



Memorandum For Record

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Date: January 6, 2023
NTSB Accident Number: ERA21FA225

According to a National Transportation Safety Board Air Traffic Control Subject Matter Expert (SME), uncorrelated track radar data from the Federal Aviation Administration (FAA) for the departure and destination airports for the estimated time of departure and arrival, and also time and accident location was obtained¹. The SME also checked for FAA Automatic Dependent Surveillance – Broadcast (ADS-B), but there was no ADS-B recorded data in the system for the accident flight.

Review of the provided uncorrelated radar track data revealed a target was noted departing runway 23 at Cape Fear Regional Jetport/Howie Franklin Field Airport (SUT), Oak Island, North Carolina about 1627. After takeoff the flight turned left to a northeast heading for about 21 nautical miles, then turning slightly left to a north-northeast heading and proceeded towards 05N (Figure 1). The flight continued towards South Oaks Aerodrome (05N), Winterville, North Carolina, but the radar track data was lost at 1735:52, when the flight was about 6.2 nautical miles and 181° from 05N (Figures 2 and 3).

¹ OpsVue data is track data only. L3Harris' OpsVue uses NextGen Data which includes flight identification and location data for advisory purposes only. This NextGen Data is a multi-sensor system that aggregates and georeferences FAA data sources including data from FAA ASDE-X and ASSC systems, FAA Terminal and En Route Radars, the FAA certified ADS-B Network and Flight Plan data from the En Route Automation Modernization (ERAM) system. The reported altitude is derived from the reported pressure altitude, adjusted for the local pressure reported with the Rapid Update Cycle (RUC) data within the Continental United States (CONUS). Outside of the CONUS, only pressure altitude is reported. The accuracy of altitude data can vary, sometimes up to several hundred feet, however trend information (ie; rates of climb and descent) is considered accurate and reliable.

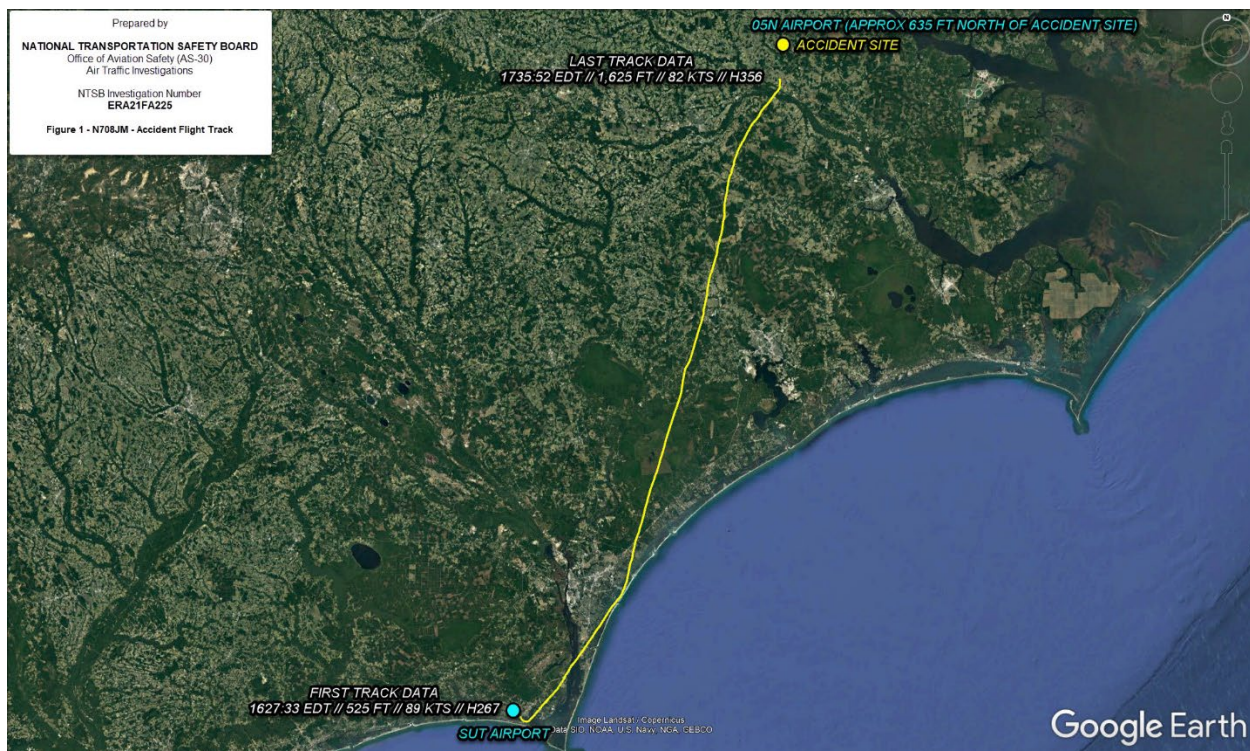


Figure 1: Uncorrelated Radar Targets Depicting Flight Path From Departure to Near Destination Airports.

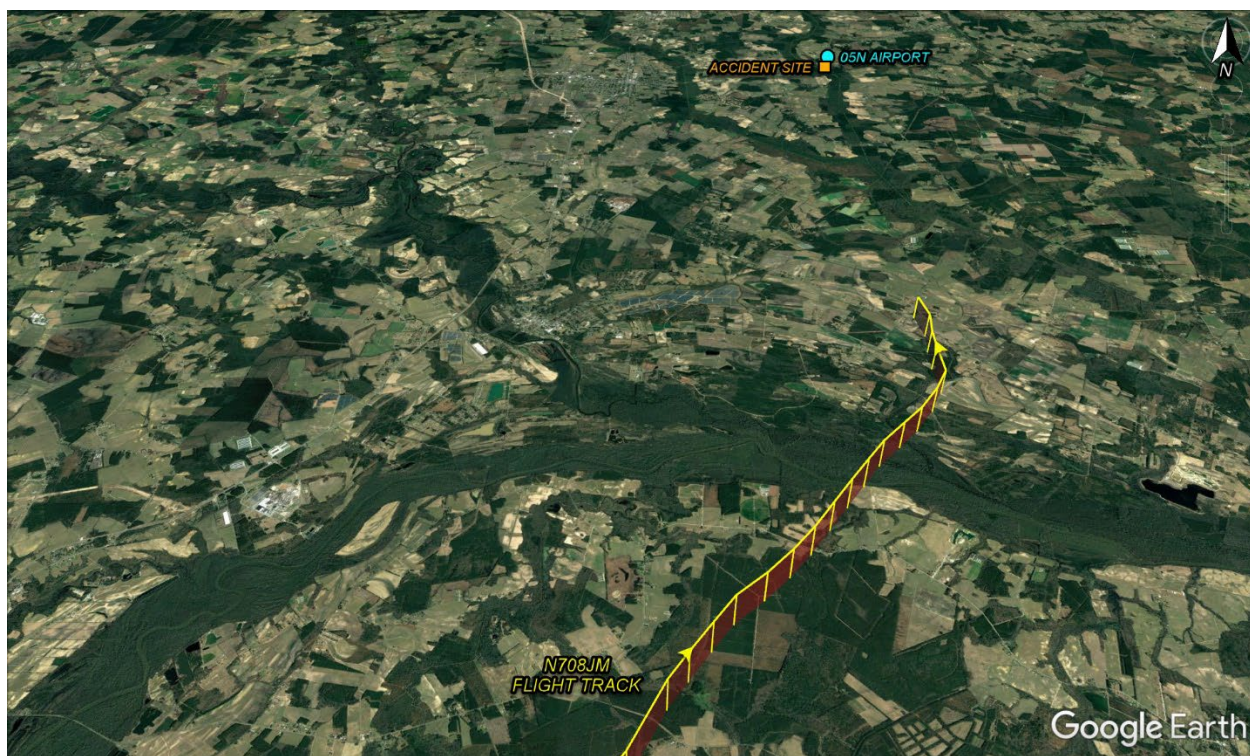


Figure 2: Uncorrelated Radar Targets Depicting Final Portion of the Accident Flight, Accident Site and Destination Airport Locations.

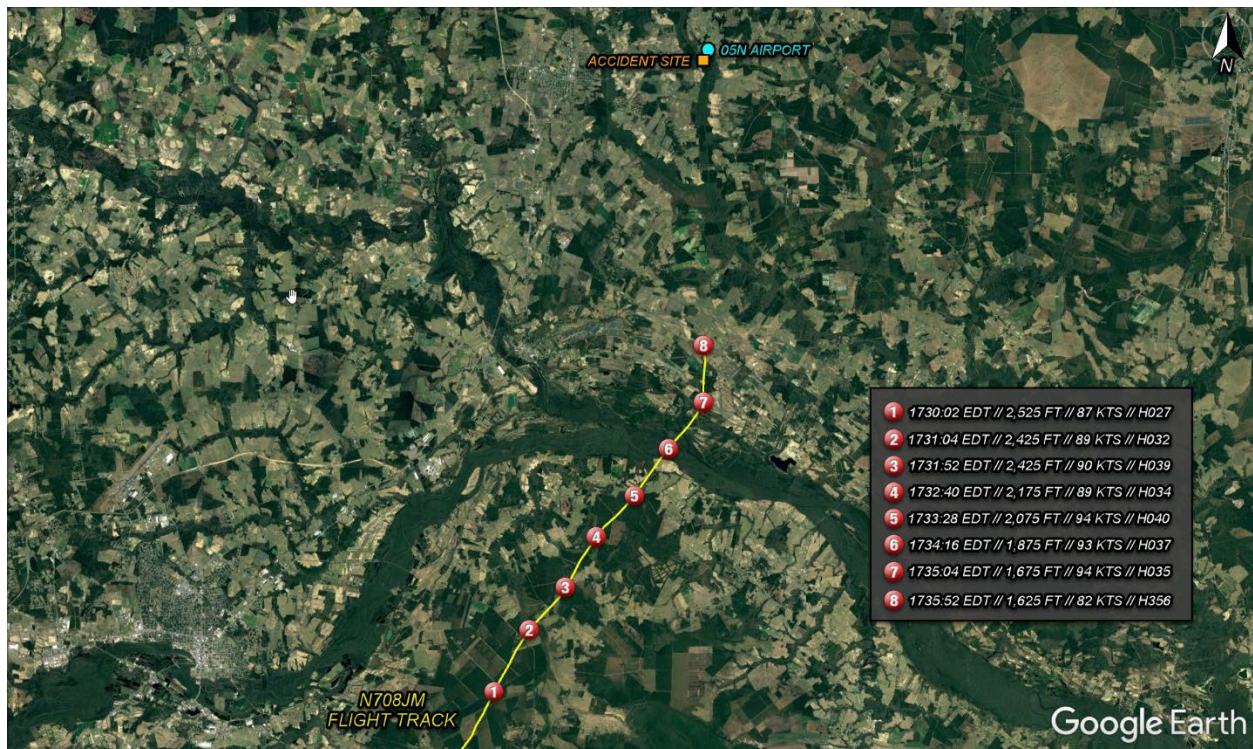


Figure 3: Uncorrelated Radar Targets Depicting Final Portion of the Accident Flight, Accident Site and Destination Airport Locations. Also depicts Time, Altitude and Groundspeed.