPEAKER: Yeah, problems. Um-hum. Yeah, like
11 not sufficient space, not sufficient stock on hand --

12 INTERPRETER: Yeah, that you need more space, you need
13 certain things. Because the moment of the certification, if they
14 need the space like this, they never going to show you a space
15 like this. They going to show you just that the space that they
16 need to be certified. After that, they going to (indiscernible)
17 continue with.

18 UNIDENTIFIED SPEAKER: So it's the certification process,
19 then -- it's the supervision process then that fine tunes --

20 INTERPRETER: Is the fine tune problem (indiscernible).

21 UNIDENTIFIED SPEAKER: Yeah.

22 BY DR. WILSON:

23 Q. I just have a couple more questions.

24 A. Okay.

25 Q. The accident happened. As the PMI, what did you do

1 differently?

2 INTERPRETER: Okay. I know --

3 UNIDENTIFIED SPEAKER: I wish I understood Spanish,
4 because --

5 INTERPRETER: Immediately after the accident, we suspend
6 operation of the other two aircraft that the company had, RED Air,
7 and they made a -- we made a letter requesting equipment -- equip
8 team of technician from RED Air to have a meeting with the
9 technician of IDAC immediately. In this meeting they have to
10 develop a plan to --

11 UNIDENTIFIED SPEAKER: Mitigate risk.

12 INTERPRETER: -- mitigate risk. And they check the AD 2004-
13 05-03, which is that they have to check the NDT every 450 hours.
14 And they were agreed to reduce --

15 UNIDENTIFIED SPEAKER: Reduce it to 300 hours.

16 INTERPRETER: -- to 300 hours. And that was signed by the
17 IDAC and RED Air. And we request to Boeing a communication on the
18 brakes of the landing gear and what type of maintenance it require
19 in the MD (indiscernible) --

20 UNIDENTIFIED SPEAKER: And also if an NDT needs to be done.

21 INTERPRETER: Yes. And they reduce the --

22 UNIDENTIFIED SPEAKER: It was from an every 2-year audit down
23 to 1 year.

24 INTERPRETER: -- the audit from 2 year to 1 year. The NDT --
25 You said that, right?

1 UNIDENTIFIED SPEAKER: Yep. The NDT, they did a brake line
2 structure review with Boeing.

3 INTERPRETER: And the inspection, base inspection, they do it
4 according to Part 121 for the facilities, and approve the new
5 facilities that they have, the hangars and all those stuff. And
6 they do the LOB, the business of lines inspection --

7 UNIDENTIFIED SPEAKER: Inspection plan.

8 INTERPRETER: -- for the aircraft, the LOB inspection.

9 UNIDENTIFIED SPEAKER: And they reviewed Boeing's documents.

10 INTERPRETER: Thank you, sir.

11 UNIDENTIFIED SPEAKER: Yep.

12 INTERPRETER: We cover everything.

13 (Laughter)

14 DR. WILSON: Good tag team.

15 BY DR. WILSON:

16 Q. So besides this meeting and the agreement that you just went
17 through, did RED Air have to do anything else to get back to
18 operating?

19 A. To start operation again, they had to accomplish all the
20 regs, the Part 121 Dominican regulations, and they had to train
21 the personnel in the problem with the storage problem, the --

22 UNIDENTIFIED SPEAKER: Traceability.

23 INTERPRETER: Traceability. And had more surveillance --

24 UNIDENTIFIED SPEAKER: Yeah, surveillance and resolve what
25 was found.

1 INTERPRETER: Yeah. And that's it.

2 UNIDENTIFIED SPEAKER: And reviewed training and the task
3 cards.

4 INTERPRETER: Yes.

5 UNIDENTIFIED SPEAKER: And also overall vigilance and safety.

6 INTERPRETER: Yeah.

7 UNIDENTIFIED SPEAKER: Yeah.

8 DR. WILSON: What was that last one?

9 UNIDENTIFIED SPEAKER: Vigilance and safety.

10 DR. WILSON: Oh, vigilance.

11 BY DR. WILSON:

12 Q. Last question. Any concerns at any point about the
13 airworthiness of the aircraft?

14 A. Basically, after the accident -- and before, they had only
15 received like one report, and but now after the accident they have
16 increased -- improved tremendously. They're more on top of things
17 and they're very vigilant about everything and trying to really --
18 actually, not trying, they have turned around tremendously.

19 Q. Can you explain more to me? Like I don't understand making
20 one report. Like one report of what?

21 A. They were taxiing out of Miami and one of the lights turn on
22 and -- hydraulic light.

23 Q. So is what has improved, is it that pilots or mechanics are
24 now recording more issues? I guess I don't understand where are
25 they more vigilant --

1 A. They are reporting less now.

2 Less, just one.

3 Q. So one report since the accident?

4 A. Yes.

5 UNIDENTIFIED SPEAKER: Apparently they are -- is it correct
6 that their maintenance process is better and now they have less to
7 report?

8 MR. PARRA: Yeah.

9 UNIDENTIFIED SPEAKER: Okay.

10 MR. PARRA: Yeah.

11 DR. WILSON: Okay. *Gracias.*

12 Pocholo?

13 BY MR. CRUZ:

14 Q. So I just want to ask again, to your knowledge, LASER Air
15 does not do any work for RED Air?

16 A. (Through interpreter) They have some agreement to use not
17 LASER, but personnel of LASER, maintenance, like -- and especially
18 on --

19 UNIDENTIFIED SPEAKER: For things they don't have.

20 MR. PARRA: For things that they don't have like a structure,
21 structural ones, technician, they request through IDAC to LASER
22 and to use this technician for a specific job. Not LASER to do
23 the maintenance checks or inspections.

24 BY MR. CRUZ:

25 Q. So if the airplane flies to Venezuela and it breaks, who do

1 they hire to fix the airplane?

2 A. They don't fly to Venezuela. They just fly to Miami.

3 Q. Just Miami. So LASER flies to Dominican Republic and --

4 INTERPRETER: LASER flies here.

5 MR. CRUZ: Yeah. And RED Air flies from here to Miami.

6 Yeah, okay.

7 BY MR. CRUZ:

8 Q. So can you explain this document that we received?

9 DR. WILSON: Can you say for the record what the document --

10 MR. CRUZ: It's all in Spanish. It's all in Spanish, the
11 whole --

12 DR. WILSON: Does it have a title?

13 UNIDENTIFIED SPEAKER: Oh, here it is. *Grupo 8, Group 9,*
14 *Group 10, and then --*

15 BY MR. CRUZ:

16 Q. So this is a certificate of the organization maintenance
17 aeronautical national.

18 A. That is for LASER?

19 Q. Right. But they sent it to us with the RED Air package to
20 basically, I think -- I'm not sure, that's why I'm asking you --
21 they're allowing you to work on DC-9-80s and the JT8s. I don't
22 know what that means as far as RED Air is concerned. So why did
23 it come with the package to us?

24 UNIDENTIFIED SPEAKER: So it's for the engine Pratt & Whitney
25 JT8D and --

1 BY MR. CRUZ:

2 Q. I realize that the airplane was -- prior was theirs, right,
3 and they're able to work on it. So this stuff came with the
4 package that was given to us.

5 A. The thing is that -- which date? The date?

6 Q. I guess it doesn't matter, but -- this is all older, but it
7 came with the package that was given to us.

8 UNIDENTIFIED SPEAKER: Yeah. And there it's -- I see listed
9 the motors --

10 MR. CRUZ: Yeah.

11 UNIDENTIFIED SPEAKER: -- the motor and --

12 MR. CRUZ: The motor and then the --

13 UNIDENTIFIED SPEAKER: And go down also to gear. I see gear
14 and brakes, right?

15 MR. CRUZ: Yeah.

16 UNIDENTIFIED SPEAKER: Yeah.

17 BY MR. CRUZ:

18 Q. So if LASER isn't doing any work for them, why did this come
19 with the package, if -- you know, because this is a --

20 A. (Through interpreter) The aircraft -- other aircraft that
21 have RED Air were flying before by LASER.

22 Q. Yeah. Yeah. Yeah, and then they sold it to RED Air, right?

23 INTERPRETER: Yes.

24 MR. CRUZ: I just didn't understand why this showed up if
25 they're not doing any work in LASER. You see what I'm saying?

1 INTERPRETER: Yes, I see.

2 MR. PARRA: (Through interpreter) The IDAC do not recognize
3 LASER shops as a service center for RED Air. And this document,
4 they have all the findings that -- from RED Air that have LASER
5 and the IDAC logo because --

6 UNIDENTIFIED SPEAKER: They're not approved.

7 MR. PARRA: -- they are -- they were part of LASER --

8 BY MR. CRUZ:

9 Q. No, I understand that.

10 A. -- and they have all the papers, maybe (indiscernible) or
11 whatever.

12 Q. Okay.

13 A. But IDAC do not have non-process or inspection or
14 certification of any shop from LASER to RED Air.

15 Q. Okay.

16 MR. MARCOTTE: Does LASER have an approved supplier list?
17 The airline typically will have an approved supplier list or
18 approved --

19 UNIDENTIFIED SPEAKER: You mean RED Air?

20 MR. MARCOTTE: RED Air, yeah.

21 MR. PARRA: (Through interpreter) Yes, they have a list of
22 their suppliers, but LASER is not --

23 MR. MARCOTTE: But LASER is not on it?

24 MR. PARRA: No.

25 MR. MARCOTTE: Okay. That makes sense.

1 BY UNIDENTIFIED SPEAKER:

2 Q. So, in the approved op specs for RED Air on the maintenance
3 side, what have they approved? What has IDAC approved, then, on
4 the maintenance side?

5 A. Three different shops all in Miami.

6 Q. But not LASER?

7 A. But nothing related to RED Air.

8 Q. So as far as the op specs that you have for LASER, what are
9 they allowed to do? Maintenance op specs.

10 INTERPRETER: RED Air?

11 UNIDENTIFIED SPEAKER: RED Air.

12 MR. PARRA: (Through interpreter) LASER is a different
13 service, no more than 400-hour inspection. Over 400 inspection --

14 UNIDENTIFIED SPEAKER: It goes to somewhere else.

15 MR. PARRA: -- it goes to somewhere else.

16 UNIDENTIFIED SPEAKER: Which is Xtreme in Miami --

17 INTERPRETER: Yes.

18 UNIDENTIFIED SPEAKER: -- or somewhere else? Okay.

19 Go ahead, Steve.

20 DR. WILSON: Steve?

21 BY MR. MAGLADRY:

22 Q. How many mechanics does RED Air have?

23 A. Like 23 or 24.

24 MR. MARCOTTE: We can ask your brother at dinnertime.

25 UNIDENTIFIED SPEAKER: Yeah.

1 BY MR. MAGLADRY:

2 Q. So do they have mechanic's helpers or are they all
3 certificated mechanics?

4 INTERPRETER: Mechanic's what?

5 MR. MAGLADRY: Helpers.

6 MR. PARRA: (Through interpreter) With this number is the
7 helpers, the mechanics, and the inspectors.

8 BY MR. MAGLADRY:

9 Q. And I'm assuming -- I'm asking are the helpers allowed to
10 sign off a logbook?

11 A. Just two people have the right to sign. It's the inspector
12 and the mechanic that's trained with license.

13 Q. Is there recurrent training of mechanics at RED Air?

14 A. Um-hum.

15 Q. How often?

16 A. (Through interpreter) They have a training program that they
17 are -- he don't have any in mind, but we can see the paperwork.
18 He normally go to the training as observer, inspector.

19 Q. Is there a recurrent inspector training here for inspectors
20 like they do in the States?

21 A. The (indiscernible) here is a academy and they have a
22 recurring --

23 Q. Recurrent training.

24 A. -- training and all their training program for the IDAC
25 inspectors plus the training of the other aircraft.

1 Q. Do you know if RED Air has sent anybody for training at
2 Boeing?

3 A. Boeing? Yes, we have two inspector, two that train from
4 Boeing.

5 Q. No, I'm talking about RED Air. RED Air --

6 A. Ah, RED Air.

7 Q. -- have they sent anybody, any of their mechanics or anybody
8 sent to Boeing for training?

9 A. No.

10 MR. MARCOTTE: We don't operate on the 80.

11 MR. MAGLADRY: Huh?

12 MR. MARCOTTE: We don't operate on the 80.

13 UNIDENTIFIED SPEAKER: Oh, that's right, you don't
14 (indiscernible).

15 MR. MARCOTTE: They can go to American.

16 UNIDENTIFIED SPEAKER: Oh, they have to go to American to
17 (indiscernible) --

18 UNIDENTIFIED SPEAKER: Go to American or Delta, another ND80
19 operator.

20 (Background conversations)

21 UNIDENTIFIED SPEAKER: (Indiscernible) because two -- three
22 Miami and one Fort Lauderdale.

23 UNIDENTIFIED SPEAKER: Can I (indiscernible)?

24 UNIDENTIFIED SPEAKER: Of course.

25 (Uninterpreted conversation in Spanish)

1 UNIDENTIFIED SPEAKER: I have a question.

2 INTERPRETER: This is the list of maintenance provider of RED
3 Air.

4 MR. MAGLADRY: So it's LASER, but specific to airframe?

5 DR. WILSON: Um-hum.

6 MR. PARRA: Yes.

7 MR. MAGLADRY: Aviation Brake Services.

8 MR. MARCOTTE: ABS.

9 UNIDENTIFIED SPEAKER: Well, it's only qualified for
10 airframe, so it's almost the structural work. It's not --

11 UNIDENTIFIED SPEAKER: Where would they do that? In Miami?

12 UNIDENTIFIED SPEAKER: I have no idea. Where would they --

13 BY UNIDENTIFIED SPEAKER:

14 Q. Where would they do this? Where would RED Air do this, the
15 LASER structural work? Would that be done here?

16 A. (Through interpreter) This part is that they request that a
17 structural technician, and this technician come here to the DR and
18 do everything to repair.

19 Q. So they also don't have Xtreme here?

20 A. No.

21 Q. Xtreme is --

22 A. Miami.

23 Q. Right. But it should be on this page if it's approved. Or
24 whoever the motor -- the engine provider is, heavy maintenance,
25 right? Because this is heavy maintenance.

1 UNIDENTIFIED SPEAKER: It's provider of maintenance -- it's
2 talking about the --

3 MR. MARCOTTE: The engines might not be on here.

4 UNIDENTIFIED SPEAKER: Huh?

5 MR. MARCOTTE: I don't know if the engines would be on a
6 heavy --

7 UNIDENTIFIED SPEAKER: Sure it would.

8 MR. MARCOTTE: -- maintenance provider. There's another
9 approved (indiscernible).

10 UNIDENTIFIED SPEAKER: Yeah. Well, we see Pratt & Whitney's
11 on some.

12 MR. MARCOTTE: You can ask him. I don't know.

13 BY UNIDENTIFIED SPEAKER:

14 Q. Can I ask where are their maintenance records stored?

15 A. (Through interpreter) Here in Las Americas in the hangar.

16 Q. (untranslated Spanish)

17 A. Um-hum.

18 UNIDENTIFIED SPEAKER: What did you say?

19 UNIDENTIFIED SPEAKER: All paper.

20 (Uninterpreted conversation in Spanish)

21 UNIDENTIFIED SPEAKER: How far back do they need to go?

22 UNIDENTIFIED SPEAKER: Did they quarantine, did the
23 quarantine --

24 UNIDENTIFIED SPEAKER: They don't go very far.

25 UNIDENTIFIED SPEAKER: Did they quarantine the maintenance

1 records for the airplane after the accident?

2 MR. PARRA: I don't think so.

3 MR. MARCOTTE: Where are they at?

4 UNIDENTIFIED SPEAKER: Well, the airplane's no longer in
5 service, right? I mean, did they -- is it just scrap at this
6 point or are they going to fix it?

7 UNIDENTIFIED SPEAKER: No, I don't think they're going to --

8 UNIDENTIFIED SPEAKER: They're not going to fix it, right?

9 UNIDENTIFIED SPEAKER: I don't know if it's -- (untranslated
10 Spanish). No they're not going to fix it.

11 UNIDENTIFIED SPEAKER: Did you request them to hold the
12 records?

13 UNIDENTIFIED SPEAKER: No.

14 DR. WILSON: Questions? More?

15 UNIDENTIFIED SPEAKER: How far back do you say you need to go
16 about?

17 UNIDENTIFIED SPEAKER: They don't need to go very far. We've
18 traced the -- we have traced the landing gear back to the last
19 overhaul before the airplane was sold to LASER. And there really
20 isn't anything there that would suggest any issues with before
21 they sold it and it left the US registry. Once it left US
22 registry, the FAA no longer took care of the airplane. So
23 anything that we fell back to was what Boeing has as far as who
24 the airplane went to when it changed possession of different, I
25 guess, entities. And since the airplane had a lot of gear time

1 left, so our assumption is that LASER didn't change the gear out
2 while they had it. And then they sold it to RED Air. Airplane
3 sat for about 9 months before it -- it was parked. RED Air bought
4 it, parked the airplane, and then put it back in service 9 months
5 later.

6 UNIDENTIFIED SPEAKER: Okay.

7 UNIDENTIFIED SPEAKER: So we don't -- I don't think that the
8 gear was ever replaced ever since it was sold to LASER.

9 UNIDENTIFIED SPEAKER: Makes sense.

10 UNIDENTIFIED SPEAKER: Yeah.

11 DR. WILSON: More questions?

12 UNIDENTIFIED SPEAKER: I don't have any more.

13 DR. WILSON: Steve? Dan?

14 BY MR. MARCOTTE:

15 Q. Does LASER have NDT capabilities or inspectors?

16 A. Here in Dominican Republic?

17 Q. Yeah.

18 A. No, they apply -- they -- well, yeah, they applied for a
19 single approval here to IDAC.

20 (Through interpreter) For the NDT, they said they request for
21 an authorization to do it and bring the technicians to do it.

22 Q. Okay. Yeah. That makes sense. Because you shortened their
23 inspection time on the gear, so -- and that's an NDT, so I was
24 wondering where that was done. That's in that article.

25 (Background conversations)

1 BY MR. MARCOTTE:

2 Q. Do they outsource boroscopes then, too? Or --

3 A. Can you explain these --

4 UNIDENTIFIED SPEAKER: (untranslated Spanish)

5 MR. PARRA: (Through interpreter) They have someone that can
6 do it here.

7 MR. MARCOTTE: Okay. That's it. Thank you.

8 UNIDENTIFIED SPEAKER: Thank you, sir.

9 DR. WILSON: Emmanuel? Going around the room one more time.

10 INTERPRETER: Going once, going twice.

11 (Conversation in Spanish between unidentified speaker and
12 Mr. Parra)

13 UNIDENTIFIED SPEAKER: I asked him if he would -- if he had
14 the opportunity, if he would want to continue as the PMI for this,
15 and he said yes, because basically it's a great opportunity. He
16 learned a lot and he would love to continue to do that if it's
17 possible.

18 MR. PARRA: Thank you very much.

19 UNIDENTIFIED SPEAKERS: Thank you.

20 DR. WILSON: Thank you.

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

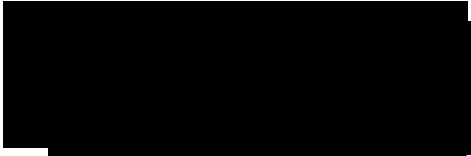
IN THE MATTER OF: MD-82 GEAR COLLAPSE & RUNWAY
EXCURSION ACCIDENT IN MIAMI,
FLORIDA ON JUNE 21, 2022
Interview of Pablo Parra

ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo, Dominican Republic

DATE: December 6, 2022

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



Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *
*
MD-82 GEAR COLLAPSE & RUNWAY *
EXCURSION ACCIDENT IN MIAMI, *
FLORIDA ON JUNE 21, 2022 *

Accident No.: DCA22FA132

* * * * *

Interview of: EMILIO MARTINEZ, Inspector of Quality Control
RED Air

Aerodom Offices
Las Americas International Airport
Santo Domingo, Dominican Republic

Wednesday,
December 7, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

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I N T E R V I E W

(9:36 a.m. AST)

1
2
3 DR. WILSON: Buenos dias. (Untranslated Spanish) Katherine
4 Wilson with the National Transportation Safety Board.

5 For the record, I'd like everyone to introduce themselves.

6 MR. LOVELL: John Lovell, (untranslated Spanish).

7 MR. LLUBERES: My name is Joel Lluberes, accident
8 investigator for CIAA.

9 MR. CRUZ: Pocholo Cruz, maintenance investigator, NTSB.

10 MR. MARCOTTE: Dan Marcotte, air safety investigator from
11 Boeing.

12 MR. MAGLADRY: Steve Magladry, systems investigator for the
13 accident, NTSB.

14 MR. MARTINEZ: Emilio Martinez is quality control, inspector
15 of quality control.

INTERVIEW OF EMILIO MARTINEZ

16
17 BY DR. WILSON:

18 Q. If he could provide us an overview of his background and how
19 he got to be an inspector at RED Air.

20 A. He started to work in RED Air February 21st since the
21 certification process start. So he's been -- he has been involved
22 in the certification process. Before that, he worked for PAWA
23 Dominicana, another airline who closed like 4 years ago. Okay.
24 That is PAWA two different times. Once at the beginning PAWA had
25 Jetstream, just Jetstream, and he worked for that at that time.

1 And the second part of PAWA, PAWA started with MD-80, and he
2 started in this part of PAWA with the MD-80s. With PAWA, he was
3 an inspector who start to make duties as an inspector with PAWA
4 Dominicana. He worked in the -- start to work in mechanic in the
5 '86, '87, with (indiscernible) Constellations and all those
6 aircraft, and El Chavo Airlines, another company, a cargo company
7 with Constellations and all those types of aircrafts.

8 UNIDENTIFIED SPEAKER: He started February 21st of 2021 or --

9 THE WITNESS: February 2021.

10 UNIDENTIFIED SPEAKER: Okay.

11 BY DR. WILSON:

12 Q. As an inspector, what are his duties and responsibilities at
13 RED Air?

14 A. It's to oversee that the maintenance person have the right
15 information and supervise the job that they are doing on the
16 aircrafts.

17 Q. Was he hired at RED Air as an inspector?

18 A. Correct.

19 Q. And TMA, that's the license, correct?

20 A. TMA with qualifications of different types of aircraft.

21 Q. And when did he get his TMA?

22 A. In 1988.

23 Q. What was his role during the certification process at RED
24 Air?

25 INTERPRETER: Okay. The interpreter misinterpreted the

1 question but I'm going to translate what he said.

2 THE WITNESS: He said that because the aircraft are old, an
3 inspector and a technician normally go more because they have to
4 sign the -- every time that they land in an airport.

5 When the company decide to do the demonstrate (ph.) in the
6 certification process, he was hired to -- as the inspector on
7 board to be on board in those demo flights. And after that, he
8 was confirmed the position and stays in the company. Yes. The
9 flights normally were to Panama if they're demonstrate.

10 BY DR. WILSON:

11 Q. Is he involved in hiring mechanics at RED Air?

12 A. No, he don't have power. No participation.

13 Q. Was he on the accident airplane?

14 INTERPRETER: Was he on the accident --

15 BY DR. WILSON:

16 Q. Did he work -- was he on that flight that day?

17 A. Yes, correct.

18 Q. Can he give us a brief description of that day, you know,
19 getting to the airplane, you know, what checks were done prior to
20 leaving?

21 A. When they arrive here, they were in the taxiway. The crew of
22 the cabin report something smelling different or bad, and like it
23 had a hydraulic smell. So when they arrived, they check and they
24 check this area principally and they change the water supply.

25 UNIDENTIFIED SPEAKER: The filter.

1 THE WITNESS: They changed something like -- mainly like
2 equalizer (ph.) or --

3 UNIDENTIFIED SPEAKER: Do you know what it is?

4 THE WITNESS: Yes, it's the bags, yes. They changed that.

5 UNIDENTIFIED SPEAKER: Okay. Can you explain that?

6 UNIDENTIFIED SPEAKER: So the conditioned air goes through a
7 cloth filter.

8 UNIDENTIFIED SPEAKER: Cluster (ph.) bags I think.

9 UNIDENTIFIED SPEAKER: I'm sorry.

10 UNIDENTIFIED SPEAKER: They changed the filter.

11 UNIDENTIFIED SPEAKER: So, yeah. So if you have a smell like
12 that, sometimes they'll change the bag or you'll lose -- it's
13 called burning out the packs (ph.). So you'll run the packs very
14 hot. Anything that's left in the packs will burn up when you
15 change the bag because that's what filters the air.

16 UNIDENTIFIED SPEAKER: Okay.

17 THE WITNESS: Okay. After they changed those parts, the
18 filter bags, with these changes and the flight to Miami was
19 normal. He was in a seat in the back and --

20 UNIDENTIFIED SPEAKER: In 32.

21 THE WITNESS: -- 32, and the other mechanic goes up to 4.

22 UNIDENTIFIED SPEAKER: Yeah, fourth seat.

23 THE WITNESS: Fourth seat. And they feel like a crosswind
24 line, that the aircraft was in a crosswind line, and the first
25 touch with the left landing gear, and they do like a small jump or

1 -- and land but there was not hard. It was a normal landing.
2 After that, he hear a noise like when you have a truck and you
3 have a flat tire. And the passengers was looking his face, and he
4 said, don't worry, don't worry. It looks like we have a flat
5 tire. But after that, the vibration increased, and they leave the
6 runway and lot of panic inside the cabin, the main cabin. And he
7 remember one time that he was in PAWA, in MD-80, arriving here in
8 Santo Domingo, a normal landing and the tarplene (ph.) was
9 (indiscernible) or something like that.

10 UNIDENTIFIED SPEAKER: The tarplene broke and
11 (indiscernible).

12 INTERPRETER: Yeah.

13 THE WITNESS: And he associate the two flights, the two
14 situations.

15 INTERPRETER: Go ahead.

16 THE WITNESS: He basically experience and this last -- this
17 other event, he was on the PAWA aircraft, the MD-80, a couple of
18 years before that, that the tarplene broke and the gear is free.
19 And in that moment, maybe the tire get in the 90 degrees climate.
20 So putting more resistance and that could make that the landing
21 gear collapsed, what he think that could be happening.

22 Okay. When that happened, he unfastened his seatbelt and
23 tried to help the people to get out. He asked the crewmembers to
24 open the tobogán, but they had some problem, and they did not
25 realize at the moment which side is better to get out. So they

1 take a couple minutes to realize which one they're going to open
2 but when all the passengers start to evacuated in the front of the
3 aircraft, to the front of the aircraft, he assured that nobody
4 left behind, but all the passengers are out, and he was the last
5 one who get out of the aircraft because he was in the back of the
6 aircraft and found, after he got out, found a girl with a broken
7 leg. Apparently when they -- she tried to get out through the
8 tobogán before the tobogán opened completely. That's why she had
9 a broken leg. And that's it. He understand that the chain of
10 events start after landing.

11 BY DR. WILSON:

12 Q. The changing of those bags, was that done at the gate or did
13 they take it to the hangar?

14 A. He said they called maintenance and they did it at the gate.

15 Q. And that was here in Santo Domingo?

16 A. Here in Santo Domingo.

17 Q. All right. Did they check anything else?

18 A. They saw the air condition, check for water leaks and
19 everything was okay. Then that's it.

20 Q. Are there any checks that are supposed to be done,
21 maintenance checks, between flights?

22 A. Okay. Every time that the aircraft land, they have to do a
23 preflight because as he explained before, the aircraft lose the
24 evidence (ph.) every time it land, and they have to sign and make
25 a preflight and sign the book with a mechanic and the inspector.

1 The preflight is made based on the checklist -- with a checklist
2 and they have also a check that they did once a day.

3 Q. Is that like a first flight of the day check?

4 A. This check, you can do it after the preflight, but it doesn't
5 matter if it's the first flight or not, but you have to do it at
6 least once a day.

7 Q. Okay.

8 A. Okay. And they have another check which is the S check --

9 Q. Okay.

10 A. -- that is made every 3 days.

11 UNIDENTIFIED SPEAKER: I have a question.

12 DR. WILSON: Okay.

13 UNIDENTIFIED SPEAKER: What cover the daily check?

14 THE WITNESS: Okay. The daily check is like an additional
15 check that when the aircraft still scheduled, the engineers, the
16 tires, the condition of the tires, the intake of the engines, the
17 turbine, elevators, all the flaps, the flaps and also have to
18 check the emergency equipment dates, condition of that stuff. And
19 they have to look and initial the CCB unit.

20 UNIDENTIFIED SPEAKER: The CCB unit?

21 THE WITNESS: That is the unit that controls the generators.
22 That is the unit that controls the generators.

23 UNIDENTIFIED SPEAKER: Oh, CSV. CSV. The CSV drive.

24 THE WITNESS: To check all that.

25 DR. WILSON: Before you ask your question, can you introduce

1 yourself for the recording?

2 UNIDENTIFIED SPEAKER: Okay. (Indiscernible). The question
3 is, before the event, how many cycles or hours have been since the
4 inspection of the landing gear?

5 THE WITNESS: Okay. The exact cycle, this cycle is like 10
6 years. You're talking about -- we were talking about that
7 yesterday. He said that the company have been doing this service
8 short time before and was doing by a certified company in the
9 United States, the landing gear overhaul.

10 BY DR. WILSON:

11 Q. To clarify, it's 10 years?

12 A. Ten years. I don't know how many cycles, but it's 10 years.

13 UNIDENTIFIED SPEAKER: That's fine.

14 UNIDENTIFIED SPEAKER: What is required in the 10 year
15 overhaul?

16 UNIDENTIFIED SPEAKER: So independent of cycles.

17 UNIDENTIFIED SPEAKER: Independent of cycles. Got it.

18 BY DR. WILSON:

19 Q. Going back to the S check, is the S check done in Santo
20 Domingo? Is it done in Miami? The S checks, are they done in
21 Santo Domingo? Are they done in Miami? Both?

22 A. The last check normally is made in Santo Domingo because it's
23 a check that require extra work like they have to open the engine.
24 They have to check the seals, the temperature indicators. Some
25 seals that have a temperature indicator. If the temperature

1 change and the color of the seal change, they have to take an
2 action. The engineer department take an action. They have to
3 check the engine a little bit deeper or whatever, depending on the
4 color of the temperature indicators. They have to check some
5 navigation equipment, basic function. They have to check the
6 brake condition, tire pressure, hydraulic and (indiscernible)
7 equipment. They have to check the air cycling machine, the air
8 condition. So normally this check is made here in Santo Domingo.

9 Q. How long does the entire check take?

10 A. We are talking about 40 minutes.

11 Q. Specifically servicing the shimmy damper of the S check, what
12 are they looking for when -- as part of the service check? What
13 are they looking for in regard to the shimmy damper?

14 INTERPRETER: Could you repeat?

15 BY DR. WILSON:

16 Q. When doing the S check, one of the tasks is to service the
17 shimmy damper. I want to know what they are looking for.

18 A. We check the -- check and service. It's like a small shaft
19 and reservoir, and we check the condition and in the
20 (indiscernible) you can see, in the metallic part, you can see
21 like the fill or refill indication. So if it's below full more
22 than approximately 1 inch, you have to service that again. If
23 not, you just continually check.

24 Q. So if it needs to be serviced, what do they do?

25 A. Okay. They use like a dispenser, like hydraulic lube, around

1 50 psi pressure. They have -- the system have a filling in the
2 bottom and in the top they have something that they open and it
3 trap the air in the system and start to pump. They use normally
4 Skydrol (ph.) as the liquid and after they put in the full line,
5 they close the top. They close it up. And then they take out the
6 -- disconnect the hose and close the bottom side. Before that,
7 they have to fill some non-routine forms to show that the shimmy
8 damper need service and they do the service and they complete the
9 papers related this act.

10 Q. How much time does that take to service the shimmy damper?

11 A. About 20, 25 minutes. It's quick.

12 Q. Okay. Go ahead.

13 UNIDENTIFIED SPEAKER: The question was why the systems drop
14 down to the full position? You have some leaks or whatever.

15 THE WITNESS: Not necessarily. Normally that happens because
16 the system have a lot of seals and some seals are not in the same
17 condition and can leak internally the fluid, and you never know.

18 BY DR. WILSON:

19 Q. Has he had to service a shimmy damper at RED Air?

20 A. As an inspector, he did not do this job, but he supervise
21 this job and, yes, he did it before.

22 UNIDENTIFIED SPEAKER: I have a question. And because it was
23 the day of the accident, if the S check was done this day?

24 DR. WILSON: Okay.

25 THE WITNESS: He said that he cannot be sure that that

1 happened the same day. He have to check the records.

2 BY DR. WILSON:

3 Q. So as an inspector, him overseeing the work, what is he
4 looking for? When the shimmy damper is serviced, what does he do
5 as an inspector to sign it off?

6 A. With that copy, he have to check that the indication is full,
7 have to view that no leaks. If he found a leak, immediately they
8 have to change the part because that means that some internal
9 damage. And after that, he sign the form.

10 Q. Does he check the safety wire?

11 A. He check also the safety wire. He check the safety wire and
12 this is correctly installed.

13 Q. What was that last part?

14 A. The safety wire correctly installed.

15 Q. Correctly installed.

16 A. Correctly installed.

17 Q. Has he ever seen a safety wire not installed correctly?

18 A. No, they never check that. The direction (ph.) of the wire
19 is closed in the part and the tension of it have to be really
20 tight.

21 Q. Okay. How often are shimmy dampers having to be serviced?

22 A. Okay. He said that, for example, yesterday he was checking
23 on the aircraft and it was -- the liquid was a little bit below
24 the full and he filling out the non-routine form and asked them to
25 do the service to the shimmy damper, but it's not a time --

1 UNIDENTIFIED SPEAKER: It's not required yet.

2 THE WITNESS: It is not occurring by time light's on
3 condition.

4 UNIDENTIFIED SPEAKER: Yeah.

5 THE WITNESS: It's on condition.

6 UNIDENTIFIED SPEAKER: That's right.

7 BY DR. WILSON:

8 Q. So -- I mean but every 3 days doing a service check, you
9 know, in a month, will you see it 3 times, 1 time? You know, like
10 I'm just trying to get a sense of --

11 A. Okay. He said it's a condition that normally can pass a
12 month and nothing happen. Sometimes before a month can happen.

13 INTERPRETER: I asked him to clarify him, in a month period,
14 in his practice, what he see about that?

15 THE WITNESS: He said, well, sometimes in 2 months we do it
16 once and maybe one of the aircraft need to do it in 15 days, but
17 he said it's usually around 1 to 2 months.

18 BY DR. WILSON:

19 Q. Okay. Can they defer filling a low shimmy damper to a later
20 date? Like if they see that it's low, can they say we'll do it
21 the next time or does it have to be completed right then?

22 A. Normally when below full, they do the service immediately.
23 But if they have a guide that the right side have to be 11.3 and
24 can't be below -- down to 10. something, and then the left side is
25 normally 9.8 and can't be down 8. something. So if it's out of

1 the base (ph.) and they saw the level within this limit, they do
2 the service in the home base.

3 UNIDENTIFIED SPEAKER: How do they measure that to know if
4 it's at 10.8 or 11?

5 UNIDENTIFIED SPEAKER: What he -- they do is that as they're
6 purging it, they check where there's foam -- where it foams and
7 when it changes from foam to liquid, that's when it's purged and
8 they stop.

9 THE WITNESS: Yes, they can do it with the return of
10 (indiscernible). The pressure is 0 or turning on the pump to
11 limit 3,000 psi indication and it is the right system.

12 UNIDENTIFIED SPEAKER: Is he talking about servicing the
13 reservoir, the reservoir of the shimmy damper or servicing the
14 aircraft hydraulic reservoirs?

15 THE WITNESS: Hydraulic systems.

16 UNIDENTIFIED SPEAKER: The numbers, that's what it is. Okay.

17 THE WITNESS: Yeah.

18 BY DR. WILSON:

19 Q. Okay. Does he recall if he ever had to -- if the shimmy
20 damper was serviced on the accident airplane?

21 INTERPRETER: Repeat.

22 UNIDENTIFIED SPEAKER: In regard to this case here, was the
23 shimmy damper (untranslated Spanish)?

24 THE WITNESS: It was full. Nobody tried to do any service.

25 BY DR. WILSON:

1 Q. But ever? Does he ever remember anything?

2 A. He don't remember.

3 Q. Okay.

4 UNIDENTIFIED SPEAKER: The question was if they have
5 something that they can follow like a checklist to do those
6 services?

7 INTERPRETER: And the answer is --

8 THE WITNESS: Yes, there's a daily routine that you have to
9 sign if it's each is (indiscernible) and sign off what you do.

10 BY DR. WILSON:

11 Q. What are the signs -- what would he look for to know that the
12 shimmy damper was leaking? What would be something that would
13 show that the shimmy damper is leaking?

14 A. Sometimes they may have -- the area that is --

15 UNIDENTIFIED SPEAKER: Chrome plated area.

16 THE WITNESS: -- chrome plated, they have an indication but
17 here, the feeling -- the (indiscernible) where the level is
18 sometimes it seems like the hydraulic goes out and leak, and the
19 bottom, also they can check it. They have to check it and see
20 what the bottom filling, the bottom filling area.

21 BY DR. WILSON:

22 Q. Is that -- is looking at those two, is that part of the S
23 check? You know, they're not just looking at the chrome, the
24 fluid level, but are they also looking for leaks?

25 A. He said we will check.

1 Q. The safety wire, is there different gauge -- is that the
2 right word?

3 UNIDENTIFIED SPEAKER: Yeah, um-hum.

4 BY DR. WILSON:

5 Q. Like, you know, different gauge wire that you use or a
6 specific gauge wire that's supposed to be used to safety wire the
7 shimmy damper?

8 A. Number 32 normally used for that. It's calibrated.

9 Q. Are there different gauges of safety wire? Would it be
10 possible to grab the wrong gauge?

11 A. This is the part of my job, his job. This is part of his job
12 to verify or -- and to supervise that they use the correct one.

13 Q. Can all mechanics perform the S check?

14 A. All the mechanics have been trained in the airport, at BDP
15 (ph.) and they can do it.

16 Q. Okay. Is the S check ever -- the work of a S check ever done
17 by more than one mechanic or does one mechanic do the whole thing?

18 A. No, normally we use more than one mechanic in that.

19 INTERPRETER: And I asked him how many they normally use.

20 THE WITNESS: And he said we normally use two for the
21 engines, two for hydraulics and two for the cabin to comply with
22 the timeframe because the aircraft have to be able to fly as quick
23 as possible.

24 BY DR. WILSON:

25 Q. So then which mechanic signs the paperwork?

1 A. The inspector sign and the mechanic who have the training --
2 level of training can sign also.

3 Q. Okay. But if, you know, two different -- two mechanics are,
4 you know, one's looking at each engine, which one of those signs
5 off the engine?

6 A. Okay. Normally the mechanics sign the part that they do. If
7 they did engines, they sign the engine part. If they did
8 hydraulics, they sign the hydraulic part. If they work in the
9 cabin, they sign the cabin side of the form.

10 Q. Are there separate blocks for left versus right engine or if
11 there's only one block for the engine, the two people do it?

12 A. The thing is that they normally -- it's two mechanics but
13 they are not doing one engine and the other engine. They are
14 working together and two -- one to the one side and two to the
15 other side because normally there's a mechanic and --

16 UNIDENTIFIED SPEAKER: Mechanic and helper.

17 THE WITNESS: Yes.

18 DR. WILSON: Okay.

19 THE WITNESS: Normally we do them that way.

20 UNIDENTIFIED SPEAKER: The question is that if there is a
21 block for one engine or to the other engine.

22 INTERPRETER: And I explained that it's just one block for
23 engines.

24 BY DR. WILSON:

25 Q. The manual and task cards are in English. Are there any

1 issues in reading and understanding?

2 A. Most of the mechanics are familiarized with all the manuals
3 and the technical English language but if something -- if they do
4 not understand something, they ask the others and they can use
5 also the dictionary to realize what this -- what it means.

6 Q. Okay. What -- what's the -- I don't know what you call it.
7 The work stop procedures. If there's an interruption while doing
8 the S check, what do they do? How do they know where -- what
9 they've completed or --

10 A. The philosophy for doing the S check is to do it in one shot.
11 If something must be done, they cannot continue until this task is
12 complete.

13 Q. What tools do the mechanics have with them in performing the
14 S check?

15 A. Okay. To do the S check, they normally use screwdrivers. If
16 they have to fix something, they use the tools that can be
17 necessary to do it.

18 INTERPRETER: I tell him that if they need special tools to
19 do the S check.

20 THE WITNESS: And he said, no, just the screwdrivers.

21 DR. WILSON: Okay.

22 THE WITNESS: This is for the engines. If they're going to
23 check the pressure of the tires, they use a special gauge but it's
24 not real special tool. It's regular tools. If they go to measure
25 the brakes, they use a regular tool.

1 BY DR. WILSON:

2 Q. Training for S checks. How do they know what to do?

3 A. As he suppose that we know, that this company coming from
4 LASER. So LASER have some instructors that come here and do the
5 training to do the S check for the mechanics.

6 Q. Is it classroom, on-the-job training?

7 A. Some weeks they go to the training center, training place
8 like we were in --

9 UNIDENTIFIED SPEAKER: March.

10 INTERPRETER: Yes.

11 THE WITNESS: And through the aero (ph.) part and then they
12 go to the airport and do some practice.

13 DR. WILSON: Okay. Thank you. Gracias. Pocholo.

14 MR. CRUZ: Go to Steve.

15 DR. WILSON: Oh, yeah. Steve.

16 MR. MAGLADRY: Yeah.

17 BY MR. MAGLADRY:

18 Q. I have some clarification points and I have an illustration
19 here to some questions. This is an illustration of the shimmy
20 damper hydraulic reservoir. Can you point to where it would be if
21 you need to refill it?

22 A. Okay. The top is to release the air. The bottom, you have
23 like -- you put the hose and you start to pump, and you check the
24 level, and you see how the level goes up.

25 Q. So where do you decide you -- you look at it, and when do you

1 decide that it needs to be filled?

2 A. A little bit below full is allowed until the aircraft arrive
3 or return back to the place.

4 Q. All right.

5 A. And this condition is not full and that -- and this level is
6 -- you have to do immediately.

7 Q. Immediately. It can't be deferred?

8 A. No, no, it cannot be deferred.

9 Q. And you always add fluid at the cap?

10 A. It's not another way.

11 Q. Okay. And if requires service, will you indicate that on the
12 S check form or another form?

13 A. The inspector have a routine form they check usual and that
14 is reason to make (indiscernible). They have the no --

15 UNIDENTIFIED SPEAKER: Non-routine.

16 THE WITNESS: -- non-routine form. He fill it out and he
17 wait for the response that service accordingly (indiscernible).

18 UNIDENTIFIED SPEAKER: So I can I follow up to what he said.

19 MR. MAGLADRY: Yeah.

20 UNIDENTIFIED SPEAKER: Do they put it in the logbook as well
21 that they --

22 THE WITNESS: No, it's not necessary.

23 UNIDENTIFIED SPEAKER: Yes, the person reads the same that
24 you said, in the logbook that it refer to the type of leak with
25 hydraulic that they use.

1 THE WITNESS: The answer is no, because there's no put it in
2 the logbook. It is something that is control or if it is
3 something that is put in the logbook by the captain or whatever,
4 you have to put it in the logbook. If not, the inspector gives us
5 the non-routine form and wait for the answer of the mechanic.

6 UNIDENTIFIED SPEAKER: And the question is how frequent do
7 the captain made -- reports discrepancies, discrepancy report and
8 if something not related to this system, the shimmy damper system.

9 THE WITNESS: Normally the captain and one of the crewmembers
10 do the 360 walk around, and if he report or say something, we try
11 to take care of this immediately or if it's within the limits,
12 explain the captain which are the limits and that this is inside
13 the curve.

14 DR. WILSON: Steve, more?

15 MR. MAGLADRY: I have no more questions. Thank you.
16 Gracias.

17 MR. MARCOTTE: Just a quick follow up.

18 DR. WILSON: Sure.

19 BY MR. MARCOTTE:

20 Q. So is it -- I'm trying to understand. Is the company policy
21 to initiate a non-routine card for servicing of, you know, minor
22 servicing of fluids or is that as an inspector, his personal
23 preference to --

24 A. It's a part of the main responsibility of the
25 (indiscernible).

1 Q. Okay. Thank you. And he might not know. Does anybody in
2 the airline track the non-routine cards to see if the shimmy
3 damper is being repetitively refilled?

4 A. The engineer department have this control.

5 INTERPRETER: I ask him do they have this record?

6 THE WITNESS: And he said they're supposed to.

7 MR. MARCOTTE: So it would be maintenance control or
8 engineering that would do like a trend analysis?

9 INTERPRETER: Yes, that's what I understood.

10 MR. MARCOTTE: Okay. Thank you.

11 DR. WILSON: Pocholo.

12 MR. CRUZ: So just a couple more questions.

13 BY MR. CRUZ:

14 Q. Let's stick with the non-routine. So when he writes the non-
15 routine and signs it off, where does it go?

16 A. It says CCM which is maintenance control department.

17 Q. Maintenance control.

18 A. Maintenance control.

19 Q. So the maintenance control department holds all the records
20 of the airplane?

21 A. They receive this, the form, receives the form and send it to
22 the engineer department.

23 Q. So the maintenance control sends it to the engineering
24 department?

25 A. Yes.

1 Q. So they have all the non-routines?

2 A. Between CCM or engineer in this, one of those at the time
3 would have to be there.

4 Q. Okay. And so the S check paperwork also goes to CCM and
5 engineering?

6 A. When they do a S check, they continue to do the flight and
7 they take the slips and the slips go -- attach with the routine
8 and they send it -- they give it to the CCM.

9 Q. CCM.

10 A. Yeah. And after that, CCM deliver to the other sites.

11 Q. Okay. So are the Boeing manual in English or did RED Air
12 translate it to Spanish?

13 A. English. All of them are in English.

14 Q. Okay. Who assigns the mechanics to the checks, the S check?

15 A. Okay. The chief of maintenance. The chief of maintenance,
16 he assigns it to the supervisor's name, the job of determine. The
17 supervisor distribute the job and assign to the mechanics to do.

18 UNIDENTIFIED SPEAKER: The supervisor of maintenance.

19 THE WITNESS: Yes.

20 UNIDENTIFIED SPEAKER: The question is that which is the duty
21 of the mechanics in terms of hours?

22 THE WITNESS: There is the one team, one group that work from
23 8 o'clock in the morning to 6 o'clock in the afternoon, mainly
24 because the operations -- the two operations they have are in
25 between this time.

1 DR. WILSON: More?

2 MR. CRUZ: Yeah.

3 BY MR. CRUZ:

4 Q. Are all of the mechanics certificated or some don't have a
5 certificate?

6 A. All of them are certified in the aircraft.

7 Q. And are all of them RED Air employees or are there contracts?

8 A. All of them RED Air employees except the instructor that come
9 from LASER --

10 Q. Okay.

11 A. -- to do the training and the recruiting and all that stuff.
12 They recruit every 2 years.

13 UNIDENTIFIED SPEAKER: What about the helpers?

14 MR. CRUZ: There are no helpers. They're all certificated.
15 That's what he just said.

16 UNIDENTIFIED SPEAKER: Okay.

17 BY MR. CRUZ:

18 Q. When is the S check accomplished on the airplanes typically?
19 What time of day?

20 A. Okay. He said that it depends when the aircraft arrives.
21 Sometimes they come in in the morning, and the aircraft come in
22 the afternoon and they do the check depending. If the aircraft
23 come in in the morning, they do while they are preparing the
24 aircraft for departure to Miami.

25 Q. So they don't do it at night?

1 A. In case they need to do special maintenance, change a tire or
2 whatever, they move the aircraft to the hangar and they can work
3 during the night in this case.

4 Q. But most of the time it's here at the gate? Most of the time
5 that they do, it's here at the gate?

6 A. Yeah, most of the time it's here at the gate. They just move
7 to the hangar if they need to do (indiscernible) maintenance.

8 Q. Okay.

9 UNIDENTIFIED SPEAKER: The aircraft is arriving in gate 8-5.

10 DR. WILSON: Okay.

11 UNIDENTIFIED SPEAKER: And they are ready for us.

12 DR. WILSON: I think we need like 10 minutes --

13 UNIDENTIFIED SPEAKER: Okay.

14 DR. WILSON: -- if that's okay. We're almost done.

15 Emmanuel, any questions?

16 MR. SOUFFRANT: No, I'm done.

17 DR. WILSON: I have a couple of follow ups.

18 BY DR. WILSON:

19 Q. The mechanics that travel with the airplane, how is that
20 determined?

21 A. Okay. The director of maintenance and the quality control
22 chief, both of them -- they two determine which one going in what
23 flight.

24 INTERPRETER: I asked him how often? How long is this
25 program?

1 THE WITNESS: And he said that many of them are that day.

2 BY DR. WILSON:

3 Q. Can all mechanics travel?

4 A. All mechanics that are certified are eligible.

5 Q. Okay. So do they have helpers that aren't certified?

6 A. They have -- like they are finishing and they are working to
7 get --

8 Q. They're working on their certificate?

9 A. They are --

10 UNIDENTIFIED SPEAKER: Getting experience?

11 THE WITNESS: Getting experience.

12 BY DR. WILSON:

13 Q. Okay. What is your -- what is his normal work schedule?

14 A. When he's not in the base flying, he had to be in the hangar
15 waiting for the normal 8 to 6.

16 Q. 8 to 6.

17 A. And just in case they needed help also, after they arrive,
18 they come into the hangar just to help the other -- the inspector
19 on board and the mechanic on board to do the job or if they need
20 any help.

21 DR. WILSON: Okay.

22 UNIDENTIFIED SPEAKER: How much -- how many days -- 3 days
23 they have off? Two?

24 THE WITNESS: Two days off.

25 BY DR. WILSON:

1 Q. Regarding training, how often is that?

2 A. Every 2 years.

3 Q. Every 2 years. Was that the question that you asked for?

4 UNIDENTIFIED SPEAKER: Yeah.

5 UNIDENTIFIED SPEAKER: I heard it, He said something. It
6 was the LASER.

7 UNIDENTIFIED SPEAKER: Yeah, I heard it said.

8 DR. WILSON: Sorry. Thank you for remembering. Go around
9 the room one more time. Steve, Dan, Pocholo.

10 DR. WILSON: I'll ask you again before we stop. John.

11 MR. LOVELL: None.

12 DR. WILSON: Emmanuel?

13 MR. SOFFRANT: No.

14 DR. WILSON: Gracias.

15 UNIDENTIFIED SPEAKER: (Untranslated Spanish) --

16 DR. WILSON: Yeah, thank you.

17 UNIDENTIFIED SPEAKER: -- talking about, he wants to say. It
18 has been comfortable and thank you.

19 (Whereupon, the interview was concluded.)

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CERTIFICATE

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

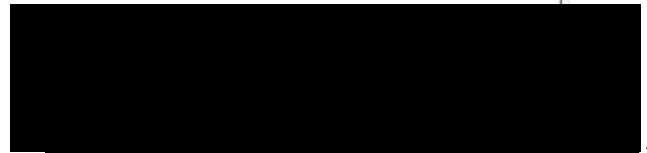
IN THE MATTER OF: MD-82 GEAR COLLAPSE & RUNWAY
EXCURSION ACCIDENT IN MIAMI,
FLORIDA ON JUNE 21, 2022
Interview of Emilio Martinez

ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo Dominican Republic

DATE: December 7, 2022

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



Kathryn A. Mirfin
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

MD-82 GEAR COLLAPSE & RUNWAY *

EXCURSION ACCIDENT IN MIAMI, *

Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

*

* * * * *

Interview of: LUIS VARGAS

RED Air

Aerodom Offices

Las Americas International Airport

Santo Domingo, Dominican Republic

Wednesday,

December 7, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

ANTONIO CID, Accident Investigator
Comision Investigadora de Accidentes Aereos

Also Present:

Interpreter

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By Unidentified Speaker	21
By Dr. Wilson	25

I N T E R V I E W

(2:35 p.m. AST)

1
2
3 MR. SOUFFRANT: In this investigation I am aircraft
4 representative from Dominican.

5 DR. WILSON: Katherine Wilson. I'm a human performance
6 investigator with the National Transportation Safety Board.

7 MR. LOVELL: And John Lovell, an accident investigator --
8 (untranslated Spanish).

9 MR. LLUBERES: Joel Lluberes, (untranslated Spanish).

10 MR. CRUZ: Pocholo Cruz, maintenance investigator, NTSB.

11 MR. MARCOTTE: I'm Dan Marcotte. I'm from Boeing, and I'm an
12 air safety investigator.

13 MR. MAGLADRY: I'm Steve Magladry, systems investigator for
14 the NTSB.

15 MR. VARGAS: *Mi nombre es* Luis Vargas, (untranslated
16 Spanish).

17 (Whereupon, an interpreter assisted in translating the
18 questions from English to Spanish and the answers from Spanish to
19 English.)

INTERVIEW OF LUIS VARGAS

20
21 BY DR. WILSON:

22 Q. Luis, could you provide us an overview of your background and
23 how you became to work for -- an inspector for RED Air?

24 A. (Through interpreter) Okay. I have my formation as
25 maintenance mechanic in the air force, Dominican air force. I did

1 that for 4 years. Then I switch for a couple of companies, like
2 Helidosa, PAWA, Air Century, now in RED Air. RED Air, he's an
3 inspector right now, but at the time of the accident he used to be
4 a mechanic.

5 Q. When did you start with RED Air? When were you hired?

6 A. 1.8 years.

7 Q. And when did you become an inspector?

8 A. Two months ago.

9 Q. You were on the accident flight, yes?

10 A. Si.

11 Q. Can you just describe for me the day of the accident, what
12 you did as a mechanic, leading up until the time of the accident?

13 INTERPRETER: He ask me if he have to describe what's
14 happening during the accident. I answer yes, please.

15 DR. WILSON: Okay.

16 MR. VARGAS: (Through interpreter) He have a normal day. And
17 this day he remember that they did a daily check and the preflight
18 and after that, the flight was normal. He was sitting in the 4F
19 seat in the front. And at the moment of landing, he feel like a
20 jump, one jump, and then the aircraft land and immediately
21 happens, he felt some vibrations. The vibration increase and he
22 feel -- he felt like that the aircraft --

23 BY DR. WILSON:

24 Q. Tilting or --

25 A. -- roll to the left, and it go to the left side of the runway

1 and to the grass, a security area. Then he felt like a -- the
2 aircraft keep bouncing and, after that, he realize that that
3 provoke the fire.

4 UNIDENTIFIED SPEAKER: And he said it was some antenna on the
5 right, did he say?

6 INTERPRETER: Yeah. After he left the aircraft, he realize
7 that was an antenna that the aircraft hit before stop.

8 Go ahead.

9 MR. VARGAS: After that, they did evacuation and that's it.

10 BY DR. WILSON:

11 Q. How long had you been flying with that airplane, like how
12 many days into the schedule? We were told that they book for 5 to
13 6 days.

14 INTERPRETER: Yes.

15 DR. WILSON: So curious how many days had he been flying with
16 the airplane.

17 INTERPRETER: At that time before the accident?

18 DR. WILSON: Yes.

19 INTERPRETER: Maybe 2 or 3. At the beginning he said, I
20 don't remember, I don't remember. I said, it could be 2, 3 days?
21 He said 2 or 3, more or less. But I can -- let me ask a question
22 that how was the itinerary for flying that they have officially.

23 DR. WILSON: Okay.

24 MR. VARGAS: Four or 5 days, and then have a rest.

25 INTERPRETER: How many days' rest?

1 MR. VARGAS: (Through interpreter) Two days off. Then they
2 return to the hangar a couple of days and, after that, they return
3 to the flight again 4 or 5 days.

4 BY DR. WILSON:

5 Q. Were there any issues with the airplane in those 2 to 3 days
6 that he was flying?

7 A. No, he didn't.

8 (Conversation in Spanish between unidentified speaker and
9 Mr. Vargas)

10 UNIDENTIFIED SPEAKER: I asked if there were any vibrations
11 in the previous landings before the accident and he said no.

12 BY DR. WILSON:

13 Q. Prior to today, when we observed the shimmy damper being
14 serviced, had he as a mechanic serviced a shimmy damper?

15 A. No problem at all, but just regular servicing.

16 Q. Regular servicing being filling -- refilling?

17 A. Refilling. Yes, refilling.

18 Q. How frequently does this have to be refilled?

19 A. There is not a frequency standard. It's a condition when
20 they needed to refill, and they normally just do it in between the
21 two lines, the full and the fill line.

22 Q. Can he estimate how many times he thinks he's had to refill
23 it at RED Air?

24 A. Three times. Yeah, sometimes they are not here in the base
25 or they are flying or off, but he have been involved in this

1 refill action three times.

2 Q. Does he have any idea if refilling it was on the accident
3 airplane, which airplane it was on?

4 A. He do not remember exactly.

5 Q. So if he could walk us through: He sees the shimmy damper,
6 it needs to be refilled, what happens? Once he decides it needs
7 to be refilled, what does he do? Like he calls -- does he call
8 other mechanics, he has to go get tools, he's got to get the part?
9 Like --

10 INTERPRETER: He said CCM. And I ask him, what is this?

11 MR. VARGAS: (Through interpreter) Okay. He report that to
12 the CCM, which is the maintenance control center, and they start
13 the order from the dispatch and take the schedule that they will
14 need and the tools to do it.

15 BY DR. WILSON:

16 Q. Is the inspector involved in that process?

17 A. *Si.*

18 Q. Does the inspector verify that it needs to be refilled or is
19 it just based on the mechanic saying it needs to be refilled?

20 A. The normal chain is the first who realize that it need to be
21 refilled inform. If it's the mechanic, the mechanic inform to
22 inspector, the inspector inform to the CCM. If it's the
23 inspector, the inspector just go to the CCM and continue.

24 Q. What would he look for to determine if there was a leak in
25 the shimmy damper?

1 INTERPRETER: Can he use the --

2 UNIDENTIFIED SPEAKER: Yes.

3 UNIDENTIFIED SPEAKER: Yeah.

4 INTERPRETER: It's the report of the --

5 MR. VARGAS: (Through interpreter) And the log. He check
6 completely off on the log.

7 INTERPRETER: And what else?

8 BY DR. WILSON:

9 Q. And he would look for like residue? What -- you know, he'd
10 look for fluid? What was he --

11 A. Okay. They normally clean this part to see and realize it
12 need to be serviced or not. And the helper help -- mechanic
13 helper and mechanic. And when that is -- when they are doing
14 that, they realize if they have some leaks or not.

15 Q. How is a helper chosen to help? I don't know what the
16 right -- let me think how to word the question. Is there always a
17 helper when you're doing it or just because it needed to be
18 serviced?

19 A. Yeah, it could be a helper or a mechanic. The helper of
20 mechanic never act alone, has to be accompanied a mechanic.

21 Q. A helper always has to be accompanied by a mechanic?

22 A. By a mechanic, always.

23 Q. Why is that?

24 A. Because they have a student license and it's not work to do a
25 job by itself.

1 Q. Is it required in Dominican that there be -- you become a
2 student before you get your license?

3 INTERPRETER: Yes. Yes, that -- they are -- the peoples who
4 are taking class to be a mechanic, they going to the companies to
5 be helper and to practice and those are the peoples that they use
6 as helpers. Because -- so they have, normally have to be a
7 student license to be accepted in the company as a helper.

8 UNIDENTIFIED SPEAKER: Okay. So they have an apprenticeship
9 program?

10 INTERPRETER: You got it.

11 UNIDENTIFIED SPEAKER: Okay.

12 UNIDENTIFIED SPEAKER: So even -- we can ask him.

13 BY UNIDENTIFIED SPEAKER:

14 Q. So did you have to be -- even though you were a mechanic for
15 4 years in the military, did you still have to be an apprentice
16 when you became a civilian mechanic?

17 A. By that time, I already -- he already have a license, the DMA
18 license.

19 Q. Okay. So while you were in the -- while he was in the
20 military, he got his license?

21 INTERPRETER: Yeah, the thing is that --

22 UNIDENTIFIED SPEAKER: That will count as your apprenticeship
23 even in civilian life?

24 INTERPRETER: The thing is that the license in the military,
25 when you go to civil aviation authority, they can validate it.

1 UNIDENTIFIED SPEAKER: So they accept that as experience?

2 INTERPRETER: You got it. Yes.

3 BY UNIDENTIFIED SPEAKER:

4 Q. (Untranslated Spanish) I asked what tools do you use in
5 servicing the shimmy damper and if there are any concerns about
6 any pressures or anything that needs to be maintained?

7 A. (Through interpreter) He think that it's 40 or 50 psi, but
8 they never work with their memory. They normally check the
9 manual, and the manual said the psi that they are allowed to put
10 in this procedure. But he think that it says between 40 and 50.

11 Q. (Untranslated Spanish).

12 A. I have two procedures, primary and secondary. And if they
13 use the secondary, they use the manual pump, the one that they
14 were using today in the front. And the primary is in the feeder,
15 through the feeder with a hydraulic mule.

16 Q. How do you verify the pressures with the manual pump?

17 A. There's no way to determine that.

18 Q. Okay.

19 BY DR. WILSON:

20 Q. Do they ever do the primary procedure or do they always do
21 the secondary?

22 A. Always the secondary.

23 Q. To become an inspector, what did you have to do to become --

24 A. They have training and one of the requirement is to -- that
25 they can read and understand what the manual says, observation

1 criteria, and other things.

2 Q. Is reading and understanding the manual in English, is that
3 just for inspectors or is that mechanics also?

4 A. Both. Because they are some point that the mechanic have to
5 realize and the inspector just certify that that was done.

6 Q. When performing the S check, is it usually done by one person
7 or are there multiple mechanics doing it?

8 A. A couple of them.

9 Q. So how is it determined who signs off on the paperwork?

10 A. The supervisor assign a mechanic and an inspector for this S
11 check, and these two guys going to sign the paperwork.

12 MR. MARCOTTE: So let's say -- so like when we went out today
13 there was -- you were watching and there was three guys working on
14 the shimmy damper. When there's like -- say, it's a two or three
15 man job, how do you determine? Is there a hierarchy for who signs
16 for the mechanic?

17 MR. VARGAS: Okay. He said that if this -- that the job are
18 assigned to one mechanic and one inspector. The others two -- if
19 I have three mechanics, the others two, they are just helping the
20 one that is assigned in the job. They all -- but just one going
21 to sign. This is the one who is responsible to.

22 MR. MARCOTTE: Okay.

23 DR. WILSON: (Indiscernible) you introduce yourself.

24 MR. CID: My name is Antonio Cid. (Untranslated Spanish).

25 INTERPRETER: He's asking if this designation is in write or

1 verbal.

2 MR. VARGAS: They normally -- they are a daily meeting that
3 in this meeting they assign all the job that are programmed to be
4 performed this day. So in this meeting, they assign, and I assume
5 that it's verbal. It's verbal. It's verbal.

6 UNIDENTIFIED SPEAKER: So --

7 DR. WILSON: So --

8 UNIDENTIFIED SPEAKER: Wow, stereo.

9 BY DR. WILSON:

10 Q. So the mechanics are with the airplane and they fly back in.
11 Are they assigned work during the turn? I mean, if the work is
12 assigned at the daily meeting, I guess, one, when does that occur,
13 and then how are mechanics that might be in Miami assigned work?

14 A. Okay. The mechanics that are on the base are the mechanics
15 that are able or available or stand by to do any job.

16 Q. Okay.

17 A. If they need some help to be less time on ground, so the
18 mechanic on board can help the mechanic that are on base. This is
19 not mandatory. It's an assumption that he can do it or not.

20 Q. So if there's an S check that's required, let's say, that's
21 assigned at the daily meeting to a mechanic that is at the base?

22 A. Yes.

23 DR. WILSON: What was your question?

24 BY UNIDENTIFIED SPEAKER:

25 Q. So just to follow up on the mechanic helper training. Is

1 that written into, is that written into this program, that a
2 mechanic -- if you have helpers, that --

3 A. (Untranslated Spanish).

4 Q. Yeah, it shows that I'm going to -- we're going to have
5 mechanic helpers and the person that's assigned to do the job is
6 going to sign off, is that written into this program?

7 A. He's not sure and he don't remember. But he sure that the
8 helper help mechanic, never work alone.

9 Q. Well, I understand. I don't know whether there was a company
10 policy that this is how we're going to train the mechanic, right?
11 Okay. We have a person that's a helper, we're going to, you know,
12 assign you to somebody so that he can move you along in your
13 progress. I didn't know whether that's written in their program
14 that this is how they're going to bring people up. You see what
15 I'm saying?

16 A. He don't remember if it's in this program.

17 Q. Fair enough. Thank you.

18 BY DR. WILSON:

19 Q. How long does an S check typically take to perform?

20 A. Thirty minutes.

21 Q. And if the shimmy damper needs to be serviced, refilled, how
22 long does that take? Like from the time that you decide that it
23 needs to be refilled till it's complete.

24 A. Thirty minutes. It is the same time because, as you see
25 today -- saw today, while they are taking care of the shimmy

1 damper with one inspector and some mechanics, the other inspector
2 and other mechanic were continue doing the S check while they are
3 dealing with the other thing. In this case today, he said that
4 they have a problem with the check valve and the aircraft was
5 grounded until the part arrive. But normally they were supposed
6 to refill, put it full and back with two teams, one team
7 completing the S check and the other team focus on the shimmy
8 damper. That's going to be, he said now, 30 or 40 minutes, more
9 or less.

10 Q. Okay. So when the work is assigned, the S check, is it
11 divided like at the daily meeting or is it just -- is one mechanic
12 and one inspector assigned to the whole S check?

13 A. They divide in couple of teams: engines, hydraulics, and
14 (indiscernible), I think, in a couple.

15 Q. Since becoming an inspector, has he observed any safety wires
16 being installed incorrectly?

17 A. No, just the ones that you show me today.

18 DR. WILSON: Okay. I think -- Steve, do you have some
19 questions?

20 MR. MAGLADRY: I do have a question.

21 BY MR. MAGLADRY:

22 Q. This is an illustration of a shimmy damper housing and these
23 housing bolts. Have you ever witnessed leaking at housing bolts?

24 A. No. He never saw that.

25 MR. MAGLADRY: I have no other questions.

1 DR. WILSON: Oh, nothing else? Dan?

2 BY MR. MARCOTTE:

3 Q. Just, beginning to end, so if you see a shimmy damper needs
4 servicing, what paperwork do you use?

5 A. When you said working on or whatever, he said just to refill
6 or they have a problem with a bolt or whatever?

7 Q. Just a refill, just a typical service.

8 A. It's the maintenance manual of the aircraft.

9 Q. Does anything get entered in a logbook?

10 A. Okay. He said no go to the logbook. They create a
11 nonroutine paperwork.

12 Q. Okay.

13 DR. WILSON: Anyone else? Pocholo?

14 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

15 INTERPRETER: This is just for the service. But if they need
16 to replace something, that is a bigger issue.

17 UNIDENTIFIED SPEAKER: Um-hum. Okay. Thank you.

18 BY MR. CRUZ:

19 Q. After the S check and if there's nonroutines associated with
20 the S check, who completes all the paperwork and what happens to
21 the paperwork once it's all done?

22 A. Okay. The inspector, the mechanic assigned to the job, and
23 when they finish everything, those papers go to the CCM, the
24 maintenance center control -- maintenance control center.

25 MR. MARCOTTE: Is there a -- so some -- like in a heavy check

1 in a hangar, there's a form you use that lists all the nonroutines
2 so that when you're closing the check you make sure all these
3 nonroutines. So when a nonroutine is generated, it goes on the
4 list and then at the end of the check somebody -- usually QC says,
5 yeah, these have all been closed and I've seen the paperwork. Is
6 there anything where they keep track of nonroutines on a service
7 check?

8 (Conversation in Spanish between the interpreter and
9 Mr. Vargas)

10 INTERPRETER: I just clarifying the question, that the
11 nonroutine -- does somebody do follow-ups to the nonroutine items
12 or problem?

13 MR. MARCOTTE: So when a nonroutine card is open, does it go
14 on a list of all nonroutines for that check?

15 MR. VARGAS: (Through interpreter) The CCM do that. The
16 central control -- maintenance control center.

17 (Conversation in Spanish between unidentified speaker and
18 interpreter)

19 MR. VARGAS: (Through interpreter) The CCM, they assign the
20 nonroutine.

21 BY UNIDENTIFIED SPEAKER:

22 Q. So I guess to be clear, then, so if there is a nonroutine
23 that they find, they call the CCM. CCM generates the nonroutine
24 number so that they can work off of. So the CCM keeps track of
25 all the nonroutines for that check and they're the ones that

1 basically give the numbers out.

2 A. The inspector generate the nonroutine. This number is
3 assigned and charged in the system. And they, CCM, do the
4 follow-up of this.

5 Q. Okay. So when they close the nonroutine, do they let CCM
6 know it's closed?

7 A. They charge to the system as a close item.

8 MR. MARCOTTE: And then the CCM, they release the airplane
9 before it leaves?

10 MR. VARGAS: Maintenance. Maintenance is responsible to do
11 the release.

12 UNIDENTIFIED SPEAKER: Airworthiness release, they're
13 responsible.

14 INTERPRETER: Airworthiness release.

15 MR. MARCOTTE: So they're signing that all the nonroutines
16 are closed?

17 MR. VARGAS: (Untranslated Spanish).

18 (Conversation in Spanish between unidentified speaker and
19 Mr. Vargas)

20 MR. VARGAS: When -- in the daily meeting, they assign the
21 normal duties for the mechanic, inspector, whatever. If they are
22 some nonroutine, in this case the CCM put a number and give it
23 back to maintenance and -- okay, the process, the inspector send
24 the nonroutine to the CCM and CCM gives a number and put it in the
25 maintenance side. Maintenance side resolve the problem and put it

1 back in CCM to close it off in system. And then when the system
2 is closed, CCM give the information back to maintenance and
3 maintenance return the aircraft to service.

4 UNIDENTIFIED SPEAKER: Okay. (Untranslated Spanish).

5 INTERPRETER: He said maintenance.

6 UNIDENTIFIED SPEAKER: Maintenance. (Untranslated Spanish).

7 INTERPRETER: Both need to sign, yes, inspector and mechanic
8 for the release.

9 BY MR. MARCOTTE:

10 Q. So you're working the S check, and let's -- I keep saying
11 shimmy damper, but it doesn't have to be. So I have two blocks, I
12 have a mechanic block to sign and an inspector block to sign.
13 When do you sign that? So, say, I generate a nonroutine card
14 because I have to service it. When do you sign the block? When
15 the nonroutine card is signed off or do you sign it off when you
16 generate the nonroutine? Because then you're relying on the
17 nonroutine card (indiscernible). I'm confused (indiscernible) --

18 INTERPRETER: Okay. Me, too.

19 MR. VARGAS: (Through interpreter) Inspector sign twice, to
20 open the nonroutine and after the job is done.

21 BY MR. MARCOTTE:

22 Q. Okay. So he signs off the S check when he opens the
23 nonroutine? One line item. One line item.

24 A. The S check have one block for your sign and another for the
25 mechanic.

1 Q. Yeah. And this is just for a single item, just for shimmy
2 damper or just for to check the engine, you know, service
3 hydraulics? Each major task has a sign-off block?

4 INTERPRETER: Yes. All those tasks have a, right, square.
5 So you said, okay, this is done, I sign; this is done, I sign.
6 But this one is not, and I -- you have to open a nonroutine.

7 MR. MARCOTTE: Yeah.

8 MR. VARGAS: He say everything not routine.

9 BY MR. MARCOTTE:

10 Q. For example, just any one with two blocks -- so let's say I
11 was -- it says drain the sumps. So this one, draining the fuel
12 sumps, right, and say I found water. Or we can go to the
13 hydraulic damper. We'll just stick with the shimmy damper. Okay.
14 So any signature -- any one line -- so I'll call -- let's just
15 stick with the shimmy damper so we don't confuse everybody that
16 way. There, this one. How about this one?

17 Yeah, so this is the one "check reservoirs of dampers for
18 condition, security, and proper service." So let's say you found
19 that it needed servicing, right? Let's say it was low and you got
20 to refill it, right? So you would generate a nonroutine card when
21 you see it's low. Now when I generate the nonroutine, do I sign
22 then or do I --

23 A. Okay. If they sign here, means that it's ready, that's it
24 okay, and this is not the case. If something open, they have to
25 wait that this item can be closed --

1 Q. Gets closed with the nonroutine.

2 A. -- with the nonroutine. And after that, he sign it off.

3 Q. Okay. Good.

4 BY UNIDENTIFIED SPEAKER:

5 Q. Let me ask you another. Does he reference -- is there
6 anywhere in your procedures where you reference a nonroutine fixed
7 that issue?

8 INTERPRETER: Repeat.

9 BY UNIDENTIFIED SPEAKER:

10 Q. Is there anywhere in the RED Air procedure, let's say if
11 there's a nonroutine generated with this particular task, is there
12 anywhere that it correlates that nonroutine number to the issue
13 here? Ties the two together.

14 A. Yes. This is the determination that we have to service, no
15 sign. He said that the person who is assigned to this job know
16 that if there are nonroutine open item, he cannot sign until this
17 item has been closed.

18 Q. Right. So there's no -- it would appear that there is
19 nothing in their procedures that if you have a nonroutine
20 associated with item 5, that a nonroutine was generated and closed
21 out? Nothing --

22 A. Okay. The nonroutine form have a square that say that based
23 on what I can generate (indiscernible) --

24 Q. Yeah. Okay. So that's what that -- okay.

25 A. Yes.

1 Q. All right. The other question that I have is, is it a
2 requirement at RED Air that mechanics be able to read and
3 understand the maintenance manual? If it's in English.

4 A. It's a require for the RED Air.

5 Q. For RED Air.

6 A. You have to show them that you can understand and read
7 English normal, like a upper -- the Level 4. Level 4.

8 Q. Does that include all the helpers?

9 A. Not the helpers.

10 Q. So the certificated mechanic needs to be able understand and
11 read English up to Level 4?

12 INTERPRETER: Yes.

13 UNIDENTIFIED SPEAKER: The helpers, they need to prove that
14 they can read up to a Level 4 before they become certificated
15 mechanics?

16 INTERPRETER: Well, not -- I can answer that question. Not
17 at the company, because the helper are a student in the academy.
18 So they have to show to the academy and to civil aviation
19 authorities that they have this knowledge before they get their
20 license for the civil aviation authority, not for the company. So
21 when you have the license already, you are supposed to have at
22 least a Level 4 in English.

23 UNIDENTIFIED SPEAKER: Okay. So my understanding is
24 incorrect, that the helpers are employed by RED Air?

25 INTERPRETER: The helper is -- (untranslated Spanish).

1 UNIDENTIFIED SPEAKER: They're a foreman assistant,
2 foreman -- they're apprentices, yes. They are --

3 UNIDENTIFIED SPEAKER: But they're not paid by RED Air.

4 INTERPRETER: Okay. This is the school, in the school. And
5 if you are a student to be a mechanic, the company, RED Air,
6 need -- if we, as a school, at the company we have to put our
7 students in a practice. And say, okay, I can take three. Okay,
8 you, you and you, you go to RED Air and do the practice standards
9 for this program. And you complete the program. If RED Air, at
10 the end, when you get your license, in my school, wants to hire
11 you, they keep it, or if not, you come back here and you apply for
12 another company. Is this is the way (indiscernible).

13 But if civil aviation authorities through my school is the
14 one to give the exam to apply for the license, the final and the
15 DMA. And in one of the requirement to get that license you have
16 to have at least a Level 4 in English.

17 UNIDENTIFIED SPEAKER: So read and understand --

18 INTERPRETER: Yes.

19 UNIDENTIFIED SPEAKER: -- English?

20 INTERPRETER: Yes.

21 UNIDENTIFIED SPEAKER: Excuse me. (Untranslated Spanish).

22 UNIDENTIFIED SPEAKER: Assigned an intern, internship. Okay.

23 INTERPRETER: Internship, yeah. This is the way that it
24 happens here.

25 UNIDENTIFIED SPEAKER: Okay. Thank you.

1 UNIDENTIFIED SPEAKER: So those people, those helpers that
2 are assigned with a mechanic don't necessarily need to be able to
3 understand English yet?

4 INTERPRETER: Not necessary. They can have an idea, but
5 before they can finish their training, they have to get that level
6 to obtain their license to have a DMA license and exam.

7 BY UNIDENTIFIED SPEAKER:

8 Q. How many helpers -- does he know how many helpers were prior
9 to the accident?

10 A. Four or five.

11 Q. Okay. And now?

12 A. Three.

13 Q. Were there helpers out in the ramp today?

14 A. Two of them.

15 Q. Two of them. Okay.

16 A. Both of them were working in the shimmy damper. One of them
17 was taking care of a Skydrol cable (indiscernible).

18 Q. Okay. *No mas.*

19 UNIDENTIFIED SPEAKER: I have a question, a couple of
20 questions.

21 (Conversation in Spanish between unidentified speaker and
22 Mr. Vargas)

23 INTERPRETER: Okay. He ask when -- after the accident when
24 he returned to service to do job and if he have any --

25 UNIDENTIFIED SPEAKER: Any psychological --

1 INTERPRETER: -- psychological assistance and if he need it,
2 if he receive it. And he said that he return like a month after
3 the accident and he receive psychological helper for the company.

4 UNIDENTIFIED SPEAKER: Okay.

5 DR. WILSON: Anything else?

6 UNIDENTIFIED SPEAKER: (Indiscernible).

7 DR. WILSON: John?

8 MR. LOVELL: No. Nothing.

9 DR. WILSON: Emmanuel?

10 MR. SOUFFRANT: No.

11 DR. WILSON: No?

12 UNIDENTIFIED SPEAKER: Oh, I just --

13 DR. WILSON: Okay.

14 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

15 I asked about the safety wire, if there is any special way of
16 installing it and what's the main consideration and when you apply
17 it.

18 MR. VARGAS: Five or six turn by each.

19 UNIDENTIFIED SPEAKER: Yeah. In the direction, in the
20 direction of -- (untranslated Spanish).

21 MR. VARGAS: Clockwise.

22 BY DR. WILSON:

23 Q. Have you had any -- have you ever had any concern about the
24 airworthiness of the airplane?

25 A. He said in the moment he have doubt about that, they can

1 generate a report about it.

2 Q. Where -- is it anonymous or what is the report?

3 A. With the SMS, he can do it both way, anonymous or sign.

4 Q. Has he ever submitted a report?

5 A. No remember.

6 Q. Any pressure to complete maintenance, you know, pressure to
7 return --

8 (Phone ringing)

9 UNIDENTIFIED SPEAKER: Excuse me.

10 INTERPRETER: Repeat that again.

11 BY DR. WILSON:

12 Q. Any pressure to complete maintenance?

13 A. In this, I think it's normally pressure, it's always pushing
14 to -- against the (indiscernible) of the inspector. One of the
15 job of inspector is to refuse that.

16 DR. WILSON: Going around one more time. Steve? Dan?

17 MR. MARCOTTE: No.

18 DR. WILSON: Pocholo? Antonio?

19 MR. CID: I have nothing.

20 DR. WILSON: Emmanuel? Okay.

21 Anything else to add?

22 MR. VARGAS: No.

23 (Whereupon, the interview was concluded.)

24

25

CERTIFICATE

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

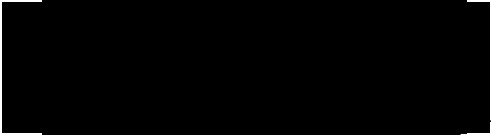
IN THE MATTER OF: MD-82 GEAR COLLAPSE & RUNWAY
EXCURSION ACCIDENT IN MIAMI,
FLORIDA ON JUNE 21, 2022
Interview of Luis Vargas

ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo, Dominican Republic

DATE: December 7, 2022

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


—
Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of: *

*

MD-82 GEAR COLLAPSE & RUNWAY *

EXCURSION ACCIDENT IN MIAMI, *

Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

*

* * * * *

Interview of: HECTOR DE JESUS, Director of Maintenance
RED Air

Aerodom Offices
Las Americas International Airport
Santo Domingo, Dominican Republic

Wednesday,
December 7, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

ANTONIO CID, Accident Investigator
Comision Investigadora de Accidentes Aereos

Also Present:

Interpreter

I N D E X

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By Dr. Wilson	20

I N T E R V I E W

(4:05 p.m. AST)

1
2
3 MR. SOUFFRANT: My name is Emmanuel Souffrant. I am the
4 director of Civil Aviation -- I am the director of aircraft
5 accident investigation bureau of the Dominican Republic and a
6 representative of this -- in this accident, in this investigation.

7 DR. WILSON: Katherine Wilson. I'm a human performance
8 investigator with the National Transportation Safety Board.

9 MR. LOVELL: John Lovell, (untranslated Spanish).

10 MR. LLUBERES: *Mi nombre es* Joel Lluberes, (untranslated
11 Spanish).

12 MR. CID: *Mi nombre es* Antonio Cid, (untranslated Spanish).

13 MR. CRUZ: My name is Pocholo Cruz. I'm the maintenance
14 investigator, National Transportation Safety Board.

15 MR. MARCOTTE: I'm Dan Marcotte from Boeing. I'm an air
16 safety investigator.

17 MR. MAGLADRY: I'm Steve Magladry from the NTSB, the systems
18 investigator for the accident.

19 MR. DE JESUS: And I'm Hector de Jesus, (untranslated
20 Spanish) RED Air.

21 DR. WILSON: Thank you for being here.

22 (Whereupon, an interpreter assisted in translating the
23 questions from English to Spanish and the answers from Spanish to
24 English.)

25 INTERVIEW OF HECTOR DE JESUS

FREE STATE REPORTING, INC.
Court Reporting Transcription
D.C. Area 301-261-1902
Balt. & Annap. 410-974-0947

1 BY DR. WILSON:

2 Q. Can you give us a brief just background, overview of your
3 background and how you got to working for RED Air?

4 A. (Through interpreter) In 2005, he started air force and make
5 the training as a technician in aircraft engine and structure.
6 And this is -- 2009, he went to Brazil and do the Super Tucano and
7 Embraer 190 training, and then as a mechanic in the air force and
8 the line of the Super Tucanos. And then he go to the IAAFA in the
9 United States Academy for the Air Force, and he did the BP68
10 training in the engines. In 2013, he go to Colombia and do the
11 basic training in maintenance. In 2013, he start to do as
12 instructor to train in the air force technical academy. In 2014,
13 he was in Miami in the logistic office in charge of getting the
14 parts for the air force aircraft. It's an office that the
15 Dominican air force have in Miami. 2015, he start to do jobs for
16 the civil aviations and make different trainings, management --

17 INTERPRETER: And what?

18 UNIDENTIFIED SPEAKER: Inspector.

19 MR. DE JESUS: And inspector, and he became a commercial
20 inspector. And in the university he graduate in accounting. He
21 start in Helidosa as inspector of quality control. He spent 2
22 years in this company. Then he move as manager of quality control
23 in the TAM (ph.), TAM is the air force shop, maintenance shop.

24 UNIDENTIFIED SPEAKER: Shop maintenance office.

25 MR. DE JESUS: And then he get in RED Air. In RED Air he

1 start as inspector, then as a coordinator, then as a supervisor,
2 then the director of quality control.

3 MR. DE JESUS: Chief, first chief quality control.

4 INTERPRETER: Chief of quality control and now --

5 MR. DE JESUS: Then director.

6 INTERPRETER: Then director of quality control and now
7 director of maintenance.

8 MR. DE JESUS: Yes.

9 INTERPRETER: So he have been involved in all the RED Air
10 operations since the beginning.

11 What else? That's it.

12 DR. WILSON: Okay.

13 UNIDENTIFIED SPEAKER: That's a lot.

14 DR. WILSON: Um-hum.

15 UNIDENTIFIED SPEAKER: So you started at RED Air when? 2015?

16 MR. DE JESUS: No, no, no. No, no, no. '21.

17 UNIDENTIFIED SPEAKER: 2021?

18 INTERPRETER: 2021.

19 BY DR. WILSON:

20 Q. Okay. So let's back up to the quality -- chief of quality
21 control and director of quality control. When did you become
22 chief of quality control?

23 A. (Through interpreter) He was supposed to be hired as
24 director, but they -- get into the company as chief of quality
25 control and gradually he was --

1 UNIDENTIFIED SPEAKER: He was under observation for --

2 INTERPRETER: Under observation, and that happened in August
3 2021, chief of inspector.

4 MR. DE JESUS: Something like that. I don't remember the
5 exact time.

6 (Through interpreter) Okay. And then in May 2022, he was
7 director of quality control. That happened May 2022, a month
8 before the accident.

9 BY DR. WILSON:

10 Q. So when you were the chief of quality control was there a
11 director of quality control?

12 A. *Si*.

13 Q. What is the role of the quality control department?

14 A. Basically we supervise the maintenance of the company and
15 have to comply with the politic of the company, the --
16 The manufacturer.

17 (Through interpreter) -- the manufacturer, and to comply with
18 the regulations.

19 BY DR. WILSON:

20 Q. As the chief of quality control what were your duties and
21 responsibilities? What was your job? What were you doing?

22 A. As quality control they have to control the operational facts
23 that in maintenance side, in the maintenance side. As he told
24 before, he talk about the regulation, about the manufacturer and
25 the politics of the company. So he have to warranty to be that

1 everybody comply with all those things.

2 Q. Okay. How do you do that?

3 A. It's like they have to follow all the job that the inspectors
4 are doing, supervising their duties, and look that all the job
5 assigned to them have been done on time.

6 UNIDENTIFIED SPEAKER: Yeah, job requirements are done on
7 time.

8 BY DR. WILSON:

9 Q. Do the inspectors report to the chief of quality control?

10 A. Yes.

11 Q. And how many inspectors does RED Air have?

12 A. Five.

13 Q. Is that the right number? Do they want more? Is it too
14 many, too few?

15 A. He think that is an acceptable number because the requirement
16 that they have for each operation have three technician, one
17 inspector, and one supervisor.

18 Q. Do the mechanics also report to quality control or do they
19 report somewhere else?

20 (Interpreter speaking Spanish instead of translating the
21 answer to English)

22 (Laughter)

23 MR. DE JESUS: (Through interpreter) Report directly to the
24 maintenance.

25 UNIDENTIFIED SPEAKER: Gee, I don't even think I caught it

1 that time.

2 INTERPRETER: I told you. I told you.

3 BY DR. WILSON:

4 Q. How did your duties from chief of quality control change when
5 becoming director of quality control?

6 UNIDENTIFIED SPEAKER: You want to go back to chief, don't
7 you?

8 MR. DE JESUS: Yeah.

9 (Laughter)

10 MR. DE JESUS: I got to say something. (Untranslated
11 Spanish)

12 I was there when the aircraft accident and I was in front bar
13 of the field bar. And I feel what he tried to tell me at this
14 time, I don't want this charge, I don't want to -- I don't want
15 that, yeah. And for me, it's -- I like. I like that job. And
16 when I accept, I was not charged with -- yeah.

17 (Through interpreter) He said that he like all the
18 challenges, the challenge positions, that he think that he don't
19 going to spend more than 10 years doing this because it's going to
20 get him really, really old.

21 UNIDENTIFIED SPEAKER: Old before his time, yeah. Join the
22 club.

23 INTERPRETER: Yeah. That everything change after he start in
24 this position -- in those positions because have to be more time
25 focus at the job and a lot of things have to be taking -- took

1 care after the accident and that came to their shoulders. So he
2 had to spend a lot, a lot of time and to get a lot, a lot of
3 pressure from the civil aviation authorities by this time.

4 UNIDENTIFIED SPEAKER: Yeah. He said it's also affected his
5 life totally, his family and everything, and his vision of
6 everything has changed and his friends have changed. He also said
7 that he had a friend, when he told him that he was under
8 consideration for that, told him don't do it, you know, and he ---

9 INTERPRETER: When the crash happened, he understood the
10 friend.

11 UNIDENTIFIED SPEAKER: He understood why.

12 DR. WILSON: Go ahead.

13 UNIDENTIFIED SPEAKER: (Untranslated Spanish).

14 INTERPRETER: The question is how much time you work daily to
15 have everything on the place has to be?

16 MR. DE JESUS: The thing is not --

17 (Conversation in Spanish between unidentified speaker and
18 Mr. de Jesus)

19 MR. DE JESUS: (Through interpreter) More or less he
20 explaining how busy is when you go to those positions. After he
21 left the office, messages still coming into the phone because the
22 operation continue and he have to be aware when the aircraft
23 arrive to Miami and that happens around 7, 7:30 in the night. So
24 besides he leave the office at 6, 5:30, he is still working
25 because he have to see the fuel remaining, he have to see the fly

1 shift, and he have to be connected anywhere. So --

2 UNIDENTIFIED SPEAKER: And all the information filters by
3 him.

4 INTERPRETER: Welcome to the club.

5 BY DR. WILSON:

6 Q. So following up with that, and maybe it's the difference
7 between being chief versus director, but, you know, how often are
8 you in the office versus being out and doing -- observing to make
9 sure that -- you know, supervising the job of inspectors, making
10 sure they're doing what they're supposed to be doing?

11 A. He is not spend much time in the office. He normally,
12 without any advice, he go to the aircraft as a surprise and talk
13 with the crew members regarding the aircraft and talk with the
14 mechanic, the people who are doing the maintenance. And by that
15 way, he can check and supervise that everybody's doing what they
16 are supposed to do.

17 Q. When he was in quality control was he involved in assigning
18 work to the inspectors, the daily work?

19 A. He don't go to the daily meetings every, every day, but he go
20 like at random, one day and another day, to see how the works have
21 been assigned and what is going on.

22 Q. So who is assigning the work to the inspectors?

23 A. Chief of inspectors.

24 Q. So when he was chief, how did he determine what inspector was
25 going to do what work if he was the one assigning it?

1 A. To assign the jobs as instructor, this is more
2 (indiscernible). You don't normally know exactly how are the good
3 points, good --

4 UNIDENTIFIED SPEAKER: Good -- their strengths and
5 weaknesses, good points and --

6 MR. DE JESUS: (Through interpreter) Yeah, where those
7 mechanics are stronger, where they are not as strong as you need
8 it. And if you know that, you can use and take more efficiency
9 from them. Also, that he take care of -- focus on the experience
10 of the mechanic. The most experience mechanic are assigned to the
11 most difficult duties. And that's why he normally require that --

12 UNIDENTIFIED SPEAKER: He calls on his experience in aviation
13 and all that he's done and he tries to know the strengths and
14 weaknesses of his mechanics. And based on that, he assigns the
15 work.

16 INTERPRETER: This is the time that you have to help me more.

17 UNIDENTIFIED SPEAKER: You're doing fine, Guillermo (ph.).

18 BY DR. WILSON:

19 Q. In either -- in your time at quality control did you interact
20 with IDAC at all?

21 A. Yes, all the time.

22 Q. And who did you interact with?

23 A. (Uninterpreted Spanish) Pablo Parra, *como* Pemay (ph.).

24 Q. Are you involved in the SMS at RED Air? Do you have any
25 involvement in that?

1 A. He is part of the operation and safety committee as part of
2 the staff of RED Air.

3 Q. What types of issues are brought up in those meetings? Like
4 what does the committee discuss, what do they do?

5 A. Normally this meeting I have to be called by the management
6 of the SMS. But at the time I've been as part of the committee,
7 I've been just in one meeting, and all the things that we were
8 discussing at that meeting is about safety of the operation,
9 operational safety, and which is the role of everyone of the
10 people of the members in the organization.

11 Q. I guess I'm looking for more specific, like what about the
12 safety of the operation? What were the safety issues that were
13 discussed?

14 A. Okay. At this meeting normally is that in that meeting, the
15 people are meeting, they will know the relevant point. But they
16 check all the reports that the peoples are leaving in the system.
17 Some of the -- as we were discussing, some of them are
18 confidential or others are with a name. And they emphasize to the
19 chief of the areas that involve all the personnel in the SMS
20 culture.

21 UNIDENTIFIED SPEAKER: And the nonpunitive aspects of --

22 INTERPRETER: And the nonpunitive aspects of the reports.

23 This is the point that were emphasized in this meeting.

24 UNIDENTIFIED SPEAKER: Can I ask --

25 DR. WILSON: Sure.

1 UNIDENTIFIED SPEAKER: Does IDAC attend the meeting that he
2 was in?

3 MR. DE JESUS: No.

4 UNIDENTIFIED SPEAKER: Are they invited to attend the
5 meeting?

6 MR. DE JESUS: He's not aware if the SMS in charge have to be
7 by the IDAC or if part of the protocol of this meeting. He don't
8 know.

9 UNIDENTIFIED SPEAKER: Okay. But they weren't there.

10 INTERPRETER: Huh?

11 UNIDENTIFIED SPEAKER: But they weren't there. He doesn't
12 know, but they weren't there.

13 INTERPRETER: Yeah.

14 BY DR. WILSON:

15 Q. As the director of quality control who did you report to?
16 Who was your boss?

17 A. Hector Gomez, the president of the RED Air.

18 Q. Is that the same as the director of maintenance, you report
19 to Hector?

20 A. Yes.

21 Q. How many mechanics does RED Air have?

22 A. Twenty-three counting the helpers, which are four helpers.

23 Q. And does that include inspectors, too, or the five inspectors
24 are separate?

25 A. Yes, they are.

1 Q. Are the helpers paid by or employed by RED Air or are they
2 (indiscernible)?

3 A. They are employees of RED Air.

4 Q. Okay.

5 A. Okay. Some company hire them and pay them; some other
6 company just put it as a contract and -- but that happens, because
7 the company is the ones who decide if they want to train them as a
8 contract or as employee.

9 UNIDENTIFIED SPEAKER: Yeah, I've heard there is paid intern
10 positions.

11 BY DR. WILSON:

12 Q. In your position, either quality control or maintenance, do
13 you reach out to Boeing for support for anything?

14 A. Not directly, no.

15 Q. In your position now as director of maintenance do you have a
16 chief of maintenance also that reports to you?

17 A. Supervisors.

18 Q. How many supervisors are there?

19 A. Two.

20 Q. To be an inspector at RED Air, what are the requirements?

21 (Interpreter asks a question in Spanish)

22 INTERPRETER: Okay. The question is what is SM means? MS
23 means that it's a maintenance control manual.

24 MR. DE JESUS: (Through interpreter) And he said that to be
25 an inspector, have to be 3 years of experience, have to be working

1 on maintenance for 5 years, and have to take the training to be
2 inspector and training to return to service, and training to
3 (indiscernible) inspections, and other training related with this
4 position.

5 Q. Is that training offered by RED Air or is it contracted out?

6 A. They have a basic package for each position and those
7 training, they are given to the employee by RED Air.

8 DR. WILSON: Steve, any questions? Dan?

9 BY MR. MARCOTTE:

10 Q. Is there anybody who does like any trend analysis? Does
11 anybody look at the, you know, logbook write-ups to see if you
12 have any repetitive problems and, you know, then maybe have to
13 make a corrective program? Something to address the problem for
14 engine oil servicing to see if you have engine (indiscernible)?

15 A. Can you repeat again? I didn't --

16 (Through interpreter) As we are partners of LASER Airline,
17 they do the trend monitor for us. We have somebody who take care
18 of this.

19 Q. For the engines?

20 A. Yeah, engines.

21 Q. How about for just other logbook write-ups? Like say that
22 you have a tail tip high alert, and then a week later you have --
23 on the same airplane you have another tail tip high and another --
24 you know, like you have an intermittent problem and then it keeps
25 repeating. Is there somebody who, you know, tracks those logbook

1 items or --

2 A. (Through interpreter) They have a department of
3 accountability and --

4 It's quality assurance.

5 Q. Quality assurance.

6 A. (Through interpreter) Yeah. And that have all those reports
7 and they follow and track the reports. And they have some
8 indicators that show them how to act when that happen and when the
9 recurrency happens. They have some meetings periodically by the
10 quality control department to trade and to share those reports of
11 those.

12 UNIDENTIFIED SPEAKER: And he knows because it's him.

13 MR. DE JESUS: Yeah.

14 BY MR. MARCOTTE:

15 Q. Okay. So how about, let's say that it's on a nonroutine card
16 and let's say that --

17 A. (Through interpreter) Okay. In the company, the nonroutine
18 report, it's considered like a report is made to the logbook. So
19 if it's a nonroutine report, the treatment is the same one as the
20 logbook entry.

21 Q. So if they're doing their service checks and --

22 A. Yeah, it's the same --

23 Q. -- your left shimmy damper keeps having to be serviced again
24 and -- you know, three times in the last four service checks,
25 somebody would probably pick that up and say, why are we --

- 1 A. Yes.
- 2 Q. -- why is this thing losing fluid? Okay.
- 3 MR. MARCOTTE: Thank you.
- 4 DR. WILSON: Anything else, Dan?
- 5 MR. MARCOTTE: No.
- 6 DR. WILSON: John?
- 7 BY MR. LOVELL:
- 8 Q. Were you forced into the director of maintenance role?
- 9 INTERPRETER: Repeat that? (Laughter)
- 10 BY MR. LOVELL:
- 11 Q. He was previously the director of quality. Was he asked to
- 12 take the director of maintenance role?
- 13 A. The former director of maintenance having with some health
- 14 problems and he was lazy in the job, doing his job. And actually
- 15 after he been separate from the RED Air, he pass away.
- 16 Q. So he -- they asked him to take the director of maintenance
- 17 job at that time?
- 18 A. They separate from RED Air and before 10 days, they ask him
- 19 to take that position, within 10 days --
- 20 Q. Of him separating?
- 21 A. -- of him separating.
- 22 Q. Why did you take it?
- 23 A. (Uninterpreted Spanish).
- 24 MR. MARCOTTE: He's asking himself the same thing.
- 25 MR. DE JESUS: And you understand, I --

1 MR. MARCOTTE: I didn't need a translator for that.

2 INTERPRETER: I think maybe he ask the same question every
3 day, why I take it. (Laughter)

4 MR. DE JESUS: I start saying that when -- in the beginning I
5 say I like this job.

6 BY MR. LOVELL:

7 Q. I get it.

8 A. I like this job.

9 Q. What I'm saying is that you were comfortable with being the
10 quality -- director of quality. I guess, since you were there,
11 you know, you had time to kind of digest the position. In your --
12 I don't know whether you were comfortable in that position.

13 Obviously your quality of life changed. But then obviously
14 director of maintenance is different duties and responsibilities,
15 right?

16 A. (Through interpreter) Because of my military background, I
17 have different information and I have the philosophy of
18 discipline. So maintenance, the maintenance position don't change
19 the way that I think, the way that I act. Quality and
20 maintenance, people say they are different, like a police or a
21 thief, but I think that quality and maintenance have to run
22 together as a team, and this is the same philosophy.

23 Q. Okay. You're lucky the airline is small. In a bigger
24 airline it's --

25 A. Yeah, I know.

1 Q. -- it's totally different.

2 A. Very different, yes.

3 UNIDENTIFIED SPEAKER: It's like a nightmare. (Laughter)

4 BY MR. LOVELL:

5 Q. It's not a team. Oh, yeah.

6 A. Yeah, I know, I know. For a while it's, for me, it's a team.

7 Q. That's good you have the aspirations because --

8 A. Yeah.

9 Q. -- obviously you have different jobs --

10 A. Yes.

11 Q. -- you've taken different jobs, had to learn the system a bit
12 and know what you're getting into, good or bad, right?

13 MR. LOVELL: That's all I got.

14 DR. WILSON: Antonio?

15 MR. CID: No. I'm good.

16 DR. WILSON: Joel? Emmanuel?

17 MR. SOUFFRANT: I have no --

18 DR. WILSON: Going around the room one more time.

19 UNIDENTIFIED SPEAKER: Nope.

20 DR. WILSON: I don't have any other questions.

21 BY DR. WILSON:

22 Q. Oh, to clarify, the quality assurance, did that fall under
23 quality control or was that in a different department?

24 A. It's the same, same department. It's the same department.

25 Q. Same department. So was there somebody assigned to quality

1 assurance that reported to you? Somebody who did the quality
2 assurance trend report?

3 A. (Through interpreter) The director of quality control have
4 two different departments. One is chief of inspection and on the
5 other side he have some analyst of quality control and an auditor
6 of the same thing, quality control.

7 Q. Okay. And that analyst, though, reported to the director of
8 quality control?

9 A. Yes.

10 Q. Okay.

11 MR. MARCOTTE: You don't have engineering --

12 MR. DE JESUS: In quality control, no.

13 MR. MARCOTTE: Your airline probably doesn't have an
14 engineering -- your airline probably doesn't have an engineering
15 department or --

16 MR. DE JESUS: Oh, yes. Yes, yes. Engineering and planning.

17 MR. MARCOTTE: Oh, okay.

18 UNIDENTIFIED SPEAKER: So just real quick. Your
19 department -- well, before, used to make sure all the ADs are
20 taken care of, I take it, right? That's the quality control
21 department, yes?

22 INTERPRETER: The quality control department is?

23 UNIDENTIFIED SPEAKER: Does the quality control department
24 make sure that all of the ADs on the airplane are complied with?

25 MR. DE JESUS: That's correct.

1 (Through interpreter) Before was not like this, but after he
2 take the position, he change and he order that all those ADs and
3 other stuff cross by the quality control to be sure that they can
4 be complied.

5 BY DR. WILSON:

6 Q. I'm sorry. I need another clarification. Okay, director of
7 quality control, and then there was two -- a chief of inspection
8 and an analyst of quality control; is that correct?

9 A. Yes.

10 Q. Where does the chief of quality control fall? Is that the
11 director, chief, and then some more chiefs?

12 A. Okay. Director, chief inspector here, and the inspector
13 report directly to the chief inspector, right?

14 Q. Okay.

15 A. And the analyst and the auditor report directly to the
16 director.

17 Q. Okay. So what role did you have before director of quality
18 control?

19 A. Chief inspector.

20 DR. WILSON: Okay. That clears it up. One more time --
21 Anything else you'd like to tell us?

22 UNIDENTIFIED SPEAKER: Don't go any higher.

23 MR. DE JESUS: No.

24 UNIDENTIFIED SPEAKER: You do, and you don't get to sleep.

25 (Laughter)

1 MR. MARCOTTE: Before this, I had -- I wasn't a director of
2 maintenance, but I had a pretty good job. And you had your friend
3 who told you not to take it --

4 MR. DE JESUS: No, I -- (untranslated Spanish).

5 MR. MARCOTTE: I had a friend and he said, if you take this
6 job, he's there, you'll tell who your friends are because they
7 stab you in your chest instead of your back.

8 (Laughter)

9 (Conversation in Spanish between the interpreter and
10 Mr. de Jesus)

11 DR. WILSON: Okay. Thank you very much.

12 (Whereupon, the interview was concluded.)

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CERTIFICATE

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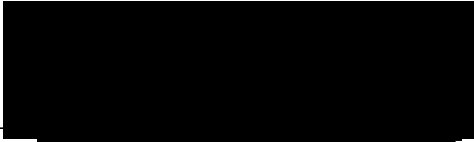
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ACCIDENT NO.: DCA22FA132

PLACE: Santo Domingo, Dominican Republic

DATE: December 7, 2022

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



Kay Maurer
Transcriber

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of: *

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MD-82 GEAR COLLAPSE & RUNWAY *

EXCURSION ACCIDENT IN MIAMI, * Accident No.: DCA22FA132

FLORIDA ON JUNE 21, 2022 *

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Interview of: JORGE SOLIS, Technician
Former RED Air

Aerodom Offices
Las Americas International Airport
Santo Domingo, Dominican Republic

Thursday,
December 8, 2022

APPEARANCES:

KATHERINE WILSON, Ph.D., Human Performance Investigator
National Transportation Safety Board

POCHOLO CRUZ, Accident Investigator
National Transportation Safety Board

STEVE MAGLADRY, Accident Investigator
National Transportation Safety Board

JOHN LOVELL, Accident Investigator
National Transportation Safety Board

DAN MARCOTTE, Air Safety Investigator
The Boeing Company

EMMANUEL SOUFFRANT, Director
Comision Investigadora de Accidentes Aereos

JOEL LLUBERES, Accident Investigator
Comision Investigadora de Accidentes Aereos

ANTONIO CID, Accident Investigator
Comision Investigadora de Accidentes Aereos

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I N T E R V I E W

(8:17 a.m. AST)

1 DR. WILSON: Please introduce yourself.

2 MR. SOUFFRANT: I am Emmanuel Souffrant, director of aircraft
3 accident investigation over the Dominican Republic and I am the
4 accredited representative of Dominican Republic in this
5 investigation.
6

7 DR. WILSON: Katherine Wilson. I'm a human factors and human
8 performance investigator with the National Transportation Safety
9 Board.
10

11 MR. LOVELL: John Lovell. (Untranslated Spanish).

12 MR. CRUZ: Pocholo Cruz. I'm the maintenance investigator,
13 NTSB.

14 MR. MARCOTTE: Morning. Dan Marcotte. I'm from Boeing. I'm
15 an air safety investigator.

16 MR. CID: Antonio Cid. (Untranslated Spanish).

17 MR. LLBUERES: Joel Lluberes. (Untranslated Spanish).

18 MR. MAGLADRY: I'm Steve Magladry. I'm an assistant
19 investigator for the accident and I'm from the NTSB.

20 MR. SOUFFRANT: Jorge Luis Solis. (Untranslated Spanish).
21 Jorge Solis.

22 MR. LOVELL: Jose Luis --

23 MR. SOUFFRANT: Jorge --

24 MR. LOVELL: Jorge --

25 MR. SOUFFRANT: Jorge Luis Solis.

1 MR. LOVELL: (Untranslated Spanish).

2 MR. SOLIS: Jorge Luis Solis.

3 INTERVIEW OF JORGE SOLIS

4 BY DR. WILSON:

5 Q. If you could ask him to please give us a background -- his --
6 an overview of his background and how he got to working at Red
7 Air.

8 A. I work in RED Airport. It's an old airport in Santo Domingo.
9 Then this airport was closed and moved to another new airport.
10 The airport is named (indiscernible) Airport. And he worked for a
11 different company there (indiscernible) services in
12 (indiscernible).

13 MR. LOVELL: In Tropic (indiscernible).

14 MR. SOUFFRANT: And tropical --

15 MR. LOVELL: Tropic Air?

16 MR. SOUFFRANT: Tropical Service.

17 MR. LOVELL: (Untranslated Spanish).

18 MR. SOUFFRANT: And then he go independent before he get in
19 the RED Air. What years?

20 MR. SOLIS: 2012 and I think I been working also in Santiago
21 and Playa Romano and Punta Cana. Different airports when he was
22 practicing independent.

23 BY DR. WILSON:

24 Q. When did he get his TMA license?

25 A. When the Aguero Airport start, that happens maybe 2005.

1 Q. And when was he hired by RED Air?

2 A. He was working with them since the certification process.
3 And he spent like a year with them.

4 Q. And was he hired as a mechanic or in a different position?

5 A. As a technician.

6 Q. What is the difference between a technician and a mechanic?

7 A. He realize that the mechanic is for cars and a technician is
8 for an aircraft. But the real meaning is a mechanic in this case.

9 Q. If he could describe the S check process, specifically the
10 process of the shimmy damper and servicing that.

11 A. When I (indiscernible) service, I go to the manual and then
12 the manual have --

13 MR. LOVELL: Routine.

14 A. -- a routine that you have to follow.

15 DR. WILSON: And maybe we can use the paperwork. I'm not
16 sure what the best way to do it is. So the -- item 3.5 is
17 checking the shimmy damper. I'll pass this over to you, Emmanuel
18 -- for proper conditions. So what I'm interested in is if he saw
19 this, would he go directly to the manual page or what would make
20 him go to the manual page? It says check the shimmy damper for
21 proper conditions so what is a proper condition?

22 UNIDENTIFIED SPEAKER: There's something else.

23 DR. WILSON: Oh, I'm sorry.

24 (Crosstalk)

25 DR. WILSON: Right. So we've got (indiscernible) 3.5 and

1 6.8. I guess I'm -- I'm interested -- what would he be looking
2 for, what is he --

3 UNIDENTIFIED SPEAKER: 3.5

4 UNIDENTIFIED SPEAKER: And then --

5 DR. WILSON: And in 6.8.

6 UNIDENTIFIED SPEAKER: 6.8, too.

7 BY DR. WILSON:

8 Q. Steve has a diagram of the shimmy damper which maybe would be
9 helpful.

10 A. I'm going to translate immediately. According to the manual,
11 he'll -- we will read the manual and the manual will say that
12 first he have to release the (untranslated Spanish) to do the
13 service to release this -- the top -- yes, the top one is to
14 release the air -- you put the hose in the bottom and
15 (indiscernible) and you got the (indiscernible) that they want to
16 do -- you want to (audio drop) liquid, the fluid. And then you
17 disconnect because it have a valve that do not allow the liquid to
18 go (indiscernible) and close it up.

19 Q. So one step before that, how does he know he needs to do that
20 procedure? What would make him -- what would say he needs to fill
21 it with fluid?

22 A. You have the measure here and you see before the refuel and
23 between (indiscernible).

24 DR. WILSON: Thank you. Steve, did you have a follow-up?

25 MR. MAGLADRY: I think he answered it.

1 BY DR. WILSON:

2 Q. Did he ever have to service a shimmy damper at RED Air?

3 A. He don't remember.

4 MR. SOUFFRANT: But let me ask something. The question is if
5 he --

6 MR. LOVELL: If he ever --

7 MR. SOUFFRANT: Was involved in a team, whoever work in a
8 shimmy damper and said it is -- the discrepancies is open if -- I
9 work with a team and I have resolved the problem and signed their
10 books.

11 MR. LOVELL: (Untranslated Spanish).

12 MR. SOLIS: (Untranslated Spanish).

13 MR. LOVELL: I asked him if any time he worked at RED Air if
14 he ever had occasion to work on a shimmy damper and he says he
15 doesn't recall.

16 BY DR. WILSON:

17 Q. When and where did he receive training to work on the MD-80?

18 A. He receive the training in (indiscernible) and then they
19 (indiscernible) in the RED Air. And that happens in the
20 (indiscernible) area of (indiscernible). It's the place that we
21 were -- the first place that we were --

22 MR. LOVELL: Yesterday in the conference room area. Yeah.

23 MR. SOUFFRANT: In the conference that (indiscernible) --

24 MR. LOVELL: In the training room.

25 MR. SOUFFRANT: (Indiscernible) the computers.

1 BY DR. WILSON:

2 Q. Does he recall ever having to service a shimmy damper at
3 (indiscernible) or another company?

4 A. No.

5 Q. Doesn't remember or he had not?

6 A. No.

7 Q. The paperwork shows that he had done a service check the day
8 before the accident. Does he recall anything -- any non-routines
9 during the service check that day?

10 MR. SOUFFRANT: The day before?

11 Q. Yes, the 20th.

12 A. He don't know what's happened before but the day of the
13 flight, the aircraft was flying -- everything working properly.

14 Q. Did he feel that he received adequate training to be able to
15 conduct the S check?

16 A. Yes.

17 MR. LOVELL: I have a question.

18 DR. WILSON: Sure.

19 BY MR. LOVELL:

20 Q. (Untranslated Spanish). Okay. Go ahead.

21 A. When he work in the aircraft, and this check, he didn't found
22 nothing abnormal.

23 Q. Second -- other question (untranslated Spanish).

24 A. Everything is okay.

25 Q. My question was when --

1 A. If it's okay, it's okay.

2 MR. LOVELL: My question -- it was in signing the form, what
3 are you affirming or saying in signing the form and he says
4 basically that everything is okay.

5 BY DR. WILSON:

6 Q. The S check was done on the 20th, the day before the
7 accident. He mentioned that the day of the accident, everything
8 was working okay on the airplane. So I'm curious what he did with
9 the airplane on the day of the accident. Did he do some kind of
10 check?

11 A. We have three routine. The S check, the daily check, and the
12 preflight would have to be done.

13 Q. Did he do the daily check or the preflight on the accident
14 airplane?

15 A. He was not in the airplane the accident date. The day of the
16 accident. The ones who are in the aircraft is the one who did
17 those check.

18 Q. The daily check and the preflight?

19 A. Yeah.

20 MR. MARCOTTE: Can I ask a quick one?

21 DR. WILSON: Yes.

22 BY MR. MARCOTTE:

23 Q. Does he recall when the S check was accomplished, how many
24 helpers or mechanics were working the S check with him?

25 A. Four or five.

1 Q. Any helpers?

2 A. All technicians.

3 Q. All technicians.

4 A. Yes.

5 MR. LOVELL: I have a question.

6 DR. WILSON: Yep.

7 MR. LOVELL: (Untranslated Spanish).

8 MR. SOLIS: The inspector.

9 MR. LOVELL: I asked who specifically was designated to do
10 the check and he said that it was assigned by -- to the inspector.

11 DR. WILSON: You mean the S check?

12 MR. LOVELL: The S check. Yes.

13 DR. WILSON: Pocholo?

14 MR. CRUZ: Nothing at this point.

15 DR. WILSON: Steve?

16 MR. MAGLADRY: Did you ever see -- RED Air mechanics reported
17 that they had to occasionally service these dampers every one to
18 two months. In those cases, did you ever see them have problems
19 with leaking in this area, or the cap?

20 MR. SOUFFRANT: He normally check everything. It doesn't
21 matter which person review the aircraft before. If he going to be
22 in the aircraft, he review everything. And he never seen a leak.

23 MR. LOVELL: I have another question. (Untranslated
24 Spanish). Have you ever seen where at any time you worked in an S
25 check or on the shimmy damper if there was ever a need to add

1 liquid?

2 MR. SOLIS: The answer is no because we never seen the --

3 UNIDENTIFIED SPEAKER: (Indiscernible).

4 MR. SOLIS: -- (indiscernible).

5 UNIDENTIFIED SPEAKER: So if I understood correctly. He's
6 never observed somebody servicing the shimmy damper. So in the
7 beginning, one of the first things we heard was he gave us a
8 pretty good description if we had looked in the maintenance
9 manual, what we've seen. And then, he's never serviced the shimmy
10 damper and he's never watched one being serviced. So when did he
11 read the maintenance manual and why to see how to service a shimmy
12 damper?

13 MR. SOUFFRANT: Because sometimes they are -- he was reading
14 the manual to familiarize with the procedures and (indiscernible)
15 they were looking at this part of the procedures that the manual
16 have.

17 UNIDENTIFIED SPEAKER: Thank you.

18 UNIDENTIFIED SPEAKER: So just to follow up with that, just
19 to be clear, if he has never serviced a shimmy dampener before,
20 has he witnessed any of the other mechanics servicing a shimmy
21 dampener on any other airplanes during any check?

22 MR. SOUFFRANT: He never seen people doing. And flying never
23 -- he never did it.

24 UNIDENTIFIED SPEAKER: So he's never seen other mechanics
25 service a shimmy dampener and then he --

1 MR. SOUFFRANT: No, he said no.

2 UNIDENTIFIED SPEAKER: No. Okay.

3 MR. SOUFFRANT: He said no.

4 MR. LOVELL: Question. (Untranslated Spanish).

5 MR. SOUFFRANT: If he's trained on that, yes. And if he
6 followed the manuals, the procedure in the manual, it can be done.

7 MR. LOVELL: I asked him basically if the task of servicing a
8 shimmy damper is something that he would expect that a mechanic
9 would be able to do and he said yes if he reads the manual and
10 follows the procedure.

11 DR. WILSON: Joel, are you done? Dan, any more questions?

12 MR. MARCOTTE: No.

13 DR. WILSON: Antonio (indiscernible). Steve?

14 MR. MAGLADRY: I'm okay.

15 DR. WILSON: Emmanuel?

16 BY DR. WILSON:

17 Q. I have a question. In the time working at RED Air, did he
18 ever have any concerns about the airworthiness of the airplanes?

19 A. He said it was not always perfect because he never going to
20 take an airplane if he's not sure that it's in good condition.

21 Q. Did he ever feel rushed to complete an S check where he
22 couldn't do a thorough job or any check? I shouldn't just say an
23 S check.

24 A. Never. And I never said that.

25 BY MR. LOVELL:

1 Q. I have a question. (Untranslated Spanish). Why does he
2 think we're here and this group is formed.

3 A. (Indiscernible) to give information relative to the accident
4 occur in Miami.

5 Q. (Untranslated Spanish). I asked him if he thinks it's to
6 assign culpability for the accident.

7 A. As the authority, you are the ones who know what you're going
8 to do with this information.

9 DR. WILSON: Anyone else? Going around the room one more
10 time. Anything else that he has to add that he'd like to tell us?

11 MR. LOVELL: I have one more.

12 MR. SOUFFRANT: It's okay. That everything is okay
13 (indiscernible).

14 BY MR. LOVELL:

15 Q. I have one (Untranslated Spanish).

16 A. My house.

17 Q. (Untranslated Spanish). When did you find out about the
18 accident?

19 A. He was in the house and somebody call him and say hey,
20 something happens in your company. And he (indiscernible) and
21 realize that and he feel really sad about that.

22 Q. And (Untranslated Spanish). And what did you hear in terms
23 of details about the accident.

24 A. He just hear from the people that called him. The people
25 relative -- they have some relative in the United States that then

1 called him and say hey, something happen with an aircraft of your
2 company. And when he check, he realize that an accident occurred
3 but he doesn't have a clue of what's happened.

4 Q. (Untranslated Spanish).

5 A. No.

6 MR. LOVELL: I asked him if he was worried at all that
7 because he had done maintenance on the airplane. He said no.
8 (Untranslated Spanish).

9 DR. WILSON: I did think of one more. He had mentioned that
10 he was hired during the certification process. So what was his
11 role? What did he do during the certification process?

12 MR. SOUFFRANT: Just -- he was just -- because they needed
13 technicians to get the certification. But he doesn't play any
14 position in the process.

15 DR. WILSON: He wasn't a part of the demo flights or
16 anything.

17 MR. SOUFFRANT: No.

18 MR. LOVELL: Nothing.

19 DR. WILSON: Anything else? (Untranslated Spanish).

20 (Crosstalk)

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

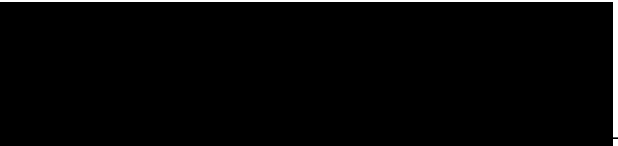
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