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STATEMENT OF SHARI DRERUP

My name is Shari Drerup. I have been a professional, corporate pilot for 14 years and have accumulated over 4000 flight hours and 5 jet type ratings.

It was always a goal of mine to fly for NetJets, which had a reputation for their professionalism, well-maintained, beautiful aircraft, and most importantly their declared emphasis on safety.

I was a competitive candidate when I applied for a pilot position with NetJets, and let them know that I was working on my Masters of Science in Aeronautics with a Specialization in Safety with Embry-Riddle University. Safety is everything to me and was a big part of why I wanted to be a part of their team.

I applied to NetJets in 2015, was interviewed and offered a position in their Indoctrination class starting December, 2016. All pilots hired in my class were measured before being hired to be sure that we would fit in all their aircraft. There were 13 pilots in the class, including myself.

On February 6, 2017, I started aircraft specific training for NetJets at Flight Safety International. My simulator partner, a NetJet's Captain, and I completed aircraft specific systems and avionic training and moved on to the simulator portion of the training. During the simulator sessions, I was having trouble controlling the aircraft during full power, single engine go-arounds. My simulator instructor, noticed this over a period of days, and stopped the simulator during one session and declared "Shari, the reason you are struggling with these procedures is that you are too short for this airplane."

I saw my instructor document in my training records, "Shari's stature precludes sufficient control authority." Which simply means, my legs were not long enough to fully depress the rudder pedal during a single engine go around. I was surprised, as I have never been too short to perform these maneuvers in any of the other five jets, which I have type ratings in.

Flight Safety then informed NetJets of this issue. I was told by NetJets, "Go buy a booster seat, wear platform shoes, and just make it work; we hired you to fly the Phenom and you need to figure it out." I stated that I was concerned about being pilot in command in an aircraft, that in case of an engine failure at full power, I would be too short to control the aircraft.

I thought to myself, "Did NetJets really expect me to carry around a booster seat and wear platform shoes to fly each day? Is this really safe?" I asked if it would just be safer to transfer me to another aircraft in their fleet. I was told that if I was too short to fly the Phenom, I would be too short to fly any of their

other aircraft. This was absolutely an untrue statement, since I was already type rated and trained to fly the Encore Plus aircraft in their fleet.

Moreover, I was aware that three men in my class were deemed by NetJets to be too tall for the Phenom cockpit, and they were assigned to other aircraft.

I was notified the next day that NetJets made the decision to terminate my employment, instead of transferring me to another aircraft in their fleet that I was qualified to fly.

NetJets discriminated against me, when they made the decision to terminate me, because I was too short to fly as pilot in command in the Phenom. Stature was an issue for the three male pilots who were too tall for the Phenom, and yet they were transferred to another suitable aircraft. I was too short to fly the Phenom and was not afforded the same options, even though stature was the issue for all of us.

As a professional pilot, NetJet's decision to terminate my employment has done irreparable damage to me and my flight career.

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