



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: July 14, 2017

Person Contacted: Mr. Andrew Byron (Pt. Mugu NAS ATCT Supervisor and local controller)

NTSB Accident Number: WPR17FA146

Narrative:

The following is a synopsis of the information provided by the Mr. Byron in a telephone conversation on this date:

- Mr. Byron is an active-duty military member
- On the day and time of the accident he was the Pt. Mugu Naval Air Station (NTD) ATCT supervisor and also the on-duty local controller
- The subject of the NTSB call to Mr. Byron was to understand the requirements, restrictions, and typical practices regarding the NTD ATCT handling of the SKFC and other LSAs/Ultralights transitioning from CMA to the shoreline
- Mr. Byron reported that the typical procedures were as follows:
 - Once airborne and approaching NTD airspace, the aircraft/pilot would contact the ATCT and state their location, intended destination, and altitude
 - The ATCT controller would then issue a route and approve the current/requested altitude, unless operational requirements dictated otherwise
 - The altitudes are typically 500' and below
 - The NTD ATCT typically does not actively issue an altitude or altitude restriction; normally it is the pilot's discretion
 - When one of these SKFC or other LSA aircraft radios NTD ATCT for a transition through NTD airspace, the ATCT controllers typically use binoculars to visually acquire and track the aircraft
 - The typical route from CMA to the shore was first towards "Round Mountain" (about 4 miles NE of NTD) and then either following "the river" or "PCH" (Pacific Coast Highway, Route 1) south to the shoreline, with a left (east) turn at the shoreline
 - Typically, pilots would request a radio frequency change (to leave NTD frequency) near Mugu Rock
- SKFC and other ultralight or LSA aircraft returning to CMA through NTD airspace are handled in a similar manner