

WPR22FA172

## **AIR TRAFFIC CONTROL**

Group Chair's Field Notes - Attachment 3  
Interview Transcripts

UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

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Investigation of:

FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022

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Accident No.: WPR22FA172

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Interview of: ROBIN GREISEN, Operations Manager (OM-1)  
Northern California TRACON

Via Zoom videoconference

Tuesday,  
May 17, 2022

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| <u>ITEM</u>                 | <u>I N D E X</u> | <u>PAGE</u> |
|-----------------------------|------------------|-------------|
| Interview of Robin Greisen: |                  |             |
| By Mr. Soper                |                  | 6           |
| By Ms. Owens                |                  | 19          |
| By Mr. Coleman              |                  | 21          |
| By Mr. Eggar                |                  | 22          |
| By Mr. Soper                |                  | 22          |
| By Ms. Owens                |                  | 24          |
| By Mr. Coleman:             |                  | 25          |
| By Mr. Soper                |                  | 26          |
| By Mr. Eggar                |                  | 28          |
| By Mr. Soper                |                  | 28          |
| By Mr. Coleman:             |                  | 29          |
| By Mr. Soper                |                  | 30          |
| By Mr. Owens                |                  | 31          |
| By Mr. Soper                |                  | 31          |

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I N T E R V I E W

(3:45 p.m. EDT)

1 MR. SOPER: Test one, two. Okay. Again, my name is  
2 Brian Soper. I'm a senior traffic investigator with the NTSB.  
3 The NTSB is an independent federal agency charged with  
4 investigating commercial transportation incidents and accidents,  
5 and in aviation, specifically all civil aviation accidents and  
6 incidents of a serious nature, developing a probable cause and  
7 attempting to find recommendations to either industry, the  
8 facility, air traffic control, or operator, whoever, to prevent  
9 recurrence, and that's what we want to do ultimately at the end of  
10 the day. We have no enforcement powers. We are not regulatory.  
11 We don't make rules. We do not enforce rules.

12 The group members here with me today are: Sarah Owens. She  
13 is a NATCA ASI and works at Kansas City Center. We have  
14 Tomas Eggar with us from NATCA, as well, also an ASI. Works at  
15 Raleigh-Durham ATCT. We have Joshua Coleman with us from the FAA  
16 from Anchorage TRACON, right? Yes, from Anchorage TRACON. And we  
17 have Matt Picciotti (ph.) with us from the Office of General  
18 Counsel with the FAA. The -- did I say that right?

19 Is it General Counsel, Office of General Counsel? Or have I  
20 got that wrong? Is that our guys?

21 MR. PICCIOTTI: We call it the Office of the Chief Counsel.

22 MR. SOPER: Office of the Chief Counsel. I knew it. That  
23 didn't sound right when it rolled off my tongue. So, all right,

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1 very good.

2 And if -- we do not have a court reporter here, so we are  
3 recording this on a digital device. This recording will be  
4 provided for transcription, and that transcript is what will  
5 become part of the record, not the recording. You will have an  
6 opportunity, as well as the party members here with us today on  
7 the group, to review that transcript for accuracy prior to us  
8 making it a part of the docket.

9 We cannot offer any guarantee of confidentiality or immunity,  
10 and what that means is, if you have any military background,  
11 sometimes, they offer privilege in safety investigations in the  
12 military. Here, we're a very transparent agency and bound by  
13 government to provide the information very transparently. So,  
14 that means that your name will be associated with the report as  
15 the whatever position it was you were working on, or leading up  
16 to, or around the time, whatever it is. And that goes for the  
17 pilots, and crew, and all that, as well.

18 We just ask that you answer the questions to the best of your  
19 ability. It's okay if you don't know, and you can say, I don't  
20 know the answer. You can say, I don't recall, if you don't  
21 recall. Please try to recall, and please provide us as much  
22 detail as you can, because sometimes, the details that may not  
23 seem that important are what help that piece of the puzzle to fit  
24 together later by understanding that little detail. So, just  
25 answer to the best of your ability and recollection.

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1       If you don't understand a question, please ask us how. If at  
2 any time we ask you a question that you're uncomfortable and you'd  
3 like to confer with your rep prior to answering, we will certainly  
4 allow that. We will just ask you to both -- you could both mute  
5 and turn off your camera on your -- as a -- and you can then talk  
6 privately on the phone and come back when you're ready. We will  
7 wait. Okay?

8       You're entitled to one representative. You've told me that  
9 you've chosen Matt Picciotti, and that's great. Do you have any  
10 questions before we start?

11       MR. GREISEN: No.

12       MR. SOPER: Great.

13                       INTERVIEW OF ROBIN GREISEN

14       BY MR. SOPER:

15 Q.   All right. So, for the record, if you would, could you  
16 please state your first and last name for us?

17 A.   Robin Greisen.

18 Q.   And is that Robin with an I or a Y?

19 A.   I.

20 Q.   All right. And your age at the time of the accident?

21 A.   Sixty-two.

22 Q.   And your operating initials there at the facility?

23 A.   OZ, (indiscernible) zoom.

24 Q.   And the -- you are an operations manager there, correct?

25 A.   That's correct.

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1 Q. Were you the OM on duty at the time of the event?

2 A. Yes.

3 Q. Okay. And do you have any prior military or pre-FAA air  
4 traffic control related work experience: DOD, contract towers --

5 A. Not air traffic.

6 Q. Not air traffic.

7 A. (Indiscernible).

8 Q. Okay. Do you hold any collateral duties or have you been on  
9 any recent details that have taken you outside the facility for  
10 longer than three weeks or so, anything that would affect -- you  
11 don't have any currency --

12 A. No.

13 Q. -- do you? You don't have any currency requirements as OM,  
14 correct?

15 A. No, we, we don't, and I have not been out of the facility.

16 Q. Okay. And if you would, could you just give me in a  
17 nutshell, kind of tell us the 10,000 foot version of your aviation  
18 background? And what I mean by that is -- you know, I'm always  
19 interested in aviation. I graduated high school, I went to  
20 college for this, and I decided I was going to get my private  
21 pilot's license, blah, blah, blah. And what led you to air  
22 traffic control and here? Very brief, very high level. Just kind  
23 of that general bio.

24 A. Sure. (Indiscernible) an airplane and was flying. Graduated  
25 with a biology degree from San Diego State, and wasn't using it,

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1 so I went back and got in the first CTI program back in the late  
2 '80s, graduated from that, hired on at the FAA at that point, and  
3 been working for them ever since 1992.

4 Q. Awesome. And how would you describe your overall health in  
5 the terms of excellent, good, fair, or poor?

6 A. Good.

7 Q. And did you have a -- are you required to hold a second class  
8 medical in that position as OM, or no medical required?

9 A. No medical required.

10 Q. Okay. And were you taking any prescription or  
11 nonprescription medications on the day of the accident?

12 A. No.

13 Q. Was drug or alcohol screening performed following this event  
14 as a result of this accident?

15 A. Believe so, but not for me.

16 Q. That's what I meant. You didn't have to perform toxicology?

17 A. No.

18 Q. Okay. And are there -- have there been any major changes in  
19 your health over the last year, good, bad, or indifferent? These  
20 are things like, yeah, I had a major surgery; I had -- you know, I  
21 was hospitalized for over a month for an accident; anything major  
22 or traumatic good or bad? I lost 50 pounds, and I'm -- you know,  
23 I've done a lot better, or whatever.

24 A. No.

25 Q. Similar question: Any major changes in your personal life in

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1 the last year, big picture? Got married, got divorced had a --  
2 adopted a child, had a child, anything like that?

3 A. No.

4 Q. And final question along the same lines: Any major changes  
5 in your financial situation over the last year: won the lotto,  
6 filed bankruptcy, big stuff that impacted your finance?

7 A. Afraid not.

8 Q. Okay. Now, this one's a little bit more difficult, because I  
9 know it's been -- there's been some time pass since the accident,  
10 and -- but I would like you to try to do -- to the best of your  
11 ability, think back, and we want to look at that 72 hours leading  
12 up to the time of the accident. So, I believe the accident --

13 MR. SOPER: Refresh my memory. Does anybody know the time of  
14 the accident that it occurred, the time of day? I don't have it  
15 in front of me.

16 MR. GRIESEN: (Indiscernible).

17 BY MR. SOPER:

18 Q. I'm sorry?

19 A. 12:10 Pacific Time.

20 Q. There you go. That was it. Perfect. So, going back three  
21 days from that, essentially in that 72 hours, did anything occur  
22 that was a wrench in the spokes of life, so to speak, meaning it  
23 was, yeah, I had a -- a family member had had a car accident. I  
24 was up with them for whatever, running them back and forth. Or, I  
25 was sick. I didn't feel good for like two days. I was up, you

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1 know, just sick and ill. Or, I had an ill family member.  
2 Anything that would have disrupted your normal daily routine or --  
3 of sleeping, eating, and normal activities?  
4 A. I mean, I've been dealing with family, family issues for my  
5 parents, but it hasn't -- it's getting all routine during the day.  
6 It hasn't disrupted sleep patterns or anything.  
7 Q. Okay.  
8 A. I can't remember if I (indiscernible) for that. I'd have to  
9 look.  
10 Q. Very well. Outside of that, you feel like, during that time  
11 frame, you did get the normal sleep you would normally get on  
12 those days, and you were able to get adequate rest?  
13 A. Yes.  
14 Q. Okay. Did you file an ASAP report as a result of this event?  
15 A. Did not.  
16 Q. Okay. And have you ever been interviewed about this event  
17 prior to now beside the pre-briefing that you conducted with the  
18 FAA?  
19 A. No.  
20 Q. Okay. And have you had an opportunity to review replays of  
21 the event?  
22 A. I have not looked at an FAA replay. I saw that or heard  
23 about that, but I didn't look at it on (indiscernible) just to see  
24 what it was when I (indiscernible).  
25 Q. Okay. Did they make, did they make a replay available to

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1 you? Did they ask you if you wanted to watch a replay or listen  
2 to a replay of it?

3 A. No.

4 Q. Okay. And I'll ask you, do you feel like you need to listen  
5 or watch a replay before you answer questions?

6 A. No.

7 Q. Okay.

8 A. (Indiscernible) because I doubt if it would affect anything I  
9 need for the day.

10 Q. Okay. And was a -- to your knowledge, was a relief briefing  
11 conducted when you took the OM position on that day, or were you  
12 the opening person, or how did that work?

13 A. (Indiscernible) was the opener --

14 Q. You were the opener.

15 A. -- that day.

16 Q. Okay.

17 A. Yeah, it was just me and one other OM, so --

18 Q. Okay. And so, on a scale of one to five, five being the  
19 heaviest, how would you rate the -- how would you classify the  
20 traffic volume in the area at the time of the, at the time of the  
21 accident?

22 A. I don't know.

23 Q. Okay.

24 A. I would have to see a replay for that.

25 Q. Okay. No problem. And so, a similar question, and this is

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1 probably the same, but on a scale of one to five, five being the  
2 most complex, how would the -- how would you classify the traffic  
3 complexity?

4 A. Yeah, once again, I --

5 Q. Same thing?

6 A. -- would have to see (indiscernible), yeah.

7 Q. Understand. Thinking back again to around that time and  
8 whatnot, do you identify with any distraction that may have been  
9 occurring leading up to or at the time of the accident that could  
10 have been a factor? And I'm saying these are things like, yeah,  
11 we were having equipment issues a good part of the day, and we  
12 were trying to get it fixed; or, they were working on something in  
13 behind the radar scopes, and it was loud banging; or, the  
14 environmental controls and the stuff wasn't working good, it was  
15 really hot, the air wasn't working right. Any of those kind of  
16 things that could have just disrupted the -- been a distraction  
17 around that time?

18 A. So, operationally, I can't think of any off the top of my  
19 head, but we were having a big COVID wave like that day, and the  
20 day before, and even the day before that, so we were dealing with  
21 contract tracing a lot in that particular area, and we had to pull  
22 people out of the operation, we had to send them home, we were  
23 filling out contact tracing forms on them. We were -- you know,  
24 from our own perspective, we were very (indiscernible).

25 Q. Got you. All right. Now, that kind of explains a little bit

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1 about why we're doing this virtually, right? So -- also. So, all  
2 right, and do you recall around the time, or do you recall a  
3 recollection, the general weather conditions in the area? And I'm  
4 not looking for you to spit out METARs or anything like that, but  
5 was it generally IFR, VFR, mixed bag? Was there any precip in the  
6 area that was noted, thunderstorms, anything --

7 A. So, I --

8 Q. -- like that?

9 A. I don't remember specifically I recall it being VFR, but I  
10 remember I did see a crash on the news later that day, and I know  
11 the crash site had -- was, was obscured with fog, so I think we  
12 probably had the usual, the low stratus in the Bay Area. So, VFR  
13 conditions in general.

14 Q. Do you guys normally see AIRMETs, or SIGMETs, or anything  
15 come out on that type of fog that you guys get in that area, in  
16 that geographical area?

17 A. Not specifically for that. Judge the general AIRMETs for  
18 (indiscernible) obscuration, coastal observation.

19 Q. Okay. And you don't recall if there was any on that day, do  
20 you?

21 A. I don't.

22 Q. Okay. Did you receive a pre-duty weather briefing on that  
23 day?

24 A. Yes.

25 Q. Okay. And this is kind of an opinionated question, but what

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1 is your opinion of the value of the pre-duty weather brief to your  
2 operation there at the TRACON in its current state?

3 A. I don't get a lot out of it, quite frankly. It's --

4 Q. Okay.

5 A. -- very -- you know, there's a little piece that you -- they  
6 show where a (indiscernible) might be from the coast, kind of like  
7 the air vents through it; and then, also, (indiscernible) forecast  
8 for (indiscernible) hours for several of our airports. And that  
9 15-second portion of it was actually useful to us; but otherwise,  
10 for that, I don't find them particularly useful.

11 Q. Okay. Is there -- just pie in the sky type of question, but  
12 is there anything that you feel, if they provided this in there,  
13 don't -- you don't have to worry about who would provide it or how  
14 that gets done. Just simply, if this information was provided in  
15 that same weather briefing, it would be much more value to --  
16 valuable to us in the TRACON environment? Is there anything that  
17 stands out to you like that readily as you've been doing this now  
18 for a while?

19 A. Well, like I said, (indiscernible) break it down, and that  
20 would be more than adequate for what we generally need.

21 Q. Okay. Great. Did you have a cellular phone or PED on you at  
22 the time of the event?

23 A. No.

24 Q. And had you requested a relief or were you awaiting relief  
25 that hadn't come, or were you in your normal rotation for the time

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1 as OM that day at the time of the incident -- accident?

2 A. I was in my normal rotation.

3 Q. Okay. And did you -- when did you become first aware that  
4 there had been an accident?

5 A. After I was off shift.

6 Q. Okay. Same day, but were you still in the facility, or after  
7 you had went home?

8 A. Well, I (indiscernible), and like I said, we were dealing  
9 with a lot of COVID stuff, like, and that's probably  
10 (indiscernible) 20 COVID contact tracing forms for the next OM to  
11 finish up on. I can't remember specifically what I forgot to tell  
12 him, but I noticed I'd forgotten to tell him something.

13 Q. Okay.

14 A. So, back to the facility to brief him on that, and that's  
15 when he informed me that there's been an accident, and he was  
16 (indiscernible) more contact tracing, so nothing was going to get  
17 done --

18 Q. Got you.

19 A. -- (indiscernible).

20 Q. All right. Awesome. Okay. That takes care of all that  
21 background information. Those are all those background questions.  
22 They're all very black and white in nature. If you could now --  
23 so, this is a little more difficult, because I don't think you can  
24 probably really do this, because you didn't watch a replay, and  
25 you weren't -- you don't have recollection of -- I mean, you were

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1 not -- you didn't know there had been a situation until after you  
2 had returned from being off ship. So, can you speak at all to the  
3 sequence of events that occurred leading up to or during the  
4 accident, or can you not?

5 A. I can't speak of any personal knowledge. Everything that I  
6 would tell you is what I read in the ATO safety report and the SRT  
7 report.

8 Q. Okay. All right. We'll stick to that type of line of  
9 questioning, then, for you, because that makes the most sense.  
10 So, taking ourselves away from the event itself, because you  
11 really didn't know if something had happened at that point, in  
12 looking back now, you know what the SRT said, and you've been  
13 made aware of some of the elements that were there at the time,  
14 but as the OM, you wouldn't have necessarily witnessed that stuff,  
15 so it's -- you wouldn't have known it in person. But is there  
16 anything that stands out to you as being off in your opinion,  
17 like, oh, I'm surprised that happened, or, that doesn't make  
18 sense. Like, I would have expected something differently here.  
19 Is there anything that stood out right away like that, good, bad,  
20 or indifferent?

21 A. Well, clearly, the fact that we did notice the aircraft had  
22 fallen off the radar.

23 Q. Okay. Yeah, elephant in the room, right? I get that one,  
24 yeah, that's for sure. How about, can you tell me a little bit  
25 about the VFR transition that exists out there? I know there's

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1 more than one, actually, but there's a VFR transition that's  
2 published in the charts. In the VFR sectional, it says air  
3 traffic control clearance is required, and it goes from the  
4 Bay Area up there west of the Golden Gate Bridge and kind of  
5 follows the coast down to Half Moon Bay, taken them through that  
6 whole (indiscernible) area to the west. Can you tell me a little  
7 bit about how you guys handle VFR transitions and what the  
8 expectation is? Do they normally clear the aircraft for those?  
9 Do they approve as requested? How does that work if a pilot  
10 requests a VR transition, one of those that is published?

11 A. So, nothing is specific, but the general technique would be  
12 the (indiscernible) aircraft that is maneuvering does work by the  
13 Richmond sector --

14 Q. Okay.

15 A. -- and it's the Richmond-Diablo sector. Diablo and Richland  
16 are generally combined. Diablo's a little bit lower level  
17 (indiscernible) general aviation aircraft when we get busy enough  
18 to open it up. When the aircraft would request transition  
19 southbound, they would be entering the Sutro sector's airspace.  
20 So, technique-wise, Richmond -- or, Diablo control (indiscernible)  
21 handoff to the Sutro sector, and they'd -- the Richmond or Diablo  
22 control would tell that aircraft, remain outside of class bravo.  
23 And again, the aircraft out to Sutro (indiscernible) aircraft to  
24 Sutro's frequency would then have them issue them whatever  
25 clearance was appropriate, depending on their traffic or

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1 (indiscernible).

2 Q. Okay. So, on that part right there, would they -- when you  
3 say usually have a clearance, is it -- do you feel like it's the  
4 expectation that controllers will -- is three an SOP? I mean, do  
5 you guys have this covered in your SOP, how you handle clearing  
6 aircraft for the VFR transition, or is it just --

7 A. I don't know.

8 Q. Okay.

9 A. I, I can't remember if it's just (indiscernible). I believe  
10 it's technique. I don't believe it's specifically written in our  
11 SOP.

12 Q. Understood.

13 A. I don't -- I can't tell you for sure.

14 Q. Okay.

15 A. I will tell you, there was (indiscernible) cleared through  
16 (indiscernible) class bravo clearance. Like I say, if you look at  
17 that transition that's published in the VFR chart, it does remain  
18 on the side of class bravo.

19 Q. Right.

20 A. So, the traffic volume, they'll, they'll, you know, verbalize  
21 what that transition is, from being less than a (indiscernible)  
22 one (indiscernible) San Francisco (indiscernible) follow the  
23 coastline. And, sir, I can't remember the exact verbiage, but, I  
24 mean --

25 Q. Okay.

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1 A. -- basically, (indiscernible) that transition to them.

2 Q. Yeah, you -- so, that's, I guess that's what I was getting  
3 at, too. That's perfect. So, you -- there is an expectation that  
4 you're going to hear something about how to do it, what to do it,  
5 any restrictions that are involved in doing it --

6 A. Right.

7 Q. -- and then proceed.

8 A. Yeah, that's correct.

9 Q. Okay.

10 A. Yes.

11 MR. SOPER: Great. All right. Well, I'm going to, I'm  
12 actually going to hand it off right away. I asked you a lot of  
13 questions. You've had to listen to my mouth yap for a while. So,  
14 I'm going to pass it off to Sarah Owens.

15 Sarah?

16 BY MS. OWENS:

17 Q. Hello.

18 A. Hi.

19 Q. Is it unusual that she would have just denied the clearance  
20 when (indiscernible) started to hand off for the Sutra sector?

21 A. So, I don't think it's unusual. What I'm describing is  
22 technique. I don't know exactly what, what she had going on. She  
23 may have had knowledge that Sutra wasn't ready for them. So, no,  
24 you know, I don't know that it would be -- I would classify it as  
25 unusual.

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1 MS. OWENS: I think that's the only question I have right  
2 now.

3  
4 MR. SOPER: All right. Thanks, Sarah.

5 So, Thomas, I'll hand it off to you.

6 BY MR. EGGAR:

7 Q. Hey, Robin. Just a couple of quick questions. I think the  
8 first one was, was the controller, Heather Stone, was she part of  
9 the COVID contact tracing? Like, was she, I guess, identified as  
10 a possibility for having COVID? Was she already contacted? Was  
11 she a part of that?

12 A. (Indiscernible) --

13 MR. SOPER: Before we --

14 A. I believe everybody in that area, because of the nature of  
15 where those sectors are, you're within 6 feet --

16 Q. Right.

17 A. -- three different positions. So, I'm pretty sure -- I'm not  
18 sure if it was contact traced.

19 Q. Okay. And then, the area just, I guess, kind of where the  
20 museum is, or just north of the building gate right there, if you  
21 know, or if you can answer this, do you know generally like how  
22 good your coverage is for keeping (indiscernible) right there or,  
23 and/or about? Like, at what point would they stop dropping off?

24 A. I don't know specifically, no.

25 MR. EGGAR: Okay. That was really all I had. Thanks, Robin.

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1 MR. GREISEN: Okay.

2 MR. SOPER: Thanks, Thomas.

3 Joshua, pass it along to you.

4 BY MR. COLEMAN:

5 Q. And just -- hi, Robin, first of all. Just a couple of quick  
6 questions. How often do you guys give the Bay tour? What's the  
7 frequency of something like that?

8 A. It's pretty standard. I mean, especially on weekends,  
9 there's a lot of folks out there sightseeing, so it gets used a  
10 lot. (Indiscernible), and sometimes, we'll clear people through  
11 the class bravo rather than keeping them down below, so --  
12 depending on the traffic line. And it's, I'd say it's, you know,  
13 on a busy vehicle, on a weekend day, it's probably a couple of  
14 times an hour.

15 Q. Okay. And then, the other one, just a kind of a follow-up  
16 from earlier, you mentioned one technique would be that you  
17 (indiscernible), you go ahead and start the handoff to the Sutro  
18 sector?

19 A. Not (indiscernible), I'm sorry, not until you're ready for  
20 transition, anyway.

21 Q. Okay. If they're not going to use that technique, what would  
22 be the other way that they would communicate the aircraft's  
23 request for that sector?

24 A. Probably, verbally. Like I said, they're 6 feet apart.

25 Q. Okay.

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1 A. And there's a CI, there's a CI1 coordinator that's in between  
2 the Richmond and Sutro sector, and that's essentially the handoff  
3 for both sectors simultaneously, so that person does a lot of  
4 coordination between those sectors (indiscernible) each controller  
5 what's going on with requests.

6 MR. EGGAR: Right. Okay. That's all I have. Thank you,  
7 Robin.

8 MR. SOPER: All right. Thanks.

9 MR. EGGAR: Can I just jump onto that real quick?

10 MR. SOPER: Yep. Go right ahead, Thomas.

11 BY MR. EGGAR:

12 Q. Was that sector open during it? I don't recall the --

13 A. I'm pretty sure --

14 Q. -- (indiscernible).

15 A. -- it was. Yeah, that (indiscernible) --

16 Q. Thank you.

17 A. -- always open, yes. (Indiscernible) is always open.

18 MR. EGGAR: Awesome. Thanks, Robin.

19 MR. SOPER: Thanks, Thomas.

20 All right, Robin, I do have another (indiscernible) question.

21 BY MR. SOPER:

22 Q. So, we also learned that at some point after the aircraft had  
23 disappeared from radar, there was a United Airlines flight that  
24 had flow through and reported receiving an ELT, and I believe the  
25 same controller, I believe, Heather, was still on, and she said

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1 she notified the supervisor. Was that you or the OS type  
2 supervisor that she would have notified that?

3 A. Well, she -- if she notified anybody, she would have notified  
4 the OS. I'm, I'm 35 feet away from the area.

5 Q. Understand. Do you recall ever learning that information on  
6 that evening, that there was an ELT being received by United? Did  
7 that get relayed to you, either from the supe or elsewhere?

8 A. So, I didn't get notified of the specific aircraft regarding  
9 an ELT. The OS from (indiscernible) came over at one point and  
10 (indiscernible) came over at one point and said that they -- what  
11 I recall them telling me is they're getting numerous ELT reports  
12 down at their level. They had one high-level (indiscernible)  
13 didn't have anything specific as far as altitudes or locations.

14 Q. Okay. So, what's the process, kind of, that you would  
15 expect? What happens? You know, you're getting reports of ELT,  
16 maybe multiple reports. What is your experience in how that is  
17 handled internally there at the TRACON? Do they -- do you start  
18 doing a check of all your aircraft (indiscernible), or do you -- I  
19 apologize for the dogs barking. Do you -- is there a check that's  
20 done like that? Does somebody kind of lead that follow-up, or is  
21 it just -- you know, do they just go through a controller and say,  
22 hey, do you got all your guys, do you got all your guys, and that  
23 type of thing? Or how does it work? I mean, do they do anything?

24 A. So, ELT reports are Farragut to Open Center.

25 Q. Okay.

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1 A. And they maybe would have a location and an altitude, and  
2 they would, they would -- I believe they use that information to  
3 triangulate (indiscernible) they'd pass that information on to the  
4 search and rescue folks.

5 Q. Okay.

6 A. So, we just, we pass what -- we get to zero, and I, and I may  
7 want to (indiscernible) or where they want us to check. I'll  
8 say --

9 Q. Okay.

10 A. -- now, could you -- for the sake of (indiscernible), you  
11 know, give me some reports, negative or positive.

12 MR. SOPER: Very well. Okay. That's all I've got for the  
13 moment. I'm going to go ahead and pass it back to Sarah.

14 Did you have any additional questions?

15 MS. OWENS: I do have a couple more questions for you.

16 BY MS. OWENS:

17 Q. How long would you expect after you use radar (indiscernible)  
18 target with the data locked off off the scope?

19 A. Actually, somebody told me this. I used to sit there on  
20 coast. But my understanding now is, it drops off immediately and  
21 goes to a suspend whiffs (ph.).

22 Q. And is the suspend whiffs something that's listed on the  
23 scope?

24 A. Yes.

25 Q. It is. And is it an option for the control and their like

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1 PrefSets to (indiscernible) turn that suspend list on and off, or  
2 is it supposed to be displayed all the time?

3 A. Don't know. I mean, I know it's movable, but don't know if  
4 you can toggle it on and off. I suspect you can't, but I don't  
5 know.

6 Q. And once an aircraft goes into suspend whiffs, it's going to  
7 stay there indefinitely until someone removes it?

8 A. Looking at the SRT report or whichever report it was, it  
9 dropped down after eight minutes.

10 MS. OWENS: After eight minutes. Okay. That's all the  
11 questions I have. Thanks.

12 MR. SOPER: Thank, thank you, Sarah.

13 And Thomas, do you have additional questions at this time?

14 MR. EGGAR: No, not right this second, no. I'm working on  
15 one.

16 MR. SOPER: Okay, great. No problem.

17 And, Joshua?

18 MR. COLEMAN: Yeah, I just kind of wanted to follow up with  
19 something that was said earlier about the positions being 6 feet  
20 apart and the technique if you're not going to hand off that  
21 aircraft. You'd have that C1 position maybe verbally coordinate  
22 that between them.

23 BY MR. COLEMAN:

24 Q. The question is, with the COVID, you know, spike, that you  
25 recently had, and those positions being that close, is that person

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1 -- have you changed maybe where they position themselves because  
2 of that, or do they still run between them?

3 A. Unfortunately, we, we can't find a way to do it.

4 Q. Okay.

5 A. And they aren't 6 feet apart. They're -- the outside ones  
6 are probably, they're within 6 feet, and the second one is  
7 probably within 10 feet.

8 MR. SOPER: Okay.

9 MR. COLEMAN: Nothing else.

10 MR. SOPER: Nothing else? Okay, Joshua, thanks.

11 So, I have an additional question for you again, Robin.

12 BY MR. SOPER:

13 Q. So, when this case -- after the aircraft -- after the  
14 pilot -- I'm sorry, not the aircraft. After the pilot had  
15 requested to pick up the VFR transition, and was told to remain  
16 clear of the bravo and that, there was -- the aircraft ended up  
17 entering into an area of -- where they remained doing circles,  
18 kind of burning circles in the sky, so to speak, for about  
19 seven straight minutes at low altitude kind of up and down just  
20 north of the Golden Gate Bridge, over that land there on that  
21 side.

22 And is it your expectation that a controller would ever say  
23 anything? Like, would you expect them to inquire as to what that  
24 pilot was doing? If his last intent to fly south to Half Moon  
25 Bay, and he then proceeds to go north a little bit and burn

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1 circles in the sky VFR, would -- at what point would you expect to  
2 hear a controller ask or inquire, or would you not, because they  
3 were VFR? Like --

4 A. You know, I mean, I, I couldn't speculate, you know. The --

5 Q. Okay.

6 A. -- (indiscernible) back on the, on the flight of where, where  
7 the guy's circling over the Golden Gate Bridge. And the Golden  
8 Gate Bridge, and Alcatraz, and the whole Bay Area out there are  
9 very popular sightseeing destinations, so --

10 Q. Sure.

11 A. -- people going over those, those landmarks over, and over,  
12 and over is not uncommon. I would expect the pilot at some point  
13 to remind the controller he was looking to get out of there, but I  
14 don't know what she had going on, so I, I can't speculate as to  
15 why she didn't ask him (indiscernible).

16 Q. No worries, no worries. And how about, how prevalent, if at  
17 all, prevalent might be a strong word, so I mean, do you ever note  
18 -- with the fog that you guys do get there. And you mentioned that  
19 it's a routine phenomenon there in that area, correct, in that  
20 geographical area --

21 A. Yes.

22 Q. -- for you to have to deal with that? Is it something that  
23 you guys receive enough information on that you're able to advise  
24 pilots that there's that in the area? Do you rely on them to tell  
25 you? Do you get reports from anywhere else to let you know like,

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1 hey, maybe I should solicit PIREPs in this area? Is there  
2 anything -- do you recall any type of --

3 A. No.

4 Q. -- communication in that regard?

5 A. No. There's no weather reporting along the low level along  
6 the coast other than the general AIRMETs.

7 MR. SOPER: Okay. All right, very well. I'm going to pass  
8 it along again, Sarah. Do you have anything else?

9 MS. OWENS: (No audible response.)

10 MR. SOPER: No? Okay.

11 Thomas?

12 BY MR. EGGAR:

13 Q. Back to the weather stuff, (indiscernible) do you guys have  
14 like an IDS, something above the controllers that shows, you know,  
15 all the general information and everything?

16 BY MR. SOPER:

17 Q. Is there anything up there about like, the weather is so bad,  
18 it's A, B, or C? That like, okay, we're not doing tours, we're  
19 not doing the Half Moon Bay tours, or is there, I guess, a  
20 location, San Francisco Airport or whatever airport is nearest by,  
21 that says, hey, we're (indiscernible), we're not allowing these  
22 tours? I'm sorry, did you answer that? I -- I'm sorry, did you  
23 answer that? I didn't hear anything in response.

24 A. Yeah, I'm sorry. Yeah, no, we don't have anything that

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1 would -- along those lines. We don't have any weather reporting  
2 along there, and (indiscernible) approve or deny based on -- you  
3 know, we assume that they can see out their windows.

4 Q. Right. There'd be a (indiscernible) or something would be  
5 (indiscernible), so right. I got you.

6 A. Yeah.

7 Q. And then, the next one, if you know, you mentioned about the  
8 handoff to the Sutra area to go back for that transition or go  
9 back down south. Do you know or -- in relation -- kind of like  
10 the Golden Gate Bridge, how early that may happen and/or where the  
11 dividing -- or, where the airspace boundary is, like where it  
12 would need to be done by?

13 A. Going off the top of my head, it's, it's -- they use each  
14 other's airspace so much over there, I kind of lost track of where  
15 the specific line is between the two of them. But the -- and, you  
16 know, I would expect that as the aircraft (indiscernible), he  
17 already had the aircraft head south (indiscernible) handoff.

18 Q. Got you. Yeah. There'd be space over there, for sure.

19 A. Yeah.

20 MR. SOPER: All right. Thanks, Robin.

21 Okay. And, Joshua?

22 BY MR. COLEMAN:

23 Q. Is this an area known to lose radar coverage? I mean, is  
24 that a common thing in that area?

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1 A. Not that I recall. Like I said, I was actually an  
2 operational supervisor in that area about 10 years ago, and I  
3 don't recall it ever being (indiscernible), especially since we  
4 had fusion down. I think we had, you know, additional ADS-B  
5 coverage. I, I think our radar coverage is pretty good in the  
6 entire Bay Area.

7 MR. COLEMAN: Thanks. Nothing else.

8 MR. GREISEN: Okay, fine.

9 MR. SOPER: Great.

10 BY MR. SOPER:

11 Q. And that actually kind of alludes to one of the questions I  
12 wanted to ask you, because I forgot to ask you at the beginning,  
13 but were you an active controller prior to being a supe, then?  
14 Now, we know you were a supe previously. Were you an active  
15 controller at Nor Cal before all of this, or --

16 A. Yes.

17 Q. Okay, great. How long did you control there?

18 A. (Indiscernible) we got here in 2002. I was a straight  
19 controller, just strictly controlling, I think, for about  
20 three years there. Then I was working traffic management and  
21 keeping currency. And then, when I became an operational  
22 supervisor, I kept currency. So --

23 Q. Okay.

24 A. -- left here in 2013, so probably 11 years.

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1 MR. SOPER: All right. Okay. Sarah, did you come up with  
2 any oh, by the way's?

3 MS. OWENS: No, I don't think so. Actually, yes, I do have  
4 one.

5 MR. SOPER: Great.

6 BY MS. OWENS:

7 Q So, you said it's technique that, you know, you either  
8 approve a transition or hand it off to the Sutra sector. Is it a  
9 normal occurrence where they would just deny that clearance and  
10 the pilot would have to make an alternate plan of action?

11 A. It's not, it's not common, but it is, it is denied at times.

12 MS. OWENS: Okay. I think that's all I have, then.

13 BY MR. SOPER:

14 Q. To piggyback off of that one -- this is Brian again. So, to  
15 piggyback off of that one, Robin, just kind of curious, in your  
16 experience, if it is denied, is that normally verbalized in that  
17 respect, meaning like, unable at this time, remain clear of the  
18 bravo, or is it just like, remain clear of the bravo? Like, I  
19 don't have time to talk to you. Remain clear of the bravo.  
20 That's it. Or does it --

21 A. I couldn't, I couldn't tell you which one it is. I do know  
22 that they would, they would deny the clearance, and, and they  
23 (indiscernible) off of the alternate route, which would take them  
24 out over the Oakland Airport across the East Bay.

25 Q. Okay.

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1 A. Around that way.

2 MR. SOPER: All right. Good information. All right.

3 Thanks.

4 Thomas, did you have any additional?

5 MR. EGGAR: No, not right now.

6 MR. SOPER: And, Joshua, how about you?

7 MR. COLEMAN: Nothing additional.

8 MR. SOPER: Sarah, any last ones?

9 MS. OWENS: (No audible response.)

10 MR. SOPER: Okay, great.

11 BY MR. SOPER:

12 Q. We're going to get you wrapped up, here, Robin. I think  
13 that's relatively painless. I understand you were not  
14 necessarily -- you weren't working the traffic, and you were doing  
15 OM duties and dealing with a lot of stuff, so you didn't have  
16 necessarily that firsthand knowledge of what was happening on  
17 position, anyway. So, we kind of knew that going in, but it was  
18 also important for us to understand the big picture about what's  
19 going on in the room and how things go here, and you've been there  
20 for quite some time.

21 So, all that said, just kind of that hindsight being 20/20  
22 thing, where you're -- you've looked back at this occurrence, at  
23 this accident, and what you have learned about it, either through  
24 the SRT, watching any type of replay, looking at the stuff,  
25 hearing what went on, is there anything that stands out to you as

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1 something that, you know, could be done differently, or should  
2 have been done differently, or maybe if it would have been done  
3 differently -- and this could be air traffic or pilot side. I  
4 don't care. Anything that you just -- any observations you have  
5 that would have maybe changed the outcome of something like that  
6 that should be paid attention to?

7 A. No, I can't think of anything that would have changed the  
8 outcome. I mean, like I said --

9 Q. Yeah.

10 A. -- clearly, we should have noticed the aircraft missing --

11 Q. Sure.

12 A. -- which would have started, started the whole series of  
13 things happening then as far as search and rescue and  
14 notifications go. But I don't think the outcome would have been  
15 any different.

16 Q. Okay. And any questions that you think we should have asked  
17 you that we didn't?

18 A. No, I can't think of anything.

19 MR. SOPER: Chicken. All right. All right, very well. Hey,  
20 I appreciate you taking the time out, Robin. I know these things  
21 are just not that comfortable. But it's immensely helpful for us,  
22 and it helps us accomplish our job. And sorry this all happened.  
23 Do you have any questions for us before we wrap you up?

24 MR. GREISEN: No, I can't, I can't think of anything.

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1 MR. SOPER: Okay. I'm going to stop the recording now. I  
2 how the time at 1622 local for Eastern --

3 (Whereupon, at 4:22 p.m. EDT, the interview was concluded.)  
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

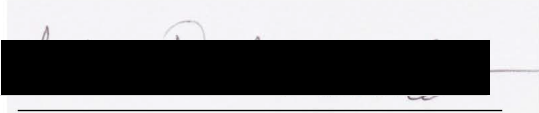
IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of Robin Greisen

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: May 17, 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.

  
\_\_\_\_\_  
Lisa Sevarino  
Transcriber

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NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

FATAL VANS RV-10 ACCIDENT \*

NEAR SAUSALITO, CALIFORNIA \*

ON MAY 6, 2022 \*

Accident No.: WPR22FA172

\*

\* \* \* \* \*

Interview of: WILLIAM HOPPE, Operations Manager (OM-2)  
Northern California TRACON

Via Zoom videoconference

Tuesday,  
May 17, 2022

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APPEARANCES:

BRIAN SOPER, Air Traffic Investigator  
National Transportation Safety Board

JOSHUA COLEMAN  
Federal Aviation Administration

SARAH OWENS, NATCA ASI  
National Air Traffic Controllers Association,  
Kansas City Center

THOMAS EGGAR, NATCA ASI  
National Air Traffic Controllers Association,  
Raleigh-Durham Air Traffic Control Tower

MATT PICCIOTTI, Representative  
Office of the Chief Counsel, FAA

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| <u>ITEM</u>                 | <u>I N D E X</u> | <u>PAGE</u> |
|-----------------------------|------------------|-------------|
| Interview of Robin Greisen: |                  |             |
| By Mr. Soper                |                  | 6           |
| By Ms. Owens                |                  | 19          |
| By Mr. Eggar                |                  | 20          |
| By Mr. Coleman              |                  | 22          |
| By Mr. Soper                |                  | 22          |
| By Mr. Eggar                |                  | 25          |
| By Mr. Soper                |                  | 25          |
| By Mr. Eggar                |                  | 27          |

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I N T E R V I E W

1  
2 MR. SOPER: Test one, two. All right. My name is  
3 Brian Soper. I'm a senior traffic investigator with the NTSB.  
4 The NTSB is an independent federal agency charged with  
5 investigating civil aviation accidents and incidents of a serious  
6 nature, developing a probable cause, and safety recommendations  
7 hopefully to industry, or segment of industry, or operator to  
8 prevent reoccurrence. We're not affiliated with the DOT or the  
9 FAA in any way. We have no regulatory or enforcement powers. We  
10 do not make rules; we do not enforce rules.

11 The group members we have here with us today, for the record,  
12 are Joshua Coleman from Anchorage TRACON, representing the FAA.  
13 We have Sarah Owens, a NATCA ASI, out of Kansas City Center. And  
14 we have Thomas Eggar, also a NATCA ASI, out of Raleigh ATCT.

15 The -- depending -- I apologize. Not depending. The purpose  
16 of the investigation is safety, to determine the probable cause,  
17 too prevent reoccurrence. Our role is not to assign fault, blame,  
18 or liability. The interview is part of a fact-finding phase of  
19 the investigation only.

20 We cannot offer a guarantee of confidentiality or immunity,  
21 and what that means is, if you're familiar with military  
22 investigations, safety investigations, they offer privilege which  
23 kind of allows you to remain nameless in those investigations.  
24 Within the NTSB, we're a very transparent agency serving the  
25 public, so we are not allowed to do that. We -- your name will be

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1 associated with the position you are working, the pilot's name  
2 will be associated with the aircraft, and whatnot. So, that's all  
3 included in there.

4 Each group member will have an opportunity to ask questions.  
5 We'll kind of go around the room in round robin fashion virtually,  
6 of course. Not optimal, but that's what we're working with today.  
7 And as we go around the room, I'll have a few questions. I'll  
8 start out the questioning. Some of it is very black and white and  
9 background in nature. And then, we'll just continue around the  
10 room until everybody has asked everything they need to ask.

11 If you have any questions in the meantime, please feel free  
12 to let us know, and we'll answer those, by all means. Just answer  
13 the questions to the best of your recollection and your ability.  
14 No need to fill in the blanks. If you don't know it, you don't  
15 know it; and if you don't recall it, you don't recall it. That's  
16 perfectly fine. You're entitled to one representative. You have  
17 stated that you have chosen Matt Picciotti (ph.), who is here with  
18 us today from the FAA's Office of the Chief Counsel. Do you have  
19 any questions before we begin questioning?

20 MR. HOPPE: No.

21 MR. SOPER: Awesome. Okay.

22 INTERVIEW OF WILLIAM HOPPE

23 BY MR. SOPER:

24 Q. So, for the record, could you please state your name and your  
25 title or position there that you were working on that day.

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- 1 A. Name's William Hoppe, an operational manager at Northern  
2 California TRACON.
- 3 Q. Okay. And were you -- I'm trying -- I want to be clear. You  
4 were not the OM that was on duty at the time of the accident, but  
5 rather the one that relieved the OM that was on duty at the time  
6 the accident occurred; is that correct?
- 7 A. That's correct. That is correct.
- 8 Q. Okay. Awesome. And how old were you on the day of the  
9 accident?
- 10 A. Fifty.
- 11 Q. And what are your operating initials there?
- 12 A. (Indiscernible).
- 13 Q. Do you have any pre-FAA air traffic control work experience,  
14 such as military, DOD, dispatch, contract tower, any of that?
- 15 A. Yes. I was five years in the Navy as an air traffic  
16 controller, and I worked in a contract tower for about two,  
17 two and a half years.
- 18 Q. And when were you in the Navy, just years? Like, what year  
19 to what year?
- 20 A. 1990 to 1995.
- 21 Q. And you were a controller there?
- 22 A. Yes.
- 23 Q. Ah. We had overlapping service. Right.
- 24 A. And we, we had more than that.
- 25 Q. We did?

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1 A. Well, yeah. We were in A School together.

2 Q. Hoppe. Holy crap, man. That's --

3 A. Yeah.

4 Q. -- unbelievable. Wow. I've got to tell you, I've got to

5 erase that from the transcript. We've got to talk later. That's

6 unbelievable. Man. You know, it's weird. I was going to ask you

7 if you were related to a Hoppe anywhere. I was like -- but, man,

8 you just don't look the same. But now that you say that, I see

9 the resemblance. It's crazy. I can see the resemblance. It's

10 you. I mean -- but anyway, all right. You threw me off, there,

11 for a second. That's awesome.

12 So, where did you work contact tower?

13 A. Grand Island.

14 Q. Grand Island. Where's that at?

15 A. It's, I mean, running through the United States, it's right

16 in the middle. It's in Nebraska.

17 Q. Okay. Awesome. Do you hold any collateral duties at the

18 facility or have you been on any recent details that have taken

19 you out of the facility for a long period? I know you don't have

20 currency requirements there, but that have taken you out of the

21 facility for a long term recently.

22 A. No, no.

23 Q. Okay. And if you would, kind of give me that 10,000 foot

24 view snapshot of your aviation/air traffic control background.

25 Essentially, you know, like, I graduated high school, I went to --

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1 you know, I was interested in aviation, I joined the Navy, I ended  
2 up in A School with some moron that's working for the NTSB now,  
3 and I did this; and then, I went on and moved to this facility and  
4 that facility. How did that all work for you? What's your kind of  
5 background story?

6 A. Well, I got interested in aviation. My dad was a supervisor  
7 in the FAA, and he worked in a flight 232, and I got to see all  
8 the NTSB (indiscernible), and I go to an actual airfield, and  
9 that's when I did the delayed entry into the Navy. And I went to  
10 the Navy five years, air traffic control, contract tower. While I  
11 was doing school with business aviation, I was taking flying  
12 lessons.

13 As far as (indiscernible), came up and hired by FAA  
14 (indiscernible), which is in San Jose, just a tower. Finished my  
15 VFR pilot's license. About 2001, went back to Wichita, which is  
16 an up-down. I spent like two and a half, almost three years  
17 there. Finished up my IFR. And then, I was (indiscernible) plans  
18 of coming back out there, and I came back out in 2004, and been  
19 here ever since. I've been a supervisor in this facility, worked  
20 for the traffic (indiscernible) unit in this facility, and then  
21 became the operational manager about two years and five months  
22 ago.

23 Q. Were you also an active controller there, or control-acted  
24 while you were sleeping?

25 A. Yes, I've been a controller in the area and operational

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1 manager for now, and a supervisor in that area.

2 Q. Okay. So, you've been certified there, as well --

3 A. Yes.

4 Q. -- on the floor? Awesome. When was the last time you

5 actually worked the floor control-wise before shifting to OM

6 duties? How long ago was that?

7 A. 2016 --

8 Q. Okay.

9 A. -- OM duties. I changed to supervisor. That was in 2019.

10 Q. Oh, okay. All right. Very good. Great. Have you ever been

11 fired, terminated, suspended, or asked to resign from any job

12 while you -- since you've been in the FAA?

13 A. No.

14 Q. How would you describe your overall health in the terms of

15 excellent, good, fair, poor?

16 A. It's good.

17 Q. Good. And did you -- you're not required to hold a medical

18 clearance as OM, correct?

19 A. No.

20 Q. Okay. And were you taking any medications or -- prescription

21 or nonprescription, on the day of the event?

22 A. No.

23 Q. Okay. And was drug or alcohol screening performed as a

24 result of this event?

25 A. Not for me.

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1 Q. I assumed. And have you had any major changes in your health  
2 over the last year, big things: gained 50 pounds, lost 50 pounds,  
3 had a major surgery, that type of stuff?

4 A. No.

5 Q. Okay. Similar question: Major changes in the personal life  
6 over the last year: adopted children, got married, got divorced,  
7 big things in life?

8 A. No.

9 Q. All right. And last one along the same lines, major changes  
10 in your financial situation: won the lotto, filed bankruptcy, came  
11 into a great big inheritance, these kind of things?

12 A. No.

13 Q. Awesome. This one's a little bit tougher, because it  
14 involves thinking back. And I know the event. There's been some  
15 time since the event occurred, and it's a little bit harder to do  
16 this. But can you think of anything in those last 72 hours  
17 leading up to the time of the event -- so, I know the event  
18 happened at about 12:10. I know you came on after the event. But  
19 around that middle of the day, working back three days, was there  
20 anything that occurred that was a wrench in the spokes of life, so  
21 to speak, meaning you either weren't able -- it affected your  
22 ability to sleep and get normal rest like you would any other day,  
23 or affected your ability to eat. Either you were sick, somebody  
24 else was sick, car accident in the family, any kind of things that  
25 took you out of your normal daily routine leading up in during

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1 those three days prior?

2 A. No.

3 Q. All right. And did you file an ASAP as a result of this  
4 event?

5 A. No.

6 Q. Have you ever been interviewed about this event prior to now  
7 besides the pre-briefing with the FAA?

8 A. No.

9 Q. And have you had an opportunity to review replays of this  
10 event, Falcon or anything like that?

11 A. Yes. I think I provided.

12 Q. Okay. And how long ago was probably when you reviewed that?  
13 Was it like right after the event or within that first couple of  
14 days there?

15 A. It was right after the event. I just researched the Falcon.  
16 Basically, I made the Falcon.

17 Q. Oh, okay. Good. And on the day of the event, do you  
18 remember -- so, actually, I already know the question -- the  
19 answer to the question. I know that you relieved another  
20 controller. Was a relief briefing conducted at that time?

21 A. Yes.

22 Q. And was that -- do you guys record your OM turnover?

23 A. Yes.

24 Q. And do you guys utilize a checklist of any kind?

25 A. Yes.

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1 Q. Is that like -- for you guys, is that an electronic one, or  
2 one that's like on the desk somewhere in a binder, or how do  
3 you --

4 A. It's on the ACE-IDS.

5 Q. Okay. And on a scale of one to five, this, I need you to  
6 kind of think of -- you've seen the replay, so you know what was  
7 happening at the time. Just to the best of your recollection, on  
8 a scale of one to five, five being the heaviest, how would you  
9 classify the traffic volume at the time of the event for that  
10 area?

11 A. A three.

12 Q. And do you feel like that's normal for that time of day and  
13 tempo of ops, or was that above average or below average?

14 A. It's normal.

15 Q. Okay. And then, on a scale of one to five, five being the  
16 most complex, how would you rate the traffic complexity during  
17 that time from what you could tell?

18 A. A three.

19 Q. And same question: Is that normal for that time and that  
20 tempo of ops, or were it above or below average, probably?

21 A. It's normal.

22 Q. Okay. Were there any distractions that you can recall or  
23 that you were made aware of, maybe, that were occurring in the  
24 operation leading up to the time of the event, maybe in discussion  
25 afterwards? Was there construction going on outside the radar

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1 room somewhere causing interference? Was there a problem with  
2 heat or air? Was there equipment issues inside the facility that  
3 may have, you know, led to any type of distraction that you're  
4 aware of?

5 A. No.

6 Q. Okay.

7 A. There, there was -- I mean, we were working a lot of COVID  
8 cases that day.

9 Q. Yeah, that's what I heard. That whole thing is a mess. I  
10 don't know how you guys manage that stuff half the time. I see  
11 all the constant, you know, (indiscernible) COVID, and cleaning,  
12 and all the stuff. That's got to be a nightmare. Do you recall  
13 the general weather conditions that existed that day that would  
14 have been around that time, meaning were you guys -- and I'm not  
15 looking for a METAR, but were you predominantly VFR, IFR? Was  
16 there precip or thunderstorms in the area that you're aware of?  
17 Any AIRMETs out or stuff like that for various weather issues?

18 A. It was predominantly VFR, and I researched the (ph.) we got,  
19 and they were mostly at PIREPs we've gotten, and they were mostly  
20 at Reno area.

21 Q. Okay. And did you receive a pre-duty weather briefing on  
22 that day?

23 A. Yes.

24 Q. So, kind of an opinionated question, but could you tell me  
25 what your thoughts are on the value of the pre-duty weather

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1 briefing in its current state for Nor Cal, specifically? Is it --  
2 you know, does it provide you great help, does it provide you some  
3 help, does it provide you very little help, or is it really no  
4 help at all? I mean, just general kind of terminology, what your  
5 thoughts are.

6 A. It provides us help when I ask (indiscernible) if it's up to  
7 date, current.

8 Q. Okay. And if there was something that you could -- if  
9 somebody asked you like, okay, hey, what would make it better?  
10 What would actually make it more useful to Nor Cal? Don't think  
11 about who has to do it or what they would have to do to go it.  
12 Just tell me like, if somebody asked you, what could we put in  
13 there that would actually provide a benefit to you, is there  
14 anything that comes to mind?

15 A. No. We've got -- Norther California and NCT's got a unique  
16 weather pattern with fog at (indiscernible) over the ocean,  
17 whether it comes in or doesn't come in. It's, it's unique. And  
18 even our weather service has trouble predicting it.

19 Q. Got you. Okay. So, on the day of that did you have a  
20 cellular phone? Well, you weren't there during the time of the  
21 event. I apologize. I don't need to ask you that question. When  
22 did you become aware there was an accident or there had been an  
23 accident? When did you first become aware of that, and how?

24 A. I got a call from the operational manager at (indiscernible).

25 Q. Okay. And is that something -- so, when you get the call, do

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1 you have to log that? Does that go on the daily log? Or is that  
2 something -- part of -- how does that work?

3 A. That was (indiscernible) to me. I --

4 Q. Okay.

5 A. -- I mean, usually, we're the ones that find out there's an  
6 accident and one of the first ones made aware of it.

7 Q. Yeah.

8 A. And we usually log it.

9 Q. Okay. So, you --

10 A. Soon as I, as soon as I got off the phone with the OM, I was  
11 on the phone with the JCAT. Or, not the JCAT. The JSON (ph.).

12 Q. Okay. And what is that?

13 A. The JSON's the new reporting point instead of the DEN (ph.).

14 Q. Oh, the JATOC (indiscernible)?

15 A. Yeah.

16 Q. J-A-T -- okay. I know --

17 A. Yeah.

18 Q. -- I know what you're talking about now. Okay. I'm with  
19 you. I just wanted to make sure we were talking about the same  
20 thing. Okay. And did you -- are you -- did you notify your ATM,  
21 or did somebody else do that, or --

22 A. I notified the ATM.

23 Q. Okay. And -- all right. So, this is where I would normally  
24 ask somebody to take me through the story of how the event  
25 unfolded from a little bit before and a little bit after, but you

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1 came on after the event, and what's I'd like to get a feel for is  
2 what your observations are based on the fact that you were  
3 notified of the event. Once that notification happened, kind of  
4 step us through what transpired for you at that point. I know you  
5 said you'd called the JATOC and stuff, and you notified him. How  
6 did things transpire from there? And then, yeah, then we'll just  
7 go from there. Like, just take us through once all the  
8 notifications have been made, everybody was aware, and you're just  
9 back to normal work. What shift were you working that day? When  
10 did you leave that day?

11 A. Well, I was, I was working 1:30 to 9:30.

12 Q. Okay.

13 A. I left probably about 11:30, close to midnight.

14 Q. Okay. Was that due to working on stuff from the reported  
15 accident?

16 A. Yeah; and then, helping, because had another significant up  
17 in the (indiscernible).

18 Q. Oh. That's right.

19 A. (Indiscernible).

20 Q. Okay. All right. Very well. Okay. So, you've watched the  
21 replay, so you got kind of the flick on what was going on there.  
22 I have a little bit of a question. I'll start out with the VFR  
23 transitions that are in your area. So, I've never worked there,  
24 in your area, and I notice that there are VFR transitions that  
25 are, they're published in the charts, and they come with

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1 accompanying messages that, you know, ATC clearance is required,  
2 and I noted that there's -- we noted through discussion with the  
3 previous OM, or maybe the OS, actually, that they have -- they're  
4 named separately.

5       So, you have the Pacifica transitions, which seem to both  
6 come down the coast in some way, shape, or form, one much further  
7 than that other, maybe. Then, there's another one that takes you  
8 kind of through the center (indiscernible). I don't remember  
9 which one that one was called. The Bayshore or the Bay something  
10 VFR transition. Those VFR transitions, what is your expectation  
11 for a controller that is -- a pilot calls up and requests a VFR  
12 transition, like this one did, VFR transition to Half Moon Bay.  
13 What's your expectation what will happen next? What's the  
14 response from a controller, what you would expect to hear?

15 A. Well, first of all, those transitions that are published  
16 weren't, weren't there until we, we did the (indiscernible), which  
17 is -- I don't think it's been more than three years now.

18 Q. Okay.

19 A. So, most of those controllers have worked before that those  
20 transitions were even available. But my expectation that I had  
21 would just be my transition -- I would expect the pilot, first of  
22 all, to ask me how he wants to get there. And if he wants a class  
23 bravo, he should request, I'd like a class bravo clearance for  
24 transition. That's what I would expect. And if I could do the  
25 class bravo, I would clear the class bravo normally 3,500, because

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1 our go-arounds on the two-eight, and that time of day, we have a  
2 lot of heavies departing two-eight at San Francisco --

3 Q. Yeah.

4 A. -- especially when they're down the coast. And if I said a  
5 VFR transition couldn't happen, I'll send (indiscernible) expect  
6 to remain off shore and proceed down Half Moon Bay outside the  
7 bravo.

8 Q. So, on this one -- and I -- you're on -- we're on the same  
9 page with some of that there, for sure, and I'm curious about --  
10 so, in this case, I don't know if you recall, in the audio  
11 transmissions, the pilot requests the VFR transition to Half Moon  
12 Bay, right? Which, like you just mentioned, they had their -- you  
13 need a little more information than that. There's more than one  
14 transition that'll get you there, right? So, what exactly is it  
15 you're requesting? But that being said, the controller's response  
16 was, to Half Moon Bay, remain clear of the class bravo, or remain  
17 outside the class bravo, I believe she said. And then, he said,  
18 well, can get Half Moon Bay, then? And she said, roger. Remain  
19 clear of bravo.

20 So, my question to you is, does that -- does the response  
21 seem right for the request? Is that something you normally see  
22 there, if you can recall that? Is that a routine --

23 A. There's some many of -- I mean, the controllers use all kinds  
24 of different techniques to get people down there.

25 Q. Yeah.

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1 A. Me, myself, I wouldn't ask questions that I wanted to get  
2 there. That's myself.

3 Q. Okay. Yeah. No, I do understand --

4 A. And --

5 Q. -- that there's not necessarily --

6 A. -- (indiscernible).

7 Q. -- a black and white on this one, because it's not covered  
8 that directly. You know, there's different ways you can handle  
9 the same thing. Okay. The fog. Let's shift to that right now.

10 I understand there was dense fog in the area north and in the  
11 vicinity of the Golden Gate Bridge, which, as I understand, is not  
12 an uncommon phenomenon for you guys and is a pretty routine  
13 experience. That being said, do you recall anything from that  
14 day, any advisories for coastal fog, or coastal obscuration, or  
15 anything like that that would have been in effect?

16 A. I think there was -- when we went back and look, there was  
17 what they call (indiscernible) comes to waters and mountainous  
18 terrain. That one comes out almost every day.

19 Q. There's not much coastline or mountainous terrain in  
20 California, right? That's isolated --

21 A. Well --

22 Q. -- to a very small area.

23 A. -- no. It's for all of California, and I think Nevada has  
24 (indiscernible).

25 Q. I got you.

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1 A. (Indiscernible) --

2 Q. Okay.

3 A. -- (indiscernible). So, that's all there was. I will check.  
4 Like I said, I looked through the PIREPs. There was nothing, and  
5 within mostly Reno --

6 Q. Okay.

7 A. -- from turbulence.

8 MR. SOPER: All right. I'm going to hold off for now. I'm  
9 probably going to have some more questions for you, but I want to  
10 pass it along. So, I'm going to move it to Sarah.

11 BY MS. OWENS:

12 Q. Hello. And just a couple of questions. In that area, if an  
13 aircraft was descending, would you expect them to get a  
14 (indiscernible)?

15 A. A small aircraft, not usually. But (indiscernible) -- oh,  
16 I'm sorry.

17 Q. (Indiscernible) first. Okay. And then, when you lose radar,  
18 the aircraft drops off immediately, or is it just (indiscernible)?

19 A. I, I don't recall how long they stay there, and I can't say  
20 I've ever had this actual happen to me, so --

21 MS. OWENS: Okay. That's all I've got for now. Thank you.

22 MR. SOPER: Thanks, Sarah.

23 And I'll move to you, Thomas.

24 BY MR. EGGAR:

25 Q. Hey, Bill. Kind of to piggyback off of Sarah's kind of

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1 two-part question, going over to the low altitude alert, at  
2 Raleigh, we give some of our local guys discrete codes that will  
3 ensure what's called (indiscernible) processing, and  
4 (indiscernible) alert, and stuff like that. Do you guys have that  
5 or do that for VFRs, or is that just only on our (indiscernible)?

6 A. That's -- we give them codes when they're (indiscernible).

7 So, yes. So --

8 Q. Okay.

9 A. -- processing, but they're, they're actually -- if they're in  
10 the Bay, there, they're below some of those, some of those hills  
11 around there, and I -- like I said, I don't, I don't recall seeing  
12 many low altitude alerts. We do get -- and we're busy. There's a  
13 lot of Bay tours out there, and there's a lot of conflict alerts  
14 going on. But --

15 Q. All right. And I know that, like conflict alerts, we can go  
16 and click on it and like disable it.

17 A. Yes.

18 Q. I -- do you know if you can disable a low altitude alert? Is  
19 that -- I'm not sure if you know the answer to that or not, but I  
20 don't know if there's an easy way to toggle that on or off,  
21 correct?

22 A. I, I would assume it's -- again, I don't know, but I would  
23 assume it's the same as the conflict alert.

24 Q. Right. Okay. And then, back to those Half Moon Bay tours  
25 and stuff, do you guys have any like (indiscernible) with the

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1 FBOs, or flight schools, or people who are always in and around  
2 and requesting those and kind of have guidance for, I guess, local  
3 pilots, on when to request it, how to request it, what it means,  
4 what the transitions are, and stuff like that?

5 A. No, but we do take phone calls once in a while for unfamiliar  
6 pilots, and we help them out.

7 MR. EGGAR: Awesome. All right. Thanks, Bill.

8 MR. SOPER: Thank you, Thomas.

9 And, Joshua?

10 MR. COLEMAN: I don't have any right now. Thanks, Brian.

11 MR. SOPER: Okay. Gee, it's back to me already. Okay.

12 BY MR. SOPER:

13 Q. So, in the operation there, so, do you recall anything -- is  
14 there anything in your SOP that discusses the VFR transitions at  
15 all, or is that -- you wouldn't -- you don't dig that far in in  
16 your SOP for that kind of stuff?

17 A. From our SOP, I don't, I don't think so. We do have  
18 something in the (indiscernible), I believe.

19 MR. SOPER: Okay. All right.

20 MR. COLEMAN: It'll be a quick one, Brian.

21 MR. SOPER: Right. Yeah.

22 MR. COLEMAN: (Indiscernible) --

23 MR. SOPER: Go right ahead, Josh.

24 BY MR. COLEMAN:

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Balt. & Annap. 410-974-0947



1 Q. Those VFR transitions, where -- you said they're about three  
2 years old; is that correct?

3 A. I cannot recall the exact date that the bravo was changed and  
4 went into effect, but yeah, somewhere around there.

5 Q. Okay. Do you recall any specific training to those  
6 transition routes?

7 A. Well, we've, we've discussed the transition routes. Now, we  
8 don't always use the names, and most of the time, the pilots don't  
9 even know them.

10 MR. COLEMAN: Thanks.

11 MR. SOPER: Cool.

12 BY MR. SOPER:

13 Q. Is there ever a time you offer a VFR transition route for  
14 somebody who's looking to go somewhere, or -- probably not, right?

15 A. A transition route?

16 Q. Yeah.

17 A. I never have.

18 Q. Yeah.

19 A. When I was working there, no.

20 Q. I wouldn't imagine you probably would much. I mean, either  
21 they're requesting what they need or you're telling them where to  
22 go, so -- all right. The -- so, the loss of radar and radio  
23 communications, is that -- was that concerning? Were you  
24 surprised that there was a loss and no report after that by the  
25 controller? That seems --

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Balt. & Annap. 410-974-0947

1 A. It is.

2 Q. Okay.

3 A. It is. I was surprised.

4 Q. Okay. And in this case, if you could tell me a little bit  
5 about, when you guys receive -- like, in this case, I know they  
6 said -- I believe that United Airlines first reported an ELT; and  
7 then, there might have been other reports, too, of people  
8 receiving an ELT. What happens in your facility with those  
9 reports? Are you guys doing something with them? Do you check  
10 positions for aircraft? Is there something kind of standard you  
11 do to go about that? Or is it strictly a notification process to  
12 somebody else to make sure that the FRCC knows FRCC (ph.) knows  
13 and all that? How does that work for you guys?

14 A. Well, we call Oakland Center. They actually do all the, the  
15 researching role. But we make sure that we get the time,  
16 altitude, and position, and we usually wait until we get two  
17 reports. If we get one report, we'll ask, hey, do you have any  
18 others? If we don't get any anytime soon, then we'll pass it on  
19 to Oakland Center. And usually, we're getting pages full of them  
20 when we do get ELTs, and we pass the times (indiscernible) not all  
21 the time, just the altitude and where was located.

22 MR. SOPER: Okay. All right. Very well. I don't have  
23 anything more right now. I mean, I anticipated this was going to  
24 be a shorter interview, I'll be quite frank, because I know you  
25 didn't come on until afterwards, but we kind of wanted some

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1 general information. But I'm going to go ahead and pass it back  
2 to Sarah.

3 Do you have any additional questions right now?

4 MS. OWENS: No, I do not.

5 MR. SOPER: How about you, Thomas?

6 MR. EGGAR: Yeah.

7 BY MR. EGGAR:

8 Q. Just looking at the dashboard -- I'm sorry, the daily log,  
9 the 7230- -- or, .4, you weren't on when it actually happened, but  
10 you were on when the notifications came in; is that correct?

11 A. Yeah, I was on when -- that was when Center told me that we  
12 had (indiscernible) and to see whether we were talking to them.

13 MR. EGGAR: Okay, perfect. That's all I've got. Thank you.

14 MR. SOPER: And, Joshua?

15 MR. COLEMAN: Nothing else, thanks.

16 MR. SOPER: All right. I actually don't have anything  
17 additional for you.

18 So, if you guys don't have any oh, by the ways, I'll give you  
19 one last chance for (indiscernible) there, Josh, Sarah, Tom?  
20 Nothing? All right.

21 I'm going to go ahead and wrap up for now, but I do have one  
22 last question.

23 BY MR. SOPER:

24 Q. And that is, looking at it, you know, the hindsight being a  
25 20/20 thing, you've had a chance to look at this evolution

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1 outside-in. You pulled -- you did the Falcon, everything like  
2 that. As you watched how things played out here, and the  
3 communications between the pilot and air traffic control, and how  
4 things worked, is there anything that you identified with that you  
5 feel like, this is something that has a potential that could be  
6 done differently that could possibly keep this from happening in  
7 the future, or this was something that maybe we -- if we would  
8 have done this, this would have -- this may have had a different  
9 outcome, is there anything like that that has come to your mind  
10 since you've reviewed post-accident?

11 A. Yeah. I think we could add this to our unusual situation.  
12 We have training that we do every year.

13 Q. Okay.

14 A. Just losing an aircraft out there and seeing if they notice  
15 it.

16 Q. Okay. And is there any questions that we didn't ask that you  
17 think we should have or you're surprised we didn't?

18 A. No.

19 MR. SOPER: No? Okay. Well, this was brief and to the  
20 point, so I'm going to go ahead and --

21 Go ahead. Wait. Thomas?

22 MR. EGGAR: Hey.

23 MR. SOPER: Yep.

24 MR. EGGAR: Sorry. I'm sorry. The (indiscernible).

25 MR. SOPER: I didn't see your hands.

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1 BY MR. EGGAR:

2 Q. Looking at the daily log book, there was a handwritten note  
3 about the notification of the accident (indiscernible), and it  
4 was -- who was it by? Give me one second, here.

5 MR. SOPER: Looks like RX.

6 MR. EGGAR: RX, yeah. That's right.

7 BY MR. EGGAR:

8 Q. Can you just like elaborate --

9 A. That's our QC.

10 Q. -- on that, or --

11 A. That's our QC. Yeah, I was, I was pulled out of the area  
12 right away, and I'm sure she put on (indiscernible) the aircraft  
13 accident when I was notified.

14 MR. EGGAR: Got you. Thank you.

15 MR. SOPER: All right. Cool. All right. If we've got  
16 nothing else, I'm going to go ahead and stop the recording for  
17 now.

18 (Whereupon, the interview was concluded.)

19

20

21

22

23

24

25

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of William Hoppe

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: May 17, 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.

  
\_\_\_\_\_  
Lisa Sevarino  
Transcriber

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

FATAL VANS RV-10 ACCIDENT \*

NEAR SAUSALITO, CALIFORNIA \*

ON MAY 6, 2022 \*

\*

Accident No.: WPR22FA172

\* \* \* \* \*

Interview of: HEATHER STONE, Radar Controller  
Northern California TRACON

Via Zoom videoconference

Wednesday,  
June 1, 2022

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APPEARANCES:

BRIAN SOPER, Air Traffic Investigator  
National Transportation Safety Board

STEPHEN STEIN, Investigator in Charge  
National Transportation Safety Board

JOSHUA COLEMAN  
Federal Aviation Administration

SARAH OWENS, NATCA ASI  
National Air Traffic Controllers Association,  
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THOMAS EGGAR, NATCA ASI  
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Northern California TRACON  
Representative for Heather Stone

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Balt. & Annap. 410-974-0947



I N D E X

ITEM

PAGE

Interview of Heather Stone:

|                |    |
|----------------|----|
| By Mr. Soper   | 34 |
| By Ms. Owens   | 46 |
| By Mr. Coleman | 48 |
| By Mr. Eggar   | 48 |
| By Mr. Soper   | 49 |
| By Mr. Stein   | 51 |
| By Ms. Owens   | 53 |
| By Mr. Coleman | 54 |
| By Mr. Eggar   | 54 |
| By Mr. Soper   | 55 |
| By Mr. Stein   | 58 |
| By Mr. Coleman | 60 |
| By Mr. Soper   | 60 |
| By Ms. Owens   | 64 |
| By Mr. Coleman | 64 |
| By Mr. Soper   | 64 |
| By Mr. Eggar   | 66 |

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

I N T E R V I E W

(3:32 p.m. EDT)

1  
2  
3 MR. SOPER: Okay. As I mentioned, my name is Brain Soper,  
4 I'm a senior air traffic investigator with the NTSB and I'm the  
5 group chairman for the air traffic group on this investigation.  
6 For the record, with us in the virtual room here we have with us  
7 Sarah Owens from NATCA, she's representing NATCA and comes out of  
8 Kansas City Center. And we have Joshua Coleman here with us from  
9 Anchorage TRACON and he's representing the FAA as a group member  
10 to the air traffic group.

11 And we have Thomas Eggar, also from NATCA, ASI, and is with  
12 us here from Raleigh-Durham ATCT, and Stephen Stein, who is our  
13 investigator in charge from the NTSB out of our Western Pacific  
14 Region. And Heather, we have your representative. Again, could  
15 you tell me your name again, sir?

16 MR. McCOY: Yeah, it's Steve McCoy.

17 MR. SOPER: Steve McCoy.

18 MR. McCOY: NorCal TRACON.

19 MR. SOPER: Got it. All right. So that's everybody we have  
20 here in the room. Just to reiterate, the NTSB is an independent  
21 federal agency charged with the investigation of civil aviation  
22 accidents and incidents of a serious nature, developing a probable  
23 cause and hopefully making recommendations to industry or some  
24 segment of industry to prevent reoccurrence. We are a safety

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1 agency not affiliated with the DOT or the FAA in any way and we  
2 have no regulatory or enforcement powers. For the purpose of the  
3 investigation, our role is not to assign fault, blame or  
4 liability, the interview is part of a fact-finding phase of the  
5 investigation only. We cannot, however, offer any form of  
6 immunity or confidentiality, and what I mean by that is if you are  
7 familiar with military safety investigations or some other safety  
8 organizations, they offer privilege, what they call privilege,  
9 which kind of allows you to speak anonymously to the facts of the  
10 case. In our case, everything is very transparent and the names  
11 will accompany the report, the controllers, the pilot names,  
12 everybody's name will be included in there.

13 Each group member here will have an opportunity to ask  
14 questions today and we'll kind of go around the room in a round-  
15 robin fashion as we ask questions and all of us will have a few  
16 questions. We will probably go around the virtual room two or  
17 three times before we've asked everything we want to ask and once  
18 we're wrapped up and if you don't have any questions for us, we'll  
19 get you on your way.

20 Just answer the questions to the best of your recollection  
21 and the best of your ability, there's no knowledge test here, as I  
22 mentioned earlier, so if you don't know something it's okay to say  
23 you don't know and if you don't recall, it's okay to say you don't

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1 recall, but please do your best to do so and just answer honestly  
2 when you do. You're entitled one representative and that is  
3 Steven, who has already introduced himself, so we don't need to  
4 talk about that. Do you have any questions for us before we  
5 start?

6 MS. STONE: No, I don't.

7 MR. SOPER: Okay.

8 INTERVIEW OF HEATHER STONE

9 BY MR. SOPER:

10 Q. So for the start, could I have you give me your first and  
11 last name for the record, please?

12 A. It's Heather Stone.

13 Q. Okay. And what are your -- I'm sorry, what age were you on  
14 the day of the incident?

15 A. I'm 36.

16 Q. And what are your operating initials there?

17 A. Sierra Echo.

18 Q. And you were -- what was the position, I know you're a CPC  
19 there, but what was the position again that you were working on  
20 the day of the accident?

21 A. Richmond.

22 Q. And you guys, how do you guys abbreviate that there on your  
23 logs?

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1 A. Four-R (indiscernible).

2 Q. Four-R?

3 A. Yes.

4 Q. Awesome. You did not have any kind of a D side or assist  
5 with you working with you that day, correct?

6 A. We have a CIC, he works with me in another --

7 MR. McCOY: CI-1.

8 MS. STONE: Or excuse me, CI-1.

9 MR. SOPER: Okay.

10 MS. STONE: Another radar controller.

11 BY MR. SOPER:

12 Q. Okay, great. Do you have any military or pre-FAA air traffic  
13 control work experience like contract towers, DoD, anything at  
14 all?

15 A. No, I don't.

16 Q. Okay. And do you hold any collateral duties or have you been  
17 on any recent details that have taken you outside the facility  
18 long enough that it would have affected currency?

19 (Dogs barking.)

20 BY MR. SOPER:

21 Q. I'm sorry, I didn't catch that.

22 A. No, no, I haven't.

23 Q. Okay, thank you. Sorry about my dogs. That's another

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1 downfall of the virtual environment. Okay. And if you could,  
2 could you just kind of give me a 10,000-foot view background of  
3 your -- your aviation air traffic control related background? And  
4 what I mean by that is just kind of that high level, like you're  
5 giving somebody a bio, like I was always interested in aviation, I  
6 graduated high school, I went to college for this, I got my  
7 degree, I went on and got my pilot's license, I decided air  
8 traffic control is what I wanted to do, whatever it was that you  
9 did that led you to air traffic control just kind of in a  
10 nutshell.

11 A. Well, in high school, I did get my private pilot's license  
12 and then went to aviation university, originally for aerospace  
13 engineering but then transitioned to air traffic. And then after  
14 that I started on with FAA for about -- after about six months of  
15 graduating. So I've been doing this for over 14 years, started  
16 out Fairbanks tower, then Portland tower, and then I started here.

17 Q. Okay, awesome. And have you ever been fired, terminated,  
18 suspended, or asked to resign from any of your jobs since you've  
19 been with the FAA?

20 A. No.

21 Q. How would you describe your overall health in the terms of  
22 good, fair -- I'm sorry, good -- or excellent, good, fair, or  
23 poor?

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1 A. I would say good.

2 Q. Okay. And did you have a valid second class medical  
3 clearance on the day of the accident?

4 A. Yes.

5 Q. Do you have any restrictions or waivers to your medical  
6 clearance?

7 A. I wear glasses.

8 Q. Okay. Is the restriction to wear them while performing  
9 duties or carry them?

10 A. Wear them.

11 Q. And were you wearing them at the time of the event?

12 A. Yes, I wear contacts.

13 Q. Okay. And were you taking any prescription, non-prescription  
14 or maintenance medications on the day of the event?

15 A. No.

16 Q. And was a drug or alcohol screening performed as a result of  
17 this event?

18 A. Yes, drug testing.

19 Q. Okay. And how long after the event, roughly, was it? And  
20 I'm looking for kind of a time frame, was it less than two hours  
21 after the event, between two and five hours, between five and 10  
22 hours or over 10 hours after the event?

23 A. Over 10 hours.

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1 Q. Okay. Do you recall when it was?

2 A. It was on the Tuesday after the event.

3 Q. Okay. And have you had any major changes in your health  
4 during the last year? What I'm looking for here is big things,  
5 like had major surgeries, had lost 50 pounds, gained 50 pounds,  
6 things that were, you know, a big difference in your health.

7 A. No, I don't.

8 Q. Okay. And how about major changes in the personal life over  
9 the last year and these are things like, you know, got divorced,  
10 adopted a child, had a child, things that are big in life that  
11 would've been a major change.

12 A. No major changes.

13 Q. Okay. And last question, similar along those lines, major  
14 changes in your financial situation over that period of time, so  
15 you know, won the lotto, filed bankruptcy, major changes.

16 A. No, none.

17 Q. Okay. This one's going to be a little bit more challenging,  
18 especially since I know that a decent amount of time has now  
19 passed since the accident, but to the very best of your ability  
20 I'd like you to think back to the 72 hours leading up to the time  
21 of the accident, so for those three days leading up to that  
22 accident time.

23 During that time, can you recall anything occurring that was

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1 a wrench in the spokes of life, so to speak, and what I mean by  
2 that is things that took you out of your normal daily routine or  
3 kept you from having -- eating your meals like normal, getting  
4 adequate rest like normal, like you were sick, you had a family  
5 member sick, a child up crying, somebody had a car accident, you  
6 were bailing a friend out of jail, anything that was just a big  
7 thing that really kind of took you out of your normal daily  
8 routine during those three days leading up to the event.

9 A. Okay, maybe my sleep, I have a 22-month-old and he hasn't  
10 been sleeping well at nights, so --

11 Q. Okay.

12 A. -- I would get up (indiscernible) with him. I don't know.

13 UNIDENTIFIED SPEAKER: I just wanted to say I've been there,  
14 so --

15 MR. SOPER: Yeah, I believe a few of us have been.

16 UNIDENTIFIED SPEAKER: Okay, so most of us.

17 BY MR. SOPER:

18 Q. That being said, I know this is going to be hard but, you  
19 know, during the night before, was -- would it have been the night  
20 before, would you have been affected in your sleep the night  
21 before the event?

22 A. I can't recall.

23 Q. Okay, no problem. I know it's been a while since the event,

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1 it's just -- you know. So did you file an ASAP as a result of  
2 this event?

3 A. Yes, I did.

4 Q. Good. Did you get anything back besides your acknowledgement  
5 that they received it?

6 A. Not that I received, no.

7 Q. Okay. Have you been interviewed about this event prior to  
8 now, not counting the pre-brief with the FAA?

9 A. No.

10 Q. And have you had an opportunity to review a replay of this  
11 event?

12 A. I did, it was about two or three weeks ago.

13 Q. Okay. And was that like a Falcon replay where you were able  
14 to have audio and video both?

15 A. Yes.

16 Q. Okay. Do you recall, on the day of the event, was a relief  
17 briefing conducted when you took the Richmond position?

18 A. Yes.

19 Q. And was that a recorded position relief briefing?

20 A. Yes.

21 Q. And did you use a checklist on that day?

22 A. Yes.

23 Q. And is your checklist, is it -- is it a paper copy, is it on

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1 IDS or something like that or is it in -- or is it just something  
2 that you have laminated or available next to the scope somewhere?

3 A. It's on our IDS.

4 Q. Okay. So on a scale of 1 to 5, 5 being the heaviest, how  
5 would you classify the traffic volume for your position at the  
6 time of the event?

7 A. Three.

8 Q. Okay. And would you say that was normal for that time of day  
9 and tempo of operations or was that above average or below  
10 average?

11 A. I'd say average.

12 Q. Okay. And similar question, on a scale of 1 to 5, 5 being  
13 the most complex, how would you classify the traffic complexity at  
14 the time of the event?

15 A. Three.

16 Q. And same question, was that normal for that time of day and  
17 tempo of operations or was it above normal or below normal?

18 A. Average, I'd say.

19 Q. Okay. Do you recall any distractions leading up to or at the  
20 time of the accident that would have been a distraction in the  
21 environment at all? What I mean by this is things around that  
22 time, like we were having lost COM with somebody, you were having  
23 equipment issues of some other kind, there was a loud banging in

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1 the back of the radar room because somebody was working on  
2 equipment, the air conditioning wasn't working right, anything  
3 that would've been a distraction to the operation that you can  
4 recall.

5 A. No, I can't recall.

6 Q. Okay. And do you recall the general weather conditions in  
7 the area around the time of the event? I'm not looking for you to  
8 recall a METAR, but I'm looking more for was it generally VFR,  
9 IFR, marginal, did you have precip in the area, fog, low ceilings,  
10 what was kind of going on, in general? Advisories that may have  
11 been out.

12 A. From what I remember, it was marginal.

13 Q. Okay. And do you remember any precip at the time, rain,  
14 anything like that?

15 A. No.

16 Q. Okay. And did you receive the pre-duty weather briefing on  
17 that day?

18 A. Yes.

19 Q. Okay. And this is kind of a -- just an opinionated question  
20 and it's kind of in general, overall, but how would you -- how  
21 would you classify the value of the pre-duty weather briefing in  
22 its current state for you, for your operation there now? Is it  
23 very valuable, somewhat valuable, not really valuable, or not

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1 valuable at all?

2 A. Somewhat valuable.

3 Q. Okay. And if somebody were to ask you or say hey, look,  
4 what, if anything, is something that could be included in that,  
5 that you would find -- that you feel would make it more valuable,  
6 like for your operation, because understanding that every air  
7 traffic control operation is not the same and neither is every  
8 geographical area, so sometimes the information that you need to  
9 best prepare yourself for the weather or understand the weather  
10 that's affecting the operation is different from facility to  
11 facility and unfortunately, that's not always conveyed in the  
12 current -- the state of the pre-duty weather briefing, but that's  
13 why I ask you, for you, at your place, don't worry about who would  
14 have to do it or where it would come from, but is there anything  
15 you can think of that you would say if they would include this,  
16 this would be very valuable to us in our operation?

17 A. I can't think of anything.

18 Q. Okay. Do you remember if you had a cellular phone or PED on  
19 you at the time of the event?

20 A. No, I didn't.

21 Q. Okay. And had you requested a relief or were you -- or  
22 assistance or were you waiting on a relief at the time of the  
23 event or were you in your normal rotation for the day?

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1 A. As planned, normal rotation.

2 Q. Okay. And when did you actually become aware there had been  
3 an event, that you had had an accident? Or that there had been an  
4 accident, I'm sorry. What was that?

5 A. Somebody came and told me that night.

6 Q. Okay. And who notified you of that?

7 A. The OM.

8 Q. Okay. All right. So if I could have you do this for me now,  
9 what I'd like you -- that takes care of all those black and white  
10 questions and what I'd like you to do now is kind of -- I know  
11 that at the time of the operation you weren't aware there was an  
12 accident or that there had been one, but if you could kind of step  
13 us through, you had an opportunity to review the replay, so if you  
14 could kind of step us through how you recall things on that day  
15 from the time, let's say, that, you know, you took the position  
16 there and you knew what he was doing, that you had a guy out  
17 there, it was passed down to you, whatever that individual was  
18 doing and how you remember things transpiring on that day, if you  
19 could just kind of walk me through that, any interaction you had  
20 with the accident airplane.

21 A. I had the relief briefing and, yeah, I took the position. He  
22 was already on frequency in the Bay Area, where he was  
23 maneuvering. As far as traffic, I talked to him, I think, two

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1 transmissions total, he asked for a Half Moon Bay transition, and  
2 then I saw him maneuvering around a little more, still, and I  
3 continued to work my job then.

4 Q. Okay. Okay, so let me just -- let me kind of take you right  
5 back to what you said, I know that it's hard to recall that  
6 because it was so long ago, but let me try to refresh your memory  
7 on a few things. So that's one of the things I really want to ask  
8 you about was the Half Moon Bay -- the transition to Half Moon Bay  
9 and I know when he called up, he requested the VFR transition,  
10 what does that mean to you?

11 When he called up from there and said I'm requesting a VFR  
12 transition to Half Moon Bay, what's the -- what's your expectation  
13 of what he's asking for, what he's going to do, and how you're  
14 going to respond to that, what's the response you need to give  
15 him?

16 A. To me, that just means he wants to transition to Half Moon  
17 Bay.

18 Q. Okay. So when you say transition, are you talking about on  
19 prescribed transition routes or published transition routes or are  
20 you talking about he just wants to transit to Class Bravo or what  
21 does that really mean to you?

22 A. Well, there's no published Half Moon Bay transition, just to  
23 me, he's going to fly VFR to Half Moon Bay.

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1 Q. Okay. Are you aware of any published VFR transitions for you  
2 guys in that area?

3 A. We do have -- yeah, we do have some Bravo VFR transitions.

4 Q. Okay. And what are those utilized for?

5 A. It's just, I guess as a general name to -- for this flyway to  
6 Bravo, so I guess both pilot and air traffic have a certain  
7 expectation.

8 Q. Okay, okay. Do you know the names of any of those? Are they  
9 named?

10 A. Yes, they are. They're fairly new for me, also. There's the  
11 Pacifica transition and the Bay Shore transition.

12 Q. Okay. So frankly, on this one, I mean, did you think he was  
13 requesting one of those or did you think he was just requesting to  
14 transition in general?

15 A. I thought he was just requesting a transition to Half Moon  
16 Bay.

17 MR. SOPER: Okay, all right. Okay, I'm going to hold any  
18 further questions for right now, I want to pass it along so  
19 everybody gets an opportunity to ask some questions, I don't want  
20 to hog the time here, so I'm going to hand it off to Sarah.

21 BY MS. OWENS:

22 Q. Hi. When these aircraft, when they request these  
23 transitions, does that happen fairly frequently, is it a common

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1 practice?

2 A. For the Bravo?

3 Q. Yes.

4 A. No. It's not constant, no. They do ask for it sometimes,  
5 not like a --

6 Q. And then when somebody requests the transition, you're  
7 assuming it's just a Bravo transition, not one of these published  
8 -- the Pacifica and the Bay Shore transitions?

9 A. If they ask specifically for a Bravo or if they ask for one  
10 of the Pacifica published transitions that do go to the Bravo,  
11 then that means Bravo to me. If they ask, normally it's not by  
12 Bravo.

13 Q. Okay. And is that something that you would use the term  
14 approved or denied with, normally, or how would you clear them for  
15 that?

16 A. Well, depending on the transition to be cleared into Class  
17 Bravo, you know, as requested, if they requested a specific  
18 transition and given the altitude, I would just give them the  
19 Bravo clearance and tell them specifically what I want them to do  
20 so there's no ambiguity.

21 MS. OWENS: Okay, I think that's all my questions for now,  
22 thank you.

23 MR. SOPER: Thanks, Sarah.

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Balt. & Annap. 410-974-0947

1 And Joshua.

2 BY MR. COLEMAN:

3 Q. I guess I have probably just one quick question. On this  
4 reference, when you told him to remain outside the Class Bravo,  
5 was your expectation that they would just maneuver outside the  
6 Bravo, then, I guess, southwest a little bit to Half Moon Bay?  
7 That's what you were expecting?

8 A. Yes. Yes, it is.

9 MR. COLEMAN: Okay. That's all I have right now, thank you.

10 MR. SOPER: Thanks, Josh.

11 Thomas?

12 BY MR. EGGAR:

13 Q. Yeah, just a couple. Back to those Bravo transitions, you  
14 said it's not constant. When pilots ask for it, are they -- I  
15 guess in your history, are they asking for that specific, like to  
16 Bay Shore or the Pacifica, the Pacifica transitions or is it just  
17 kind of different every time?

18 A. It's different every time, I guess, depending on where  
19 they're transitioning to in certain instances.

20 Q. And then just back to you a little bit, you're -- I think I  
21 caught part of that, you're fully rated?

22 A. Yes, I am.

23 Q. Do you remember when you got checked out or how long you've

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Balt. & Annap. 410-974-0947

1 been fully rated for? At least on the Richmond sector.

2 A. I've been certified over six years.

3 MR. EGGAR: Okay, for a bit. Okay. That's all I got for  
4 now, thanks.

5 MR. SOPER: Thanks, Thomas.

6 BY MR. SOPER:

7 Q. So I did want to go back to something before I hand it off to  
8 Stephen here for some questions, as well, before I forget. When  
9 Joshua asked you about whether you thought -- what was the  
10 question you asked again, Josh?

11 MR. COLEMAN: It had to do with what was her expectation that  
12 the aircraft was going to --

13 MR. SOPER: Oh, yeah.

14 MR. COLEMAN: -- do what she --

15 MR. SOPER: Yeah, that's right, thank you very much. See, I  
16 did forget already, while I was trying to ask the question.

17 BY MR. SOPER:

18 Q. So with your expectation that that aircraft was likely going  
19 to start heading southwest bound to Half Moon Bay, after watching  
20 the replay, were you surprised that you did not notice he had went  
21 up there and continued maneuvering north of the Golden Gate Bridge  
22 in that small area for such a long time?

23 A. No, it's not uncommon. I've had planes before ask or say

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1 they need to transition somewhere and then decide they want to  
2 look more in the bay and not really say that that's what they're  
3 doing.

4 Q. Okay. And how do you -- you guys are a stripless facility,  
5 correct?

6 A. No, we have strips.

7 Q. You do have strips, okay. So on that day, do you recall --  
8 I'm sorry?

9 A. Just certain strips.

10 Q. I'm sorry?

11 A. Just certain strips.

12 Q. Okay. Would you have had a strip on this airplane?

13 A. No.

14 Q. Okay, why not? What would you have strips on?

15 A. We just -- our departures.

16 Q. Okay.

17 A. (Indiscernible) an airplane.

18 Q. Okay. So all your others ones are -- you're not carrying a  
19 strip on or managing strip marking or anything for transitions,  
20 VFR, flight following, none of that?

21 A. Correct.

22 Q. Okay. How do you manage, because I mean, on this one -- so  
23 we know, at the end of the day, that this guy ended up

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1 disappearing off the radar and it was not noticed during the event  
2 or during the operation. Did you have any other way that you were  
3 keeping track, that you were talking to that airplane, that you  
4 were providing services to that airplane at all?

5 A. No.

6 Q. Okay. And so I know -- the way I think I understood a couple  
7 others speaking about the system out there and the way the radar  
8 system works, the aircraft, if you lose a radar tag on an  
9 aircraft, it drops to the co-suspend list or a drop suspend list  
10 somewhere that you have on your scope. Are you aware if that has  
11 a time limit of how long they stay in there, do they stay  
12 indefinitely until you drop them out or do -- is there a time  
13 limit that they just expire and they drop out on their own?

14 A. I don't know the exact time of it, but I know it's short,  
15 it's a short time, yeah, relatively speaking.

16 Q. Okay, so they do drop out in a short time. All right, very  
17 well. And were you surprised that you hadn't noticed the guy  
18 disappear off radar?

19 A. Yes, found out, yes.

20 MR. SOPER: Okay, all right. Very well. I'm going to go  
21 ahead and pass it along again for right now to Stephen.

22 MR. STEIN: Thank you, Brian.

23 BY MR. STEIN:

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

1 Q. So Josh covered my expectation question, thank you, Josh. So  
2 I'm just going to go with, I want to talk to you about the  
3 Pacifica and Bay Shore transitions. So if I'm coming from north,  
4 say I'm coming from STS and I request -- and I request a Pacifica  
5 transition, am I able to -- am I still required (indiscernible) --  
6 am I still required to skirt all of the airspace or will the  
7 Pacifica clearly take me through to Pacifica, through Bravo?  
8 What's the --

9 A. And I don't recall exactly where it starts, but I know it  
10 will take you along the Pacific Coast shoreline if you're in the  
11 Bravo.

12 Q. Okay. So by requesting Pacifica or Bay Shore, the assumption  
13 is -- and you're clearing me for that transition, I can fly  
14 through Bravo at whatever assigned altitude?

15 A. As long as I also say cleared to Bravo.

16 Q. As long as (indiscernible) to break out.

17 A. Yeah.

18 Q. Okay, cool. And so versus Half Moon Bay, if I'm going to  
19 Half Moon Bay and you clear me for Half Moon Bay, obviously,  
20 remain clear of Bravo, you have to say to me that I'm going to  
21 remain outside of all the Bravo airspace (indiscernible). I think  
22 it's 1500 feet, which is the lowest it goes at some point on the  
23 coast, otherwise you're not necessarily going to forget about me,

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1 but your expectation is that I'm going to keep moving or in your  
2 experience, maybe continue my Bay Tour a little bit before  
3 proceeding north?

4 A. Correct.

5 MR. STEIN: That was a very long question, so --

6 (Laughter.)

7 MR. STEIN: -- maybe I should repeat? I'm not going to  
8 repeat it. Okay, no, that's it. Thanks, Brian.

9 MR. SOPER: All right. Thanks, Stephen.

10 Sarah?

11 BY MS. OWENS:

12 Q. Just one more question, and I'm from the center environment  
13 so I know our systems are kind of different. Before the data box  
14 drops off and goes into the co-suspend list, do you get any sort  
15 of warning, like an oral alarm or a visual indicator that it's  
16 about to go into the co-suspend list?

17 A. No, there's not. Well, I don't believe there's any visual.

18 Q. And then you said it remains in a co-suspend list for a short  
19 amount of time and then it completely drops out of the system. Is  
20 there any sort of alarm that that's about to happen?

21 A. No, actually.

22 MS. OWENS: Okay, thank you. That's all I have.

23 MR. SOPER: Thanks, Sarah.

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1 And Joshua.

2 BY MR. COLEMAN:

3 Q. I might be getting ahead of our program right now, but I'll  
4 go ahead and ask it; if I am, I apologize. I know there was a  
5 report on an ELT, I think United 901 reported it. And it looks  
6 like you were getting ready to get off position very soon after  
7 that. Do you know if the controller that was relieving was  
8 plugged in at that time? Were they able to hear that alarm, as  
9 well?

10 A. I don't believe they were.

11 MR. COLEMAN: Okay. That's it.

12 MR. SOPER: Thanks, Josh.

13 And Thomas.

14 BY MR. EGGAR:

15 Q. Yeah, since Joshua asked that, just back to that ELT, it was  
16 reported to you, right, and then you reported it to CIC, I think,  
17 is that correct?

18 A. Yeah.

19 Q. Do you remember who that was?

20 A. The CIC?

21 Q. Like who was working the CIC, yeah. I know it was a while  
22 back, I'm sorry.

23 A. I think it was Danny Cordova.

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Balt. & Annap. 410-974-0947



1 Q. (Indiscernible).

2 A. Sorry?

3 Q. I know, it's been a bit, too. And then one more time about,  
4 I guess, the transitions and everything else. I know we talked  
5 about what you expected, but just looking and not knowing your  
6 airspace completely, but looking at like the map, if he's circling  
7 around the Golden Gate and you just said hey, remain clear, would  
8 you expect him just to kind of like follow the coastline straight  
9 down to Half Moon Bay? Was that kind of like what your  
10 expectation would be?

11 A. For the most part, though, yeah, go over the Golden Gate  
12 Bridge and then continue along the coast.

13 MR. EGGAR: That's all I have right now, thanks.

14 MR. SOPER: Thanks, Thomas.

15 BY MR. SOPER:

16 Q. So I have a question about the traffic management for your --  
17 for personally while you're on position. So if you're not  
18 utilizing strips to monitor your aircraft, what other means do you  
19 use to try to keep yourself aware? I mean, I was always -- I  
20 mean, you know, I've been off the scope for a long time since, you  
21 know, 2000, late or mid-2000s, 2009, something like that is the  
22 last time I worked traffic, so -- but I always was on strips both  
23 in the tower environment as well as the radar environment and I'm

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1 curious about, you know, strip management was a big part of  
2 keeping track of all of my -- all the aircraft I was talking to,  
3 you know what I mean, it was -- it was that's how I cycled, that's  
4 how I did stuff and you moved your strips and you managed your  
5 strips along with your aircraft and that's what would remind you  
6 like, whoa, dude, what happened to this guy, I haven't talked to  
7 him in a while, like -- or something like that.

8 What are you doing in place of that when you don't have  
9 strips, is there a list, is there something, anything that can  
10 tell you that somebody has lost, besides just a memory of you  
11 talking to people?

12 Do you guys keep a local list written down, do you have  
13 something on a display or -- I'm just kind of curious, especially  
14 if when an aircraft drops into a co-suspend, it has a very short  
15 life expectancy there and it drops out of the system on its own  
16 and it seems like -- I mean, that kind of, to me, leads me to  
17 believe that there's a -- that might be kind of a little bit of a  
18 hole in the system, like it would be nice if there was something  
19 available that's going to let you know hey, there's this airplane  
20 that you were -- that you had that you no longer have. Is there  
21 anything, I mean --

22 A. Besides the data block itself, there's nothing.

23 Q. Okay, so your main -- your main control is via the data

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1 blocks for the most part of your traffic in your guys' facility?

2 A. Correct.

3 Q. Okay. All right. And so back to the ELT a little bit. So  
4 this is just a general question about ELTs in your facility. Are  
5 you the one that received the report of the ELT, do you recall?

6 A. Yes, I was.

7 Q. And so what do you do with that information, what is -- what  
8 comes to mind when you get a report of an ELT, what things do you  
9 have to do there?

10 A. Pass it on to the supervisor or the CIC.

11 Q. Okay. Do you guys do any type of cyclic like check all my  
12 aircraft, anything like that, make sure I still have everybody or  
13 is it -- or is there any -- is there any actual process for that  
14 or expectation to do that or is that just kind of a commonsense  
15 thing like somebody reports an ELT, we make sure we have all the  
16 airplanes we were supposed to be talking to and then, you know,  
17 you'd notify the supe and then what does the supe do with it?

18 A. We don't -- yeah, we don't have any specific procedure for --  
19 aside notifying the supe and the supe will take the report to the  
20 OM.

21 MR. SOPER: Okay. All right, very well. Okay, I don't have  
22 anything else right now. Stephen, have you had anything else come  
23 up?

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1 MR. STEIN: On the ELT, do you have -- so maybe I can keep  
2 moving.

3 MR. SOPER: Yeah, yeah. Anything you want to ask now is  
4 open, is fair game.

5 MR. STEIN: You know, I've got other questions  
6 (indiscernible).

7 MR. SOPER: Okay. Sarah?

8 (No audible response.)

9 MR. SOPER: Joshua?

10 MR. COLEMAN: Nothing right now, thanks.

11 MR. SOPER: Thomas?

12 (No audible response.)

13 MR. SOPER: All right, Stephen, it's back to you. If you  
14 have more questions, go ahead and ask away.

15 MR. STEIN: Okay.

16 BY MR. STEIN:

17 Q. So Heather, did you have a chance to -- you obviously had a  
18 chance to listen to the audio, right?

19 A. Yes, now.

20 Q. Okay. So that's okay. So listening to the audio, it seemed  
21 like you repeated the same command to him which, you know, roger,  
22 remain clear of Class Bravo. Do you kind of feel like you kept  
23 repeating the same instruction very clearly, like he should -- I'm

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1 a pilot, you're not going to offend me, but come on --

2 (Laughter.)

3 MS. STONE: Yeah. Maybe he didn't understand what I had said  
4 or not, so I just --

5 BY MR. STEIN:

6 Q. Right, yeah, that's kind of what I'm getting at. I detected  
7 kind of a slight upward inflection for a second, I guess the last  
8 time that you -- that you had communicated to him, so I guess that  
9 was my question, that you were trying to repeat it more clearly or  
10 hey, you know, here's the instruction.

11 Does that sound about right, like you were -- I'm not  
12 implying, I'm not trying to like (indiscernible), I'm just saying  
13 maybe, you know, that you were trying to state it more seriously,  
14 maybe more --

15 A. Yeah, just at different times, maybe he would hear and  
16 understand more clearly.

17 MR. STEIN: Yeah, I just wanted to make sure that I was  
18 getting that right, okay. And that's going to be it for now,  
19 thanks.

20 MR. SOPER: All right. Does anybody else have anything?  
21 Sarah?

22 (No audible response.)

23 MR. SOPER: Joshua?

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1 MR. COLEMAN: I did, just real quick.

2 BY MR. COLEMAN:

3 Q. Heather, after the event your facility did a system service  
4 review. Did you participate in that? Were you there for that?  
5 SSR is what we call it.

6 MR. McCOY: You were out on COVID.

7 MS. STONE: Oh, I was out on COVID.

8 BY MR. COLEMAN:

9 Q. You were out on COVID for that, okay. And there was a  
10 covered event review, did you participate at all in that, with a  
11 CDR, or were you out, as well?

12 MR. McCOY: You were still out on COVID.

13 MS. STONE: Oh, yeah, I was still out on COVID.

14 MR. COLEMAN: Okay, thanks.

15 MR. SOPER: Thomas?

16 (No audible response.)

17 BY MR. SOPER:

18 Q. Okay. So I kind of just want to get my head around the big  
19 picture there and that was these VFR transitions, and I hate to  
20 keep going back to that, but this one -- this one kind of has some  
21 hinging information, we're really trying to understand them a  
22 little bit better.

23 And if somebody else asked this and I just didn't capture the

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1 answer when you gave it, I apologize, but for the VFR transition,  
2 if they are requesting one of those that is published, it is your  
3 expectation that they will use the name in conjunction with that  
4 if that's what they're asking to do, is that part correct?

5 A. They won't always ask, specifically ask for that, the name of  
6 the transition.

7 Q. Okay. So how do you know what they're asking for, then?  
8 Like how --

9 A. If they don't specifically ask for it?

10 Q. Yeah.

11 A. We'll ask them what they want specifically or did they want  
12 to go the Pacific Coast shoreline or get the Bay Shore, which is  
13 the 101.

14 Q. Okay.

15 A. Whether they want to fly (indiscernible).

16 Q. Why do you think you didn't ask this person that when he just  
17 asked for the transition?

18 A. Because most Half Moon Bay transitions don't request a Bravo  
19 transition.

20 Q. Okay.

21 MR. McCOY: They don't need to.

22 MS. STONE: They don't really -- to get to Half Moon Bay they  
23 don't really need a Bravo clearance.

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1 BY MR. SOPER:

2 Q. Okay, all right. And how often would you say, if you just  
3 classified it's routine, it's not routine, or it's infrequent that  
4 they actually do use the name with those transitions out there?

5 A. I'd say not that routine.

6 Q. Okay. I was just kind of curious. You know, I mean, when --  
7 you know, it's really easy for us looking at stuff from the  
8 outside in, right, so we -- you know, we come in after the fact  
9 and we're looking at everything forensically and it's easy for us  
10 to say okay, let's pull up the chart and let's pull up this and  
11 let's listen to the audio and we start putting the things together  
12 to try to understand it and, you know, we look at those published  
13 transitions on there and just kind of try to understand that  
14 transition. That Pacifica transition seems to go directly down to  
15 Half Moon Bay. I mean, now, it goes beyond that, but it goes  
16 right there and then beyond.

17 So I just, you know, I'm -- I guess I'm just kind of trying  
18 to get my head around if -- you know, what would've prompted, you  
19 know, another question or what might be a better way for pilots to  
20 request or, you know, maybe we should be doing something, getting  
21 some information to pilots to be clear about the VFR transitions  
22 that they're requesting or for controllers to ascertain, if  
23 they're asking for a transition, are they asking for something

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1 specific or are they just asking to transit the Bravo. So --

2 A. I know the names of those transitions are fairly new.

3 Q. Okay.

4 A. I know when I got the one, but it's new.

5 Q. Okay. Do you ever hear anybody else request the Pacifica  
6 transition to go to Half Moon Bay? I mean, do you recall that  
7 ever occurring?

8 A. No, I don't.

9 Q. Okay. So then I guess, just to reiterate the question about  
10 the expectation of this guy, because this pilot called and  
11 requested we'd like the VFR transition to Half Moon Bay, there is  
12 not a transition to Half Moon Bay, per se. I mean, there's not a  
13 Half Moon Bay transition, it's not a named thing.

14 A. Yeah, nobody (indiscernible).

15 Q. So your understanding of what he was asking was what?

16 A. He would transition VFR outside of the Bravo.

17 MR. SOPER: Okay, all right. And I think you answered that  
18 before, I just kind of wanted to reiterate and understand it, so  
19 all right, very well, that works for me.

20 Does anybody else have any "oh, by the ways" right now before  
21 I ask a final question? Sarah?

22 MS. OWENS: I actually do.

23 MR. SOPER: Good.

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1 BY MS. OWENS:

2 Q. You said these transitions are fairly new, that they weren't  
3 in place when you started. Do you remember if you received any  
4 training on these transitions when they were implemented?

5 A. I don't know. If anything, it may have been a CDR briefing,  
6 I don't recall specifically.

7 Q. No verbal briefing and no simulator time?

8 A. I don't recall.

9 MS. OWENS: Okay, thank you.

10 MR. SOPER: Thanks, Sarah.

11 Joshua?

12 MR. COLEMAN: Sarah asked the question I was going to ask  
13 her, but I'll just do a quick follow-up.

14 BY MR. COLEMAN:

15 Q. Do you know if your facility has received any training since  
16 this, regarding those transitions?

17 A. Not that I know of.

18 MR. COLEMAN: Okay, thanks.

19 MR. SOPER: And Thomas? And --

20 MR. EGGAR: Nothing right now.

21 MR. SOPER: Thanks. Stephen?

22 MR. STEIN: Nothing here.

23 BY MR. SOPER:

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1 Q. All right, so I guess I got one kind of final question, kind  
2 of a wrap-up question, but hindsight being 20/20, I know at the  
3 time of the event you didn't know it had occurred, but you learned  
4 later and since then you've obviously had to think about it and,  
5 you know, dread our little meeting here today.

6 So as you've thought about it, though, and what you remember  
7 listening to as you watched and listened to the replay, is there  
8 anything that you can think of that could be done differently or a  
9 process that could be changed within your facility that could help  
10 this from reoccurring with somebody else, like whether it be  
11 phraseology differences or whether it be how you do something or  
12 do you think this was just one of those instances that, you know,  
13 the holes in the Swiss cheese lined up and allowed this to take  
14 place?

15 A. I would say if anything, the co-suspend list, that they  
16 stayed on there longer, but other than that, I can't think of  
17 anything.

18 Q. And how about anything you would do differently today working  
19 the -- I assume you've probably worked the operation now since  
20 then, so do you do anything differently when you have aircraft  
21 operating up there, doing the Bay Tours or requesting transitions  
22 or any of that kind of thing, do you -- is there anything you've  
23 kind of changed in your own operation, just for yourself?

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1 A. Not really. I mean, it's the -- I know the (indiscernible)  
2 if the weather isn't really great for transitions, I'll  
3 (indiscernible) let them know. I haven't really changed much.

4 Q. Okay. All right, very well. Do you have any questions for  
5 us?

6 A. No, no questions.

7 MR. SOPER: Any "oh, by the ways" from anybody else, save  
8 rounds, just to be sure, Sarah?

9 (No audible response.)

10 MR. SOPER: No. Joshua?

11 (No audible response.)

12 MR. SOPER: No. Thomas?

13 MR. EGGAR: Yeah, just real quick.

14 BY MR. EGGAR:

15 Q. Heather, we have STARS for my facility, like if I got a  
16 little VFR target, they're not going to get any alerts or any  
17 N-cell (ph.) processing unless I hit like the IFR button, then I  
18 go through and enter, is that the same for you all? I'm trying to  
19 think of like if a guy's going VFR, he wants to get a pop-up IFR  
20 to like Half Moon Bay, could he -- I guess my question is could he  
21 stay on that same tag? Is there a click button that you could  
22 just hit? Like from my facility it's I hit the IFR button, I slow  
23 on him, I enter, would that same thing get you guys N-cell

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1 processing the oral alerts, the low altitude alerts, all that  
2 stuff?

3 A. Yes, they're the same.

4 MR. EGGAR: Okay. That's all I got, thank you.

5 MR. SOPER: Thanks. And Stephen?

6 (No audible response.)

7 MR. SOPER: Okay. All right, I'm going to -- and you have no  
8 questions for us, correct, Heather?

9 MS. STONE: Correct.

10 MR. SOPER: All right, I'm going to stop the recording now.

11 I show the time at 16:28 local Eastern Daylight Time.

12 (Whereupon, at 4:28 p.m. EDT, the interview concluded.)  
13  
14  
15  
16  
17  
18  
19

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of Heather Stone

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: June 1, 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.

[REDACTED]

Karen D. Martini  
Transcriber

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Investigation of: \*

\*

FATAL VANS RV-10 ACCIDENT \*

NEAR SAUSALITO, CALIFORNIA \*

Accident No.: WPR22FA172

ON MAY 6, 2022 \*

\*

\* \* \* \* \*

Interview of: SEAN GALENZOGA, Coordinator (CI-1)  
Northern California TRACON

Via Zoom videoconference

Saturday,  
May 18, 2022

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

APPEARANCES:

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National Transportation Safety Board

STEPHEN STEIN, Investigator in Charge  
National Transportation Safety Board

DON EICK, Senior Meteorologist  
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THOMAS EGGAR, NATCA ASI  
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I N D E X

ITEM

PAGE

Interview of Sean Galenzoga:

|                |     |
|----------------|-----|
| By Mr. Soper   | 34  |
| By Ms. Owens   | 46  |
| By Mr. Eggar   | 86  |
| By Mr. Coleman | 87  |
| By Mr. Eick    | 89  |
| By Mr. Soper   | 92  |
| By Ms. Owens   | 53  |
| By Mr. Eggar   | 97  |
| By Mr. Coleman | 98  |
| By Mr. Soper   | 55  |
| By Mr. Eggar   | 101 |
| By Mr. Soper   | 102 |

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D.C. Area 301-261-1902

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I N T E R V I E W

(5:13 p.m. EDT)

MR. SOPER: All right. For the record, my name is Brian Soper, I'm a senior air traffic investigator with the NTSB. NTSB is an independent federal agency charged with investigating civil aviation accidents and incidents of a serious nature, developing a probable cause and hopefully, recommendations to industry or some segment of industry to prevent recurrence.

Here with us today we have the air traffic control group members. I have Sarah Owens from Kansas City Center, she is here on behalf of NATCA, she is a NATCA ASI. I have Joshua Coleman from Anchorage TRACON, who is here representing the FAA on this group. I have Thomas Eggar from -- also a NATCA ASI out of Raleigh-Durham TRACON and tower.

And I have Stephen -- I have Stephen Stein with us, who is our investigator in charge for this accident out of our Western Pacific region. And Don Eick, who is with us from our operational factors division at the NTSB and is our senior meteorologist there. They are assisting the air traffic control group in this investigation and do not have a separate group here.

The purpose of this investigation is safety and, as I mentioned, to determine probable cause and prevent reoccurrence. We cannot offer immunity or, as I mentioned to you earlier,

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1 there's no confidentiality or immunity. Each group member here  
2 will have a chance to ask questions, we'll kind of go around the  
3 virtual room in sort of a round-robin fashion. I will start out  
4 with asking some fairly simple background questions, kind of black  
5 and white stuff, and then I will go around the room and all of us  
6 will have some questions for you at some point and when we've all  
7 exhausted what questions we need to ask, then we will get you  
8 wrapped up and out of here.

9 And if you have any questions for us along the way, just let  
10 us know that you have questions. If you need us to repeat  
11 anything or explain a question better if you don't quite  
12 understand it, please ask us and we'll certainly do that. Just  
13 answers the questions to the best of your recollection. If you  
14 don't understand, it's okay.

15 If you needed it repeated, it's okay. If you don't know it,  
16 it's okay, you just got to let us know that. You're entitled to  
17 one representative and you have said that you have chosen this  
18 representative and you have here with you today Steve McCoy, who  
19 is the FacRep for Northern California TRACON. And do you have any  
20 questions before we start?

21 MR. GALENZOGA: No.

22 MR. SOPER: Awesome.

23 INTERVIEW OF SEAN GALENZOGA

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1 BY MR. SOPER:

2 Q. Okay, so for the record, could you do me a favor and give me  
3 your first and last name?

4 A. Sean Galenzoga.

5 Q. All right. And one second, this didn't pop up for me. And  
6 how old were you on the day of the accident?

7 A. I was 43.

8 Q. And your operating initials there?

9 A. Sierra Golf.

10 Q. And what is your title and what position were you working on  
11 the day of the accident?

12 A. Air traffic controller, I was in CI-1.

13 Q. And if I understood that correctly, that's a coordinator  
14 position, correct?

15 A. Correct.

16 Q. Okay. Do you have any pre-FAA air traffic control work  
17 experience such as military, DoD, contract tower, dispatch?

18 A. Military.

19 Q. What branch?

20 A. Air Force.

21 Q. And what years were you in the Air Force?

22 A. Ninety-seven to oh-five.

23 Q. And you said you were a controller during that time?

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1 A. Yes.

2 Q. What facilities did you work at in the Air Force, what plans  
3 were you at?

4 A. I was at Travis Air Force Base, Nellis Air Force Base, and  
5 Corison (ph.).

6 Q. Okay. Excellent. And do you have any -- do you hold any  
7 collateral duties or have you been on any recent details since --  
8 in the recent time that it's taken you out of the facility for an  
9 extended period that may affect currency or proficiency?

10 A. No.

11 Q. Okay. And could you do me a favor now and just kind of give  
12 me that 10,000-foot-view description of your ATC aviation  
13 background, like a mini-bio? Just looking for yeah, you know, I  
14 was in high school, I was always interested in aviation and I  
15 decided to join the Air Force, I picked up air traffic control, I  
16 got my pilot's license, I went to college for whatever, and just  
17 take us through until you arrived at the FAA.

18 A. Just out of high school, I went and saw a recruiter,  
19 interested in air traffic, so I signed up for that. Did four  
20 years and then (indiscernible) I got out and then waited about a  
21 year before I got picked up --

22 Q. Okay.

23 A. -- by the FAA.

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1 Q. And was this your first facility in the FAA?

2 A. Second.

3 Q. Second. Where were you at before this?

4 A. Seattle Center.

5 Q. Oh, okay. And have you ever been fired, terminated,  
6 suspended, or asked to resign from any position since you've been  
7 with the FAA?

8 A. No.

9 Q. How would you describe your overall health in the terms of  
10 excellent, good, fair, poor?

11 A. Good.

12 Q. Good. And did you have a second class medical clearance on  
13 that day?

14 A. Yes.

15 Q. And do you have any waivers or restrictions or limitation to  
16 your medical clearance?

17 A. No.

18 Q. Were you taking any maintenance prescription or non-  
19 prescription medications on the day of the accident?

20 A. No.

21 Q. And was drug or alcohol screening performed as a result of  
22 this event? For you.

23 A. I wasn't tested.

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1 Q. No.

2 A. No.

3 Q. And have you had any major changes in your health over the  
4 last year? And these are good, bad or indifferent, but big things  
5 like I had a major surgery, I lost 50 pounds, anything like that  
6 that was just a big life changer.

7 A. No.

8 Q. And similar question, major changes in your personal life  
9 over the last year, good, bad or indifferent, got married, adopted  
10 a child, got divorced, any of that kind of stuff.

11 A. No.

12 Q. And last question along those lines, major changes in your  
13 financial situation, big things, came into a big inheritance,  
14 filed bankruptcy, won the lotto.

15 A. No.

16 Q. All right. This one's a little more difficult, but I'd just  
17 ask you to try to think back, I know this accident occurred kind  
18 of middle of the day. Working back 72 hours, the 72 hours leading  
19 up to the time of the accident, was there anything that occurred  
20 during that 72 hours that you -- that were a wrench in the spokes  
21 of life, so to speak?

22 And what I mean by that is things that took you out of your  
23 normal daily routine or ability to sleep and get adequate rest or

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1 eat or get adequate nutrition, anything like that that may have  
2 taken you out of that normal daily routine. So it can be anything  
3 like yeah, my family, I had a family member in a car accident, I  
4 was up with them all night or I had a sick child that, you know,  
5 we had trouble with and I was up with them all night or anything  
6 like that.

7 A. No, there was nothing like that.

8 Q. Okay. And did you file an ASAP as a result of this event?

9 A. No.

10 Q. Okay. And have you been interviewed about this event prior  
11 to now, besides the discussion, the pre-brief with the FAA?

12 A. No.

13 Q. Okay. And have you had an opportunity to review the replays  
14 of this event?

15 A. No.

16 Q. No? Okay. Did you want to review the replay before you  
17 answered questions or are you good based on the position you  
18 worked?

19 A. I'm good.

20 Q. Okay. If at any time you feel like we're asking you  
21 questions and you're like okay, I do want to watch the replay,  
22 just let us know that and we'll make sure that happens.

23 To the best of your knowledge on that day, was a relief

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1 briefing conducted when you took the coordinator position or did  
2 you open it for the first time?

3 A. I was in the briefing.

4 Q. Okay. And was that briefing recorded and do you guys utilize  
5 a checklist?

6 A. Yes, so it's recorded and there's a checklist.

7 Q. Okay. So on a scale of one to five, five being the heaviest,  
8 how would you classify the traffic volume at the time of the event  
9 where you were working? On the Richmond sector, specifically.

10 A. I don't recall.

11 Q. Okay. And similar question, on a scale of one to five, five  
12 being the most complex, do you recollect how you would classify  
13 the traffic complexity around the time of the accident?

14 A. I don't remember.

15 Q. Okay. And do you recall any distractions leading up to or  
16 occurring around the time of the accident? And this can be things  
17 like in the radar room, like yes, we were having an issue with --  
18 there was an aircraft with an emergency over here we were dealing  
19 with or we had a lost COM or we had equipment issues or the air  
20 conditioning wasn't working and we were trying to get it fixed or  
21 anything that would've been a distraction to the operation.

22 A. I don't remember any distractions.

23 Q. Okay. And do you recall the general weather conditions

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1 around the time of the accident? And I'm not looking for you to  
2 spit out a METAR, but I'm looking more for, you know, things that  
3 -- you know, was it generally VFR, was it generally IFR, was it  
4 marginal, and did you have precip in the area or thunderstorms or  
5 advisories out for any reason, AIRMETs, SIGMETs?

6 A. For the most, I remember it was VFR.

7 Q. Okay. And had you worked other positions on the day prior to  
8 working the coordinator position? Are you certified on the  
9 Richmond position for radar?

10 A. I am certified on Richmond and I worked other sectors before  
11 coordinator.

12 Q. Did you work Richmond before on that same day at all?

13 A. I don't remember.

14 Q. Okay.

15 A. I'd have to look on the ARC, I don't remember.

16 Q. Okay, no problem. Did you receive the pre-duty weather  
17 briefing on that day?

18 A. Yes.

19 Q. Can you share with us your view on the pre-duty weather  
20 briefing and its value to you at NorCal TRACON in its current  
21 state, meaning the way that it is right now, how much value is it  
22 providing to you in doing your job at NorCal? Is it providing you  
23 a lot of value, some value, minimal value or almost no value?

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1 A. I'd say some value.

2 Q. Some value. And if somebody asked you like okay, what could  
3 we add to that or provide in that briefing that actually would  
4 make it more valuable to you, is there anything that stands out or  
5 do you think there's something that could be made in there that  
6 would make it more valuable to you or do you not know?

7 A. No, I don't know. When (indiscernible) are changing and I  
8 think it's better just to get updates from the pilots and the  
9 towers.

10 Q. Okay. And do you recall on that day, did you have a cell  
11 phone or PD with you at the time of the event on you?

12 A. No, I didn't.

13 Q. Okay. Had you requested a relief or were you waiting on a  
14 relief or assistance during the time leading up to the time of the  
15 event? And what I mean by that is were you in your normal  
16 rotation or had you -- were you waiting on somebody and you  
17 should've been already relieved?

18 A. It was normal rotation.

19 Q. Okay. And when did you become aware there had been an  
20 accident?

21 A. Yesterday.

22 Q. Oh, okay. I'm sorry, did you go on leave right afterwards,  
23 is that -- I thought somebody did.

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1 A. Yeah, I was out just one day. Yeah, I was on close contact,  
2 actually, that day. I guess I must have left and it -- yeah.

3 Q. Okay. All right, so you just found out yesterday. All  
4 right, so that's all my background questions that I got and if you  
5 can, first of all, the coordinator position, where do you sit in  
6 the room in relationship to the Richmond position? Where are you  
7 located?

8 A. Richmond will be to my right and then there's another sector  
9 that I watch to my left. So --

10 Q. Okay.

11 A. -- one actually works coordinator for two layers --

12 Q. Okay.

13 A. -- at the same time.

14 Q. So you sit between them, all right, I got you. Do you recall  
15 anything about the accident aircraft on that day? Do you recall  
16 anything about that flight coming in or the Richmond sector  
17 talking to them or anything?

18 A. No.

19 Q. Okay. And let me ask you this, then. I want to ask you  
20 about VFR transitions. So I see you guys have some VFR transition  
21 routes out there that enable aircraft to get up and down the  
22 coast, into a couple other spots in there through the Bravo,  
23 maybe, and they're published. What's your experience with

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1 aircraft requesting those VFR transitions? Do you get it a lot,  
2 rarely? Do they use --

3 A. I get a lot.

4 Q. Okay.

5 A. They do request a lot every day.

6 Q. Do they use the terminology or do they usually say I'm  
7 looking for the VFR transition for this or I'm looking for the VFR  
8 transition to wherever, and do they usually use the name --

9 A. Yes.

10 Q. -- or do they usually just say the VFR transition?

11 A. It depends on the pilot.

12 Q. Okay. And how do you guys, how do you normally respond to  
13 that? So if you have an aircraft that checks in and says I'm  
14 requesting a VFR transition to Half Moon Bay, what would be your  
15 response to that aircraft?

16 A. It just depends on how busy I am and what -- what the traffic  
17 is at the time. I mean --

18 Q. Okay.

19 A. -- if I'm not busy, I'll give the transition, I'll put up a  
20 transition, but if I'm busy or the center will be busy or if San  
21 Francisco is on a certain configuration, I'll tell them to stay  
22 outside of Bravo.

23 Q. Okay, let's go with that, then, let's go -- let's take two

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1 scenarios and just kind of give me what might -- that might  
2 typically sound like. So I call you and ask you for a VFR  
3 transition down to Half Moon Bay and you're not busy, it's a  
4 relatively light time, there's no -- you're not in the middle of a  
5 push or anything and it looks good to you, how would you give me  
6 that transition?

7 A. So you're going to Half Moon Bay --

8 Q. Yeah.

9 A. -- and the transition, you wouldn't go near the Bravo for  
10 that.

11 Q. Okay.

12 A. And so I usually say unable, just remain outside of the Bravo  
13 or I'll say like follow the coastline below the Bravo.

14 Q. Okay.

15 A. And then if they say they need it, that's --

16 Q. Okay.

17 A. San Fran's two-eight, yeah, it depends on -- it depends on,  
18 like I said earlier, it depends on the configuration of San Fran.

19 Q. Okay.

20 A. Because if they're on a certain configuration, you actually  
21 have to shut down the airport to let them transition through  
22 Bravo.

23 Q. I got you. I got you. Okay.

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1 A. But I don't know what the configuration was at that time on  
2 whatever it was, Friday.

3 Q. Yeah, I'm not exactly sure either, I'd actually have to go  
4 look at what they had going on, but I know that the period of  
5 traffic wasn't bad. What's that?

6 A. What was it?

7 UNIDENTIFIED SPEAKER: Two-eight, I think.

8 MR. GALENZOGA: Three-two-eight? Yeah, if it's two-eight,  
9 you actually have to shut down the airport to go to Bravo  
10 transition down the coastline.

11 BY MR. SOPER:

12 Q. Right, okay. So in those cases, you would generally just  
13 tell them unable and to remain clear of the Bravo?

14 A. Yeah, usually.

15 MR. SOPER: Okay. All right. All right, I'm going to pass  
16 it along for right now, I may have more questions for you, but I'm  
17 going to go ahead and pass it along to Sarah.

18 Sarah.

19 BY MS. OWENS:

20 Q. Hello. I think Brian asked most of the questions that I had.  
21 I know there's multiple techniques for approving or denying these  
22 Bay Tour transitions. Would you normally use the words approved  
23 or denied or it's just remain clear of the Class B?

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1 A. I usually say, if I'm not giving it, I'll say remain outside  
2 and then if I'm giving a transition, clear into.

3 Q. Okay, so clear meaning for Class Bravo airspace. And it's  
4 normally the Richmond sector that would be giving that clearance  
5 or the Sutro sector?

6 A. Either one.

7 Q. Either one, you said?

8 A. Yeah, it could be either one, it depends on where the pilot  
9 checks in at or if it's (indiscernible) and we make that -- they  
10 have to make that request to either controller.

11 Q. Okay. And then if you told someone to remain clear of the  
12 Class B and then you saw that he's making numerous, you know, 360-  
13 degree turns, would you go back and query the pilot what they were  
14 doing or do you --

15 A. No, because they're in the area where they do Bay Tours  
16 anyway, so they're doing 360s, so I probably wouldn't  
17 (indiscernible).

18 MS. OWENS: Okay. That's all, thanks, I have for now. Thank  
19 you.

20 MR. GALENZOGA: Thanks.

21 MR. SOPER: Thanks, Sarah, I appreciate that.  
22 Thomas.

23 BY MR. EGGAR:

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1 Q. Hey, bud. Again, we're trying to get an idea of, you know,  
2 (indiscernible) that airspace pursuant. Some of these questions  
3 are "what ifs" and I apologize for that, but let's say you were  
4 working a pilot over the Golden Gate, they ask for the transition  
5 and you just tell them to remain clear of Bravo, what would you  
6 expect them to do at that point? And again, I know it's a "what  
7 if," but over the Golden Gate on the two-eight, whatever the  
8 configuration was that they asked for the Half Moon Bay, you just  
9 tell them to remain clear.

10 A. I would expect them to go down the coastline below the Bravo.

11 Q. I'm assuming you have an idea that's somewhere close by,  
12 wherever, at the coordinator position?

13 A. Yes. Yeah, it is.

14 Q. And by chance is Half Moon Bay -- like, yeah, the weather  
15 (indiscernible)?

16 A. No, I would have to ask what that is.

17 MR. EGGAR: That's all I have for now, buddy, thank you.

18 MR. SOPER: Thanks, Thomas.

19 MR. GALENZOGA: Thanks.

20 MR. SOPER: Thanks, Thomas.

21 And Joshua.

22 BY MR. COLEMAN:

23 Q. Hey, Sean. I just have a couple more for clarification. So

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1 when they request these transitions, are you guys approving them  
2 via the names, like Pacifica or I think Bay Shore is another one  
3 of them? Are you saying approved to make a transition?

4 A. Me, specifically, I would give like specific control  
5 instructions on how I want them to go through the Bravo based on  
6 my traffic. Or if they request a specific one, then I'll read  
7 that back to them if I have -- you know, if I'm able to work with  
8 my airspace that way, if it's available. So it depends on what  
9 the pilot is asking. Usually I'll just tell the pilot I need  
10 everything based on my traffic and if I can't give them the  
11 specific route that he requested, I'll let them do it that way.  
12 But basically, it depends on what I have going on.

13 Q. Okay. And then another one from the reference to coordinator  
14 position between Sutro and Richmond. If you've got an aircraft  
15 that's (indiscernible) up there and wanting to go to Half Moon Bay  
16 in this scenario, are you the one from your position that would be  
17 coordinating that with that request to Sutro? Say he gave us that  
18 one transition, are you able to approve that?

19 A. If I'm in the coordinator?

20 Q. Yeah.

21 A. No.

22 Q. No? That would be the --

23 A. They can talk to each other and I'm just kind of like in the

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1 middle, but I don't approve or deny it through the coordinator  
2 position.

3 Q. Okay, you wouldn't coordinate that with the other position?

4 A. No, I wouldn't. No.

5 MR. COLEMAN: Okay. Thank you, Sean, that's all I have right  
6 now.

7 MR. SOPER: Great. Thanks, Joshua.

8 Don. You're mute, you're muted, Don.

9 BY MR. EICK:

10 Q. Basically, after your pre-duty, pre-shift briefing that you  
11 got from the Center Weather Service Unit, how would you rank your  
12 interaction with the Center Weather Service Unit meteorologist?

13 A. What do you mean, like how does it -- like how accurate is it  
14 to our weather?

15 Q. Well, how do they work, do they come out to see you or do you  
16 have to go see them? Are they common on the floor to tell you  
17 about hey, you got sea fog?

18 A. No. So we report it --

19 Q. It's just reported?

20 A. It's just reported and you have to listen to the morning  
21 (indiscernible), but yeah, they give you the shift. It's just a  
22 recorded briefing.

23 Q. But do you ever see them out on the floor saying hey, we got

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1 sea fog coming in or we've got some problem?

2 MR. SOPER: Don, remember, this one is a TRACON, so they're  
3 not a center, so the CWSU is not in there.

4 MR. EICK: Oh, okay, I thought he was in the center.

5 MR. SOPER: No, it was a TRACON.

6 MR. EICK: Okay, yeah, so he wouldn't get an action, then,  
7 okay.

8 MR. SOPER: Yeah.

9 MR. GALENZOGA: Yeah.

10 BY MR. EICK:

11 Q. Did you get any pilot reports or hear of anything of  
12 developing clouds and stratus along the coast or impacting the  
13 area?

14 A. No, I don't recall anything from that day.

15 Q. No?

16 A. No.

17 MR. EICK: Okay. So I guess I'll pass to you, back to you,  
18 Brian.

19 MR. SOPER: Thanks, Don.

20 Stephen.

21 MR. STEIN: I don't have any questions for you, Sean, thank  
22 you for joining us today.

23 MR. SOPER: Thanks, Stephen.

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1 MR. GALENZOGA: Thanks.

2 MR. SOPER: Okay, so the --

3 MR. McCOY: Can I clarify something?

4 MR. SOPER: Sure, absolutely.

5 MR. McCOY: Okay, I think there's some misunderstanding of  
6 the CI-1 position.

7 MR. SOPER: Okay.

8 MR. McCOY: You're not actually working a radar scope, you're  
9 basically a supe or hand-off.

10 MR. SOPER: No, we understand that.

11 MR. McCOY: Okay, because some of the questions just seem  
12 like he won't understand, they wouldn't get a report unless they  
13 happen to overhear one and it would depend what frequency, what  
14 sector you were listening to.

15 MR. SOPER: Right.

16 MR. McCOY: The controller that was working might've got  
17 something, but the coordinator --

18 MR. SOPER: No, we understand that, we understand that. And  
19 we could explain ourselves a little bit better here, but that is  
20 also one of the reasons I asked you to certify it on the Richmond  
21 position.

22 MR. McCOY: Okay.

23 MR. SOPER: So like in some things, in some things we do

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1 understand and that's why we say, you know, like if he -- if he  
2 had no -- he wouldn't have anything with that because maybe he was  
3 listening to Sutro, he doesn't know what got said because at that  
4 point in time he was listening to something else. That's okay.

5 But in the event --

6 MR. McCOY: Okay.

7 MR. SOPER: -- that he might've been, he might have an  
8 answer. So it's okay, we understand that and we're not trying to,  
9 you know --

10 MR. McCOY: Yeah, I just wanted to make sure everybody knew  
11 what the CI-1 role actually is.

12 MR. SOPER: Yeah.

13 MR. McCOY: Their main job is to worry about conflictions  
14 between the departures of the two airports.

15 MR. SOPER: Got you, yeah.

16 MR. McCOY: Okay.

17 MR. SOPER: I think we got that. All right, appreciate that.

18 BY MR. SOPER:

19 Q. And this is a general facility question again, this isn't  
20 pertaining necessarily directly to the accident at hand, it's kind  
21 of you guys' procedure there. If you have an aircraft, do you  
22 recall at any time where you were still on position, a  
23 coordinator, ELT reports, where you guys were -- somebody reported

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1 an ELT and you guys were either discussing it or somebody was  
2 asking you if you guys had anything, do you recall anything like  
3 that from that day?

4 A. On that day? No.

5 Q. Okay. So then in general, though, so not counting that day,  
6 if you do have an ELT in your facility, what's the process there,  
7 do you guys -- are you -- is there usually something that, you  
8 know, controllers are checking to make sure they have their  
9 aircraft type of thing and letting the supe know or is it just a  
10 notification process where you need to let the overarching center  
11 know so that they can ensure AFRCC has it or whatever? I mean,  
12 what's the -- what normally happens in that case for you guys, to  
13 the best of your knowledge?

14 A. I'll pass it to the supervisor.

15 Q. Okay, all right.

16 A. And usually the super has to get a -- see if he can get a  
17 SIGMET (indiscernible).

18 Q. Okay. Now, a little bit of general information about the  
19 radar display itself. So I understand and I'm trying to -- and  
20 you might not know and that's perfectly fine, I'm just trying to  
21 get a feel for -- you know, it used to be, in the olden days, not  
22 so olden but, you know, when aircraft loses a track, it went into  
23 a coast status and the tag stayed there for a while and it went in

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1 coast. Center radars still do that today. But I believe that was  
2 a feature enhancement to STARS, actually, maybe even with the  
3 advent of FUSION, I'm not sure.

4 But now if you -- sorry about my dogs. If you lose the data  
5 tag, it automatically just drops off, I mean, it goes to the drop  
6 suspend list on your scope. And then if it reacquires the tag, it  
7 just comes back off the drop suspend list and reacquires to the  
8 target.

9 Do you have manipulation of the drop suspend list? Can you  
10 drop people out of there yourself? Can you move it, can you  
11 inhibit it and make it not show up on your display? Do you know  
12 any of those?

13 A. I know you can move it and then --

14 Q. Okay.

15 A. -- that's the only thing I ever do with it.

16 Q. All right.

17 A. Take that guy out of the list or --

18 Q. Okay.

19 A. -- disable it.

20 Q. Do you know how long they stay in that list at all? Like, if  
21 the person were to drop, if a tag were to drop off and go to the  
22 drop suspend, does it stay in there indefinitely until somebody  
23 does something with it or is it --

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1 A. No, it's not --

2 Q. Does it time out?

3 A. It's not indefinite. It does drop off, I don't know what the  
4 time of it is, though.

5 Q. Okay.

6 A. But it's not indefinite.

7 Q. All right.

8 A. Yeah, it will drop off (indiscernible).

9 MR. SOPER: Good deal. Okay, I'm going to go ahead and pass  
10 it along again and see who else we got out here.

11 Sarah, do you have any more questions right now?

12 BY MS. OWENS:

13 Q. Just a couple more. So the drop suspend list, is that  
14 something that is always --

15 MR. SOPER: Oh, we froze up. We froze up, Sarah. I don't  
16 know if you can hear us. I'll tell you what, we'll come back to  
17 Sarah. Do I still have you guys? Sean, can you hear me still?

18 (No response.)

19 MR. SOPER: Oh, I lost my connection.

20 (Pause.)

21 UNIDENTIFIED SPEAKER: You're back.

22 MR. SOPER: Okay.

23 MS. OWENS: You're back.

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1 MR. SOPER: I don't know what happened there, but I lost you  
2 when Sarah --

3 (Cross-talk.)

4 MR. SOPER: What's that?

5 UNIDENTIFIED SPEAKER: Here you go.

6 MR. SOPER: Oh.

7 MR. GALENZOGA: I don't know what happened there, you guys  
8 froze.

9 MR. SOPER: My whole thing reset, so I apologize for that. I  
10 don't know what happened, like it shut me down and that was it.  
11 So I will tell you that I and this recorder lost you at Sarah  
12 asking the very first question she was starting to ask. So could  
13 we go back to that, with the drop suspend list?

14 BY MS. OWENS:

15 Q. I don't know how much you guys heard, but the drop suspend  
16 list, is that something that's always displayed or can you adjust  
17 your pref set so that you wouldn't see that?

18 A. Honestly, I don't know if you can take them off. I know I  
19 have my pref set, set so it's always on. I don't know if there's  
20 something you can enable -- yeah, and it wouldn't disable. I know  
21 my pref set is always on, so I'm not exactly sure what the answer  
22 is.

23 Q. And just one more question for you. This aircraft had varied

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1 in altitude, but at a fairly low level. Would you get a visual or  
2 an oral (indiscernible)?

3 A. No, all I can see is (indiscernible).

4 MS. OWENS: (Indiscernible), okay. That's it, thanks.

5 MR. GALENZOGA: Thanks.

6 MR. SOPER: Thanks, Sarah.

7 And Thomas.

8 BY MR. EGGAR:

9 Q. Hi, buddy. Are you fully rated?

10 A. Yes.

11 Q. The whole area?

12 A. Yes.

13 Q. So this is going to be just back to like the Richmond and  
14 Sutro. On one of the TELCONS -- and I apologize, I don't know if  
15 it was an OM or a supe or the ATM that mentioned something about,  
16 I guess, a common practice for that transition from the Golden  
17 Gate area down to Half Moon Bay, that they would hand them off  
18 from Richmond to Sutro, is that kind of correct, sometimes  
19 correct?

20 A. You know, honestly, it's whoever's not -- whoever's not  
21 busier and a lot of times what they got to do. So it's kind of  
22 like shared airspace a little bit and usually the guy at three-  
23 zero will take care of the other stuff. So it just depends on the

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1 traffic at the time, it depends on who's working on the control  
2 because every control is different.

3 Q. Understood. And just for like reference just for us, again,  
4 I don't, you know, that sector (indiscernible) airspace, but let's  
5 say we're low level like right at the Golden Gate or like the  
6 north part of the Golden Gate, in reference to that, like where is  
7 the dividing line between Richmond and Sutro? Again, low level,  
8 like 1500 feet.

9 A. It's all shared airspace. I think (indiscernible) is Sutro,  
10 but I mean both controllers could be working planes in that  
11 airspace.

12 Q. Okay, all right.

13 A. I guess the area where the VFR transitions or VFR tours are,  
14 they just jump back and forth between those two sectors.

15 Q. Right. I'm sure those guys keep you guys busy with that, so  
16 that's all I've got. Do you remember what shift you had that day?

17 A. It was the day shift (indiscernible).

18 MR. EGGAR: No problem. All right, thanks, bud.

19 MR. SOPER: Thanks, Thomas.

20 And Joshua.

21 BY MR. COLEMAN:

22 Q. Yeah, Sean, just a couple clarification questions on the CI-1  
23 position. So you're monitoring Sutro and Richmond, listening to

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1 both frequencies, and if one gets busier, then you focus in on  
2 that one a little more, is that accurate?

3 A. Yeah. Yeah, you're watching both scopes and listening to  
4 both guys. You just try to focus on the one that needs more help.

5 Q. Right, okay. And from where you're positioned typically, is  
6 there any movement around north with that traffic? It might be  
7 busier at Richmond, so I'm going -- you can shift physically, move  
8 over here a little bit closer?

9 A. Yeah. Physically?

10 Q. Yeah.

11 A. No, it's about the same. I mean, you're already sitting  
12 shoulder to shoulder with them. All three.

13 Q. Okay.

14 A. So physically you're not really moving, it's not like you  
15 have to go across the room or anything like that.

16 MR. COLEMAN: Okay. Thanks, that's all I have.

17 MR. SOPER: Thank you. And Don, do you have any further  
18 questions? Okay. And --

19 MR. EICK: No, I'm good.

20 MR. SOPER: Thanks, Don.

21 And Stephen, do you have any?

22 MR. STEIN: Nothing here. Yeah, I'm fine.

23 BY MR. SOPER:

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1 Q. I do have another question that piggybacks off what he just  
2 asked, just because I'm kind of curious and getting a feel. Do  
3 you feel that your coordinator position -- because I know this  
4 varies by facility, also, and by position, you know, as far as  
5 what type of positions you're the coordinator for. Would you say  
6 that most of your work is -- I mean most of the labor that is  
7 involved with that position is monitoring and executing  
8 communications on behalf of the controller or for the controller  
9 or in support of the controller? Or is it a lot of visual  
10 scanning? I mean, are you doing a lot of visual, watching their  
11 scope, watching their traffic, that type of thing or is it just  
12 completely a mix?

13 A. I'd say it's a mix.

14 Q. Okay, all right.

15 A. (Indiscernible), yeah.

16 Q. Yeah, so what is probably the biggest thing that you end up  
17 having to do while you're on that position, you know, like what's  
18 one of the things that just take up a lot, that you end up taking  
19 on that workload for as a coordinator?

20 A. I don't know if there's one thing that you do more than the  
21 others, I mean, there's just -- yeah.

22 Q. All right.

23 A. Yeah.

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1 Q. No worries.

2 A. (Indiscernible).

3 MR. SOPER: Yeah, I would imagine that could vary, whether  
4 you're coordinating a lot with the tower, coordinating a lot with  
5 external facilities, you know, whatever. Or adjacent sectors,  
6 even Navy, I don't even know. So that works. Okay, I don't have  
7 any more questions right now.

8 Sarah, do you have any?

9 (No audible response.)

10 MR. SOPER: Okay. And Thomas, do you have any additional?

11 BY MR. EGGAR:

12 Q. Yeah, just one more, back to the whole Richmond/Sutro thing.  
13 Again, a "what if." Let's say you're working like you were  
14 previously working Richmond, a transition is approved, I'm  
15 assuming that aircraft then gets handed off from Richmond to Sutro  
16 and Sutro works them into Half Moon Bay, is that correct?

17 A. It depends. It can go either -- either one can work it.  
18 Yeah, sometimes Richmond will be working it to Half Moon Bay,  
19 sometimes Sutro will work it. Like I said, it depends on who's  
20 busier and who's not.

21 Q. Right.

22 A. Either can work it to Half Moon Bay because once it gets to  
23 Half Moon Bay, you just (indiscernible) them a couple miles swath.

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1 Q. Right.

2 A. Either guy could work it.

3 Q. I got you. Is there anything that you'd put in the scrap bag  
4 to like show the transition?

5 A. No. I mean, if it's a -- if you gave him a Bravo clearance  
6 and you tell the other guy, there would be an X in the dive (ph.)  
7 block to show that he has (indiscernible), he's actually going to  
8 be inside the Bravo (indiscernible) and it says Half Moon Bay in  
9 there and that's (indiscernible) coordinating and no one's going  
10 to stay out of the Bravo.

11 MR. EGGAR: Got you. Okay, cool. Thanks, man.

12 MR. SOPER: All right. Joshua.

13 MR. COLEMAN: Nothing else. Thanks, Sean.

14 MR. SOPER: Nothing else. Don, still nothing? You're good?  
15 (No audible response.)

16 MR. SOPER: Stephen, nothing?

17 (No audible response.)

18 MR. SOPER: All right, great. All right, any "oh, by the  
19 ways" for the rest of you? I'll give you one last shot, one last  
20 shot, save rounds? Anything? Tom, you look like you're thinking.  
21 You good?

22 (No audible response.)

23 BY MR. SOPER:

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1 Q. All right. All right, Sean. So I do have one kind of final  
2 wrap-up question for you, I like to ask anybody when we're doing  
3 here. From what you can recall or just what you know about what  
4 you heard or anything else at this point, because I know it's been  
5 a while and you just really don't recall a lot about the day  
6 because you didn't even know something had really happened, but  
7 knowing what did happen ultimately, have you thought of anything  
8 like well, you know, it would be better if we did this because  
9 that problem, that may not happen or if a pilot did this, it would  
10 be better and that might not happen if we had a procedure? Is  
11 there anything like that that has come to mind or do you think  
12 this is just one of those situations that, you know, the holes in  
13 the Swiss cheese were allowed to line up and we had a tragic end?  
14 A. Yeah. Honestly, I don't remember, it was a week and a half  
15 ago, I didn't -- I didn't see the replay, I didn't hear the audio,  
16 I didn't know until you guys shared about it, so honestly, I think  
17 all the (indiscernible).

18 MR. SOPER: Okay. All right, very well. I'm not going to  
19 take any more of your time, I appreciate you taking the time off,  
20 though, and sitting with us here and I know it's a disruption. If  
21 you do have any "oh, by the ways" or you have the opportunity to  
22 review this and you go back and you think, you know, now that I  
23 reviewed this there is something I would like to share or

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1 something you would like to ask, please just get with your rep,  
2 and your facility has my contact information, and get a hold of me  
3 so we can get that information. But outside of that, do you have  
4 any questions for us?

5 MR. GALENZOGA: No, I don't.

6 MR. SOPER: All right, great.

7 MR. McCOY: When would you send the transcript? Is he going  
8 to get a copy of the transcript?

9 MR. SOPER: Yeah, he'll get a copy of the transcript to  
10 review for accuracy and to make sure that everything is  
11 (indiscernible) like it should and we will normally get that in 14  
12 to 21 days before we get the transcript back. So it's going to be  
13 a few weeks and then we will send that out to you when I send it  
14 to the other group members, as well. And I'll ask you to review  
15 that and give me any of your comments or edits back in the next --  
16 you know, like a week or so after that.

17 MR. McCOY: Will that go to his FAA e-mail, because we very  
18 rarely check that.

19 MR. SOPER: I can send it wherever you want me to send it.  
20 Where would you like it sent to?

21 MR. GALENZOGA: Yeah, FAA e-mail's good.

22 MR. SOPER: Okay. All right. Very well, we'll do that and  
23 we'll follow up. If I don't get a response back from you right

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1 away that you received it, I'll find -- I'll make sure I get a  
2 hold of somebody there to say hey, I sent that out so that you can  
3 get a look at it.

4 I'm going to go ahead and turn off the recording for now. So  
5 the time at -- correction, 17:51.

6 (Whereupon, at 5:51 p.m. EDT, the interview concluded.)  
7  
8  
9  
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16

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of Sean Galenzoga

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: May 18, 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.



---

David A. Martini  
Transcriber

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

FATAL VANS RV-10 ACCIDENT \*

NEAR SAUSALITO, CALIFORNIA \*

ON MAY 6, 2022 \*

\*

Accident No.: WPR22FA172

\* \* \* \* \*

Interview of: MICHAEL ZACCARO, Operations Supervisor  
Northern California TRACON

Via Zoom videoconference

Tuesday,  
May 17, 2022

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APPEARANCES:

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National Transportation Safety Board

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I N D E X

ITEM

PAGE

Interview of Michael Zaccaro:

|                |     |
|----------------|-----|
| By Mr. Soper   | 34  |
| By Ms. Owens   | 46  |
| By Mr. Eggar   | 86  |
| By Mr. Coleman | 87  |
| By Mr. Eggar   | 133 |
| By Mr. Soper   | 133 |
| By Mr. Coleman | 54  |
| By Mr. Soper   | 139 |
| By Ms. Owens   | 139 |
| By Mr. Eggar   | 101 |
| By Mr. Soper   | 102 |
| By Mr. Eggar   | 145 |

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D.C. Area 301-261-1902

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I N T E R V I E W

(5:38 p.m. EDT)

MR. SOPER: Again, my name is Brain Soper, I'm an air traffic investigator with the NTSB. The NTSB is an independent federal agency charged with investigating civil aviation accidents and incidents of a serious nature, and developing a probable cause and hopefully providing some sort of recommendations or suggestions to industry to prevent recurrence. And that's our job in a nutshell. We're not regulatory, we're not compliance, so we don't make rules, we don't enforce rules.

We're not using a court reporter today, so as I mentioned to you earlier, the recording will be transcribed and we'll be provided a written transcript, which I will provide out to the group members, as well as yourself, to check for accuracy. We'll make any required edits and that will become part of the final record and not the recording. The recording will be destroyed afterwards.

The purpose of the investigation is safety, to determine that probable cause and make safety recommendations, if possible. We cannot offer immunity or confidentiality, so if you have any military background, safety investigations there offer privilege, they call it, which is allows you to essentially remain nameless in that investigation. Unfortunately, we don't do that in any of

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1 our investigations, that's just the nature of the transparency of  
2 the federal agreement that we have. So we just ask that you  
3 answer all the questions to the best of your recollection. If you  
4 don't understand something, it's okay to ask to have it explained.  
5 If you don't know something, it's okay to say you don't know. And  
6 if you don't recall something, it's okay to say you don't recall.

7 You're entitled to one representative. You mentioned earlier  
8 that's Matt Picciotti here with us from the FAA's Office of Chief  
9 Counsel. And we just ask that they don't answer questions for  
10 you. He's well aware, he's been here a lot of times, but if you'd  
11 like to confer with your rep real quick on something that you're  
12 just, you know, gaining clarity on, that's perfectly fine. You  
13 don't have to be concerned with that, that's acceptable.

14 Do you have any questions before we start?

15 MR. ZACCARO: I do not.

16 MR. SOPER: Awesome.

17 INTERVIEW OF MICHAEL ZACCARO

18 BY MR. SOPER:

19 Q. So for the record could you please state your name and your  
20 title there for me?

21 A. Yeah, my name is Michael Zaccaro, I'm the ops supervisor at  
22 Northern California TRACON and I'm currently in Area D, Delta.

23 Q. And was Area D the area in question on the night of the --

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1 where the accident occurred on this -- on that night or day?

2 A. Correct.

3 Q. Okay. And how old were you on the day of the incident?

4 A. I was 40 years old.

5 Q. And your operating initials there?

6 A. ZZ, Zoom Zulu.

7 Q. Awesome. Do you have any pre-air traffic control -- I'm

8 sorry, pre-FAA air traffic control work experience either

9 military, DoD, federal contract, dispatch, any of that?

10 A. Yeah, I was a navy controller from '99 to '04, DoD at MCS

11 Camp Pendleton from '06 to '06, and then FAA August '06 until

12 currently.

13 Q. Awesome. I'm sorry, I had to celebrate for a second, I just

14 came from Daytona and it's just everybody is oh, I was Air Force,

15 I was Air Force, I was Air Force, I was Air Force. I'm like, man,

16 can't I have somebody that was slumming it with me in the Navy?

17 All right, very good. And can you give me again just the years of

18 your naval service?

19 A. Yeah, it was June '99 to June 2004.

20 Q. And you said that was air traffic control, right?

21 A. Correct, yeah, at NAS Fallon, Nevada.

22 Q. Awesome. And the -- oh, '99 to '04. Okay. And your DoD

23 time was what year to what year?

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1 A. It was a brief stint, '06, I think it was probably January or  
2 February of '06 until August '06 when I joined the FAA.

3 Q. Okay, awesome. So that's why you left there, it was you got  
4 picked up by the FAA. Perfect.

5 A. Correct.

6 Q. Do you hold any collateral duties at this facility or have  
7 you been on any recent details that took you off for an extended  
8 period of time that would affect currency type of thing?

9 A. No, I have collateral duties, nothing to do with currency.

10 Q. What are your collateral duties there?

11 A. I'm the supe COM chair for NorCal right now and I am also on  
12 the local safety council.

13 Q. Awesome. Is your local safety council active? Are you  
14 meeting regularly and documented those?

15 A. Yes. Yes, we are.

16 Q. Awesome. And how many people do you guys have on your safety  
17 council?

18 A. We have a supe and a NATCA rep from each area and also from  
19 TMU.

20 Q. Awesome. So if you would, could you give me kind of -- give  
21 that 10,000-foot view, kind of a like a mini-bio of your air  
22 traffic aviation background? So what I'm looking for there is  
23 just that big picture stuff like yeah, I was always interested in

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1 aviation, I graduated high school, I decided to go into the Navy  
2 and do air traffic control there, everything was great, I got my  
3 pilot's license while I was there and I did whatever and I went  
4 up, just take us through the basic steps until you arrived here at  
5 the FAA at NorCal.

6 A. Sure, I always wanted to go into the military, so I went down  
7 to the recruiter's office, took the ASVAB test, scored high, he  
8 gave me a list of jobs, air traffic control was on there. I  
9 talked to my uncle, who was an air crewman in the Navy and he said  
10 you're going to do air traffic control. So I started that, didn't  
11 even know what it did, basically, but it was aviation and he said  
12 you don't want to -- you don't want to be on a destroyer out in  
13 the middle of the Pacific. So I joined the Navy, went to A  
14 school, went to Fallon, spent my entire navy career at Fallon,  
15 which is thought of as great air traffic.

16 Q. Yeah, good traffic.

17 A. Yeah, very good traffic there, especially after September  
18 11th.

19 Q. Yeah.

20 A. And then I decided to test my feet in the FAA (indiscernible)  
21 of course before a massive hiring freeze happening, so I went to  
22 college for a couple years. A buddy called me from the DoD at MCS  
23 Camp Pendleton and said hey, I saw your application come across

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Balt. & Annap. 410-974-0947

1 the desk of my boss and he's going to call you in 30 minutes, be  
2 prepared to accept the job. So I did that. I was in college, so  
3 I was down there the next week and then in '06 the FAA started  
4 hiring again, so like I said, I was at Camp Pendleton for about  
5 eight months until the FAA picked me up.

6 Q. Cool, good story. All right, so have you ever been fired,  
7 terminated, suspended or asked to resign from employment since  
8 you've been in the FAA?

9 A. I have not.

10 Q. Okay. And how would you describe your overall health in the  
11 terms of excellent, good, fair, poor?

12 A. Excellent.

13 Q. And did you have a second class medical clearance on the day  
14 of the accident?

15 A. I did, yes.

16 Q. A valid one? And do you have any waivers or restrictions,  
17 limitations, to your -- to your medical?

18 A. I don't.

19 Q. Okay. And were you taking any prescription maintenance or  
20 non-prescription medications on the day of the accident?

21 A. I take a high cholesterol med.

22 Q. Okay. You were taking it in accordance with your medical  
23 record --

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Balt. & Annap. 410-974-0947

1 A. Correct.

2 Q. -- and your prescription on the day?

3 A. Correct.

4 Q. All right. And was drug or alcohol screening performed as a  
5 result of this event?

6 A. Not on me, no.

7 Q. Okay. And has there been any major changes in your health  
8 over the last year, good, bad, or indifferent? We're looking at  
9 big stuff like yeah, I lost 50 pounds or I gained 50 pounds or I  
10 had a major surgery, I had an appendectomy, anything like that,  
11 anything that was big.

12 A. No, there was not.

13 Q. Okay. And a similar question, any major changes in your  
14 personal life over the last year? So on this we're looking good,  
15 bad, or indifferent, got married, got divorced, adopted a child,  
16 anything --

17 A. No.

18 Q. -- that was big and major. Okay. And how about last  
19 question, similar, any major changes in your financial situation  
20 over the last year? Won the lotto, filed bankruptcy, big stuff.

21 A. No, nothing.

22 Q. Okay. So this one's a little bit more difficult, all right,  
23 so -- because I know we've been removed from the event now for a

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

1 while, it's been a little while since it occurred, but I need you  
2 to try to think back to the best of your ability, I know the event  
3 happened around 12:00 something in the afternoon, 12:10, something  
4 like that, I believe, local time there. Working back 72 hours  
5 from that time, so in the three days prior leading up to that, was  
6 there anything that occurred during those three days that was a  
7 wrench in the spokes of life, so to speak?

8 And what I mean by that is they took you away from your  
9 normal daily routine or ability to get adequate rest or ability to  
10 eat adequate food or nutrition, they just took you out to the  
11 thing. Like I had a family member get in a car accident and I was  
12 up with them all weekend or I had a child that was sick and we  
13 couldn't get our sleep, anything like that that took you out of  
14 your normal routine during that 72 hours.

15 A. No, it was a routine 72 hours prior to that.

16 Q. Great. And did you file an ASAP as a result of this event?

17 A. I did not.

18 Q. Okay. And have you been interviewed about this event prior  
19 to now, besides the pre-brief that you did with the FAA?

20 A. I have not.

21 Q. And have you had an opportunity to review a replay of this  
22 event?

23 A. I have not.

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

1 Q. Okay. And did you want to watch a replay of this event  
2 before you answer questions or are you confident you can answer  
3 the questions no problem?

4 A. I mean, I wouldn't mind it. This is my first day back in 10  
5 days, so --

6 MR. SOPER: Let's do that. So guys, I'm going to put this up  
7 on the screen and I'm going to pause the recording for the time  
8 frame that we're watching the replay and then I will restart the  
9 recording when we come back from watching the replay. So I show  
10 the time now at 17:49 local Eastern Daylight Time right now and  
11 I'm going to go ahead and pause and we will --

12 (Off the record at 5:49 p.m.)

13 (On the record at 6:10 p.m.)

14 BY MR. SOPER:

15 Q. So I'm restarting the recording, I show the time at 18:10  
16 local Eastern Daylight Time and we are back with all the same  
17 individuals that we had with us previously. We have just  
18 concluded watching a Falcon replay which included audio and video  
19 of the event and I'm going to pick up with the questioning where I  
20 left off on the background information for now. So now you have  
21 gotten an opportunity to review a replay and do you recall, at the  
22 time the event happened, were you awaiting a relief that you had  
23 -- or I mean, I'm sorry, was a relief briefing conducted when you

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Balt. & Annap. 410-974-0947



1 took the position or were you the first to take supe that day or  
2 do you remember how that worked?

3 A. At the time of the incident?

4 Q. No, like prior to you -- was there a relief briefing when you  
5 took the OS position prior to the accident? When you signed on  
6 for OS.

7 A. I was the day supervisor, so I got the relief briefing from  
8 the OS who was working the night.

9 Q. Okay. Do you guys record that, is it a recorded briefing?

10 A. It is, yes.

11 Q. Okay. And do you guys utilize a checklist?

12 A. We do, yes.

13 Q. Is that an electronic checklist or a paper one or something  
14 under a bull nose or something that you guys refer to, generally?

15 A. We have a placard and then it's also on our mid-shift  
16 checklist, there was a separate checklist on the checklist.

17 Q. Okay. And to the best of your recollection you used the  
18 checklist that day?

19 A. Yeah, the one I -- the supe who gave me the relief briefing  
20 used it, correct.

21 Q. Okay, awesome. Okay. And on a scale of one to five, now  
22 that you just, you know, were able to review the event and stuff  
23 and take yourself back in time there a little bit, on a scale of

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

1 one to five, five being the heaviest, how would you classify the  
2 traffic volume at the time of the event? For that area.

3 A. For that area, that would be about a two.

4 Q. Okay. And is that normal for that time of day or night and  
5 that tempo of operations or was it below average or above average?

6 A. It happened around noon, is that correct?

7 Q. Yeah, right around 12:10, yeah.

8 A. Yeah, 12:00 is usually our pretty low traffic volume out of  
9 San Francisco and Oakland.

10 Q. So that would've been pretty normal for that time of day?

11 A. Correct, yes.

12 Q. Okay. And on a scale of one to five, five being the most  
13 complex, how would you rate the traffic complexity at the time of  
14 the event?

15 A. Two.

16 Q. And the same question, normal for that tempo of operation and  
17 time of day?

18 A. Correct, yes.

19 Q. Okay. And to the best of your recollection were there any  
20 distractions occurring at or leading up to the time of the  
21 accident? So this, I want you to just try to think a little bit  
22 just to make sure we capture everything, but this can be anything  
23 from somebody working on radar behind the wall and, you know, they

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1 were pounding on the wall or somebody was having equipment  
2 problems that you were trying to deal with or there was an  
3 emergency in another sector or you had an aircraft that lost COM,  
4 anything that would've taken a distraction from the normal  
5 operation, maybe, or caused a distraction in the operation based  
6 on abnormal stuff. Anything around that time.

7 A. I mean, I gave the supe desk to a CIC prior to that, so I  
8 wasn't in the room when this happened.

9 Q. Oh, okay. All right, that's good, I did not know that. So  
10 you were not in the operation when the event occurred?

11 A. I was not, I was in supe's -- the supe office.

12 Q. Okay. Do you happen to recall, then -- and if you don't know  
13 this, you don't know it -- what the general weather conditions  
14 were at the time frame that we're talking with, was it generally  
15 predominantly VFR, predominantly IFR, a mixed bag? Did you have  
16 precip going on? You know, fog?

17 A. I don't recall.

18 Q. Okay. And did you receive a pre-duty weather briefing on  
19 that day?

20 A. I did, yes.

21 Q. Okay. And this is somewhat of an opinionated question, but  
22 what is your -- what is your feel for the value of the pre-duty  
23 weather briefing in its current state for you at NorCal, at NorCal

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1 TRACON?

2 A. Oakland center puts it out and they -- you know, they put  
3 oceanic on there and they have to cover a wide swath, so my area  
4 specifically changes so much, it's -- there's not a lot of use to  
5 it, to be honest with you.

6 Q. Okay. So in considering that and not -- don't consider who  
7 has to do it or who performs it or anything else, but if somebody  
8 asked you like what could we put in there that actually would make  
9 it valuable to you at NorCal, what would that be, if anything? I  
10 mean, maybe you don't know or maybe there isn't anything, but what  
11 would be valuable weather information for you guys to prepare  
12 yourself for the watch, more attuned to your operation?

13 A. I don't know. In my area we get a lot of it just based on  
14 PIREPs.

15 Q. Okay. All right. And do you recall, at the time of the  
16 event, did you have a cell -- well, actually, you were outside the  
17 operation, that question does not even apply to you. And you had  
18 already passed off to a CIC. When were you made aware that there  
19 had been an accident?

20 A. I would say around 3 o'clock local that day.

21 Q. Okay. And who made you aware? How did you learn that  
22 information?

23 A. My friend actually called me and said did I hear about the

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1 plane crash today.

2 Q. Okay, all right. And did you notify anybody from that or did  
3 you, in talking to other people, learn that it was already a known  
4 and they were working it or I mean, how did that all transpire?

5 A. Yeah. Yeah, correct, he said -- he said did you hear about  
6 the --

7 Q. Yeah.

8 (Pause.)

9 MR. ZACCARO: Sorry, they were on mute, they're closing up  
10 the office here.

11 MR. SOPER: No worries.

12 MR. ZACCARO: So yeah, he called me and said did you know  
13 about the aviation accident today and I said no, I had no idea and  
14 basically, that was about it.

15 MR. SOPER: Okay.

16 MR. ZACCARO: But from my conversation with him, you know, it  
17 was already -- he already expressed to me that it was already  
18 known.

19 BY MR. SOPER:

20 Q. Okay, all right. Were you done with your shift for the day?  
21 Were you elsewhere or were you still in the facility?

22 A. No, I was at home.

23 Q. Oh, okay. All right, very good. Okay, so I really don't

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1 need you to try to step me through your recollection of the event  
2 because you weren't in there during, when it happened, and you  
3 really didn't know until afterwards. So we're going to move to  
4 some questioning a little bit just in -- a lot of the questioning  
5 will probably be general in nature, you know, about the operation  
6 there and what your observations are in watching the replay and  
7 just understanding the operation and how it works.

8 My first question for you is regarding the VFR transition.  
9 So this particular accident aircraft, the pilot had requested the  
10 VFR transition to happen in the bay. Can you share with me what  
11 your thoughts are on that controller's response to that? Was that  
12 routine, what you would normally hear? Do you feel like there was  
13 anything missing or something should've been added or do you feel  
14 -- I mean, what were your observations of that?

15 A. That was a very routine response, especially for a VFR  
16 aircraft that's in the VFR Bay Area, we call it the tour area  
17 going down to Half Moon Bay.

18 Q. Okay.

19 A. To stay outside the Bravo is 99.9 percent of the response  
20 there.

21 Q. Okay. And along with that, so in looking at this -- and I  
22 don't know your area well like you do, obviously. So I mean, I'm  
23 looking at the charting and stuff in the area and this VFR

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Balt. & Annap. 410-974-0947

1 transition is published on the sectional and it's published with a  
2 disclaimer that ATC clearance is required. So do you guys ever --  
3 is that ever part of your phraseology, to actually -- you know,  
4 your cleared VFR transition or approved as requested or anything  
5 along with the maintained -- I mean, sorry, remain clear to Bravo  
6 or is it -- is it just kind of understood by most that you tell  
7 them to remain clear of the Bravo, you're saying go ahead and just  
8 remain clear of the Bravo? I mean, what's your observation about  
9 that?

10 A. Yeah, I mean, when we tell an aircraft to maintain outside of  
11 the Bravo, they know to maintain outside of the Bravo. There was  
12 Pacifica transition routes and everything. If an aircraft was to  
13 ask for that, we would clear them into the Bravo and then we'd do  
14 altitude search with that.

15 Q. Okay. So in this case, he had made the request, so -- and I  
16 can't -- I don't want to make an assumption for the controller  
17 that was on yet, because we haven't had an opportunity to speak to  
18 her, but if based on what you're telling us here today, if the  
19 intent was that that aircraft was going to go ahead and go to Half  
20 Moon Bay and just remain clear of the Bravo, at what point would  
21 it be a concern to you, if you were working the position, that the  
22 aircraft -- in this case, I know you watched, so that aircraft  
23 proceeded to burn circles in about a half mile of airspace there

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D.C. Area 301-261-1902

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1 north of the bridge for about seven minutes before disappearing  
2 from radar.

3 Is that something that you think you would -- you might  
4 normally pick up? I know it's very hard to say because it depends  
5 on what your other traffic was, so I know it's a difficult  
6 question, but do you -- do you feel like that is something that  
7 would be questionable, like are you going to Half Moon Bay or are  
8 you not going to Half Moon Bay or because they were VFR, hey, as  
9 long as they're remaining clear of the Bravo and they're not a  
10 factor of my other traffic?

11 A. I would say that a majority of the aircraft in the Bay Area,  
12 when they're doing the tours and they say hey, we're going to go  
13 somewhere else --

14 Q. Um-hum.

15 A. -- they loiter --

16 Q. Okay.

17 A. -- for a little bit longer and then they go. So it's not an  
18 immediate request all the time.

19 Q. Okay.

20 A. If that makes sense.

21 Q. No, it does. It does, absolutely. I get it. So that being  
22 said, I wanted to just ask a question real quick before I pass it  
23 along for now, about the -- when the aircraft did disappear from

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1 radar and it went -- please tell me if you know the answer to  
2 this. I think I recall that there has been a feature change, what  
3 used to go into a coast track, no longer does that. If you lose  
4 the track, it disappears and it goes to the drop suspend list. If  
5 it picks back up, it reacquires to the tag. And then there's some  
6 sort of time limit that it will remain in the suspend list and if  
7 nothing occurs with it, does it automatically drop out or do you  
8 know anything about those -- that question at all?

9 A. I know it could go on a co-suspend list.

10 Q. Okay. All right. And do you know, does it -- do they remain  
11 in there indefinitely or do they have a time frame by which they  
12 expire and they just drop out on their own or can a person  
13 manually drop them from the suspend list, like if they know like I  
14 already got rid of that guy, he already went VFR and went in the  
15 thing and the tag just went over there, I'm dropping it?

16 A. Yeah, you can manually remove an aircraft from the co-suspend  
17 list, correct.

18 MR. SOPER: Okay, all right. And I'm going to go ahead right  
19 now, I'm sure I'm probably going to have some more questions for  
20 you, but I want to share the wealth here, so I'm going to pass it  
21 along.

22 Sarah?

23 BY MS. OWENS:

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1 Q. Hi. Just a few questions for you. The co-suspend list, is  
2 that something that's normally in your scan or is it just more off  
3 to the side?

4 A. I guess it would just depend on your pref sets.

5 Q. On your pref sets. So do you have the option to not display  
6 the suspend list?

7 A. I believe it's automatic.

8 Q. It's automatic. And then how many -- go ahead.

9 A. I believe it's just displayed as soon the aircraft goes into  
10 the co-suspend list.

11 Q. Like getting auto prefs. And how many aircraft would be  
12 typical to be in the co-suspend list, just a few or multiple?

13 A. Oh, I don't know that.

14 Q. You don't know. And you said it was like 99 percent of the  
15 time that you tell them to remain clear of the Class Bravo, that  
16 was pretty typical?

17 A. Correct. Especially to Half Moon Bay, yeah.

18 MS. OWENS: Okay. I think that's all the questions I have  
19 for now, thank you.

20 MR. SOPER: Thanks, Sarah.

21 And Thomas, I'll pass it along -- oh, sorry. Thanks, Sarah.

22 And Thomas, I'll pass that along to you.

23 BY MR. EGGAR:

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Balt. & Annap. 410-974-0947

1 Q. Hey, Mike. Real quick, just back to the Half Moon Bay stuff.  
2 With where that aircraft was that you saw on the replay, I guess,  
3 can you give us just a better understanding of what would you  
4 expect them to do from where they were to remain clear of Class  
5 Bravo? I know it's kind of difficult being on Zoom, we can't look  
6 at like the sectors and all this stuff and we're just -- you know,  
7 we're trying to wrap our heads around it, but what would you  
8 expect that airplane to do to go from, you know, the Golden Gate  
9 back down towards Half Moon Bay? Would they like kind of just  
10 stay off to the west and follow the coastline down or what would  
11 you expect them to do?

12 A. That's exactly what we'd expect them to do, they would depart  
13 the Golden Gate, they would go over the Sierra COM Lands End,  
14 which is the peninsula of San Francisco, they would follow the  
15 Pacific coastline and they would be at 2,000 or below because we  
16 have a 20 -- we have a 2100 Bravo shelf and then it dips to --

17 (Background noise interference.)

18 MR. ZACCARO: -- shelf and we'd expect them to be below both  
19 of those shelves and just follow the coastline to Half Moon Bay.  
20 Half Moon Bay is literally on the coast.

21 BY MR. EGGAR:

22 Q. Right. Okay, again, I apologize for not having it in front  
23 of me, but the Class Bravo, that 1600-foot shelf, like how close

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1 to the Golden Gate is that? Back to the bridge.

2 A. From the Golden Gate to the -- the shelf would be on the  
3 extended center line of the two-eight departures, so it would be  
4 wherever -- probably, I would say five, six, seven miles,  
5 somewhere around there.

6 Q. Okay. I'm just trying to understand like, you know, if they  
7 were confused about are we allowed to go to Half Moon Bay or not  
8 or, you know, are they just circling to try to stay out of the  
9 Bravo, that's kind of what I'm getting at with that, but --

10 A. I mean, where they were at, you know, the Bravo's pretty high  
11 there and then they would have to basically descend to remain  
12 below those two Bravo shelves to get to Half Moon Bay, which is  
13 very common for any aircraft departing Half Moon Bay for the  
14 Golden Gate or from the Golden Gate Bridge area to Half Moon Bay  
15 to do that.

16 Q. Okay. In the position of the briefing of the immediate  
17 controller or the previous controller, he said something about 40  
18 being open, which sector is 40?

19 A. Forty is Oakland Sector 40 and they do the low-level approach  
20 into Napa County and Santa Rosa Airport in Oakland. We call it  
21 the wine country area, so they do all the --

22 Q. But not close to like any of this?

23 A. It's that border right there, from NorCal Sector 40.

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

1 Q. Okay. What shift did you have that day?

2 A. I worked 05:40 to 13:40.

3 Q. All right. So when you gave the position to the CIC, did you  
4 -- were you back -- were you done for the day, for the most part,  
5 were you just doing whatever, like administrative activities and  
6 stuff? I don't mean like you were just doing whatever, but did  
7 you go back to the -- to the board, so to speak, or back in charge  
8 after you gave that briefing?

9 A. I did. I'd have to look at the ARC to see when I got back in  
10 the area, but I did go back in the area. We had a lot of COVID  
11 cases that day, so I was actually typing out an e-mail to the  
12 STMCs and the OMs, telling just about our area D and how the  
13 staffing was going to look and if we needed to implement any TMIs.

14 Q. Right. I know that COVID, it's making the way around our  
15 facility right now, so I get that. And when you got in the  
16 position it was still the same CIC that you gave the position to  
17 originally?

18 A. I believe so. I'd have to look at the ARC.

19 Q. All right, cool. And just lastly, did you recognize that  
20 call sign, was he a local guy? Like, did he fly around you all  
21 much? From what you -- I know, you know, you guys probably stay  
22 current right around most all the time, but do you know if he was  
23 a local?

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Balt. & Annap. 410-974-0947

1 A. I didn't recognize that one, no. Uh-uh.

2 MR. EGGAR: Okay, cool. All right. Thanks, Mike, appreciate  
3 it.

4 MR. SOPER: All right. Thanks a lot, Thomas.

5 And Joshua.

6 BY MR. COLEMAN:

7 Q. Yeah, just a few, Mike. You mentioned that was a pretty  
8 typical response for them to be sent to Delta -- or I'm sorry, the  
9 Bravo, where that guy checks on. As the supervisor, what's the  
10 expectation that the controller is waiting to see or do before he  
11 can approve that Bay Tour?

12 A. Well, the Bay Tours are always approved. I believe this  
13 aircraft, you know, was looking for -- yeah, a surface Bravo  
14 transition to the tower. I mean, I'd say it's an assumption,  
15 obviously, but to approve a Bravo transition, it would be based on  
16 the traffic flow out of San Francisco and especially how many two-  
17 eight departures they had pending.

18 Q. Okay. So would you expect this one, the controller not to  
19 have approved it, you know, for being outside the Bravo?

20 A. Without looking at how many two-eight departures they had, I  
21 mean that would -- that's a normal response (indiscernible) to the  
22 Bravo.

23 MR. COLEMAN: Okay. That's it, thanks. Thanks, Mike.

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D.C. Area 301-261-1902

Balt. & Annap. 410-974-0947

1 MR. SOPER: Thanks, Josh.

2 MR. EGGAR: Hey, Brian.

3 MR. SOPER: Hey, was that you, Thomas?

4 MR. EGGAR: Yeah, I had one more that I forgot about.

5 MR. SOPER: Yeah, please go ahead and ask anything that you  
6 have right now. I'm pulling something up I want to show Mike in a  
7 minute.

8 BY MR. EGGAR:

9 Q. Mike, and I know it's been a few days, you've been out,  
10 whatever, without looking at the ARC, do you remember who you gave  
11 the CIC to?

12 A. I do, it was Danny.

13 Q. Do you remember their initials?

14 A. MX (ph.).

15 MR. EGGAR: MX, awesome. Thanks, Mike.

16 MR. SOPER: Thanks, Thomas.

17 BY MR. SOPER:

18 Q. So Mike, I have a question for you real quick, I want to just  
19 kind of -- maybe you can help me out here because like I said, I  
20 want to fully understand your area a little bit as we go through  
21 this and I don't want to make assumptions, okay? So I'm going to  
22 share my screen and what I'm sharing with you, for the purpose of  
23 the -- oh, for the purpose of the recording, I am sharing with you

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Balt. & Annap. 410-974-0947

1 the VFR sectional that I pulled up from SkyVector and I'm looking  
2 at the area near the Golden Gate Bridge, an area of your airspace  
3 that we're talking about here, and towards the center there you  
4 can see the Golden Gate Bridge on the sectional and if you go to  
5 the left of that, you see the arrows going north and south there  
6 that indicate the VFR transitions that go down to Half Moon Bay.  
7 If we go all the way down there, that's where they go to.

8 I'm curious because I don't know if I -- I don't want to  
9 misread this chart, but if I read this chart, I feel like there's  
10 Pacifica VFR transition routes, ATC clearance required, Bay Shore  
11 VFR transition route, ATC clearance required. Now, I assume this  
12 one over here is the Bay Shore to the right and where this box is,  
13 that one or both of these, because they use the plural, are  
14 considered the Pacifica VFR transition routes. So am I  
15 understanding those correctly?

16 A. Correct, yes.

17 Q. Okay. And this guy was up here operating at the Golden Gate  
18 Bridge and he crosses from west to east and requests the VFR  
19 transition to Half Moon Bay. I'm assuming he's asking to go out  
20 here and pick up this right here and fly straight down and he's  
21 going to remain underneath these various levels of the Class  
22 Bravo, correct?

23 A. Well, the Pacifica would be a Bravo clearance transition.

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1 Q. Okay. So that is because -- is there an altitude associated  
2 with that VFR transition?

3 A. No. Typically, it's 3,500 --

4 Q. Okay.

5 A. -- if they do -- if they request it and we approve it, and  
6 then the Bay Shore would be at or below 2,000.

7 Q. Okay. All right. And --

8 A. And 3,500 is because if you see San Francisco, the two-eight  
9 straight departures over the ocean --

10 Q. Yeah.

11 A. -- they climb to -- they climb to three.

12 Q. Okay. All right, I understand. Okay, so I guess that's  
13 where -- I'm going to stop sharing my screen with you. Okay. And  
14 I think that's where, a little bit, I want to kind of explain  
15 where we're going with that and I don't want you to feel like  
16 we're just like trying to really dig in one spot, but this area is  
17 kind of confusing a little bit for us because -- well, it is for  
18 me, I can't speak for everyone.

19 But when we talk about that VFR transition, if I'm trying to  
20 put myself in the pilot's seat or what that pilot may have been  
21 thinking or doing, they look at the chart here and they see, okay,  
22 I want to go down to Half Moon Bay, I see a charted VFR transition  
23 that I can do that with to remain VFR, but I need a clearance to

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1 do that, so I'm going to call the air traffic control and get a  
2 clearance to go to Half Moon Bay via that VFR transition. If they  
3 say remain clear of the Bravo and that's all they tell me, I don't  
4 feel like they're telling me to go ahead and go and remain clear  
5 of the Bravo, I feel like they're telling me remain clear of the  
6 Bravo and I will -- and more to follow type of thing, I feel like.

7 A. If you go back to that transition route --

8 Q. Yeah.

9 A. -- that transition route goes all -- like it goes south of  
10 Half Moon Bay, as well.

11 Q. Yeah. Oh, for sure, for sure. Yeah, I totally get that.

12 A. That's not technically a Half Moon Bay --

13 Q. Oh, no, no, no.

14 A. -- transition route.

15 Q. No. And I'm sorry, if I made that indication, I didn't mean  
16 to. I was just meaning that he was going to take one of the VFR  
17 transitions to there. The fact that he used the term VFR  
18 transition tells me that he's doing something that was published.  
19 He didn't say I just want to go VFR to Half Moon Bay. See, that  
20 would make a lot of sense to me if the guy just checked in and  
21 said hey, we're done with our Bay Tour, we'd just like to proceed  
22 VFR to Half Moon Bay.

23 Roger that. Remain clear of the Bravo. Done deal. That

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1 seems to make perfect sense to me. But the fact that he used the  
2 terminology we'd like the VFR transition to Half Moon Bay, that  
3 tells me he's wanting to do something specific and it says in here  
4 that I have to give him a clearance. So I'm just curious if you  
5 think -- but do you feel like, in your experiences, the pilots  
6 that you have been working there, they kind of understand that?  
7 If you're able to give them a clearance through the Bravo at a  
8 higher altitude, you do and you clear them through the Bravo or if  
9 not, you just tell them remain clear of the Bravo and they go  
10 ahead and go on their way, remaining clear of the Bravo airspace.  
11 A. Correct. And I obviously don't recall if the tower actually  
12 owns one of the transition routes and sometimes on the AGIS they  
13 will put no transitions on there.  
14 Q. Okay.  
15 A. Which means that they're not going to accept any VFR Bravo  
16 clearances on their surface Bravo.  
17 Q. I got it.  
18 A. So for the pilot to say I'm requesting a VFR transition, you  
19 know, if they were requesting the transition and the tower had the  
20 transitions off --  
21 Q. Right.  
22 A. -- without seeing the Pacifica or the Bay Shore, you wouldn't  
23 really know what transition that they would want.

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1 Q. Okay. And that's my next question, you bring up a really  
2 good point and that is do you normally hear them say the name with  
3 it, like we'd like to pick up the Pacifica VFR transition or we'd  
4 like to pick up the Bay Share VFR transition?

5 A. So I'll say this, the local pilots around here don't call  
6 them that, they call them either they want to go through the San  
7 Francisco Class Bravo or they want to go along the coastline.

8 Q. Okay.

9 A. So if someone asks to go through the Bravo, we don't even say  
10 proceed on the Bay Shore transition, we just say you're cleared in  
11 the San Francisco Class Bravo airspace at or below 2,000, remain  
12 west and south of Highway 101. And that mimics that Pacifica.

13 Q. I see.

14 A. Or if we say you're cleared into Class Bravo airspace,  
15 maintain 3,500 west to the Pacific coastline, something to that.

16 Q. Okay.

17 A. We hardly ever get aircraft that specifically ask for a  
18 Pacifica or Bay Shore.

19 MR. SOPER: Okay. All right, very well. All right. Go  
20 ahead.

21 BY MR. COLEMAN:

22 Q. Mike, I got a quick question. If the tower does shut off  
23 those VFR transitions, how do you guys know that they're not

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1 accepting it, is that the idea or do they call you?

2 A. They put it on, I guess, on the -- yeah, the AES.

3 MR. COLEMAN: Okay, thanks.

4 MR. ZACCARO: And with a call usually, too, they usually call  
5 TMU and say hey, our transitions are off and then they'll also put  
6 it on the AES.

7 MR. SOPER: Thanks, Joshua and Mike.

8 BY MR. SOPER:

9 Q. All right, Mike, one other question for now and that is  
10 regarding there was evidently dense fog north and in the vicinity  
11 of the Golden Gate Bridge. As I understand, not an uncommon  
12 phenomena for you guys, right? So that's something you probably  
13 see on a relatively routine basis. My question is do you receive  
14 any -- is there any information about that ever contained in your  
15 pre-duty weather briefings? Do you recall on that day if anything  
16 was provided? Was there an AIRMET out for shoreline observation  
17 or potential INC conditions? I mean, do you recall any of that?

18 A. I don't recall.

19 MR. SOPER: Okay, no worries. Okay, I'm going to pass it  
20 along for now again.

21 Sarah.

22 BY MS. OWENS:

23 Q. Just a couple questions about the transition. You said the

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1 tower owns one or some of the transitions, do you know which ones?

2 A. Yeah, it would be the Bay Shore, the one that goes through  
3 the surface, the cross-Bravo surface part.

4 MS. OWENS: Okay. I think that's all I have for now, thanks.

5 MR. SOPER: And -- whoops, thank you, Sarah.

6 And Thomas.

7 BY MR. EGGAR:

8 Q. Back to the tower -- yeah, the tower shuts down those routes,  
9 they notify TMU. If you're not looking at the IDS, would TMU --  
10 do you know if TMU would then notify the -- what was it, the  
11 coordinator, the CI-1 position or whatever, is that the normal --

12 A. Usually, TMU comes over to the supe and says hey, no  
13 transitions and hold them until the (indiscernible) the two  
14 sectors and say to one, hey, you know, to turn off transitions.  
15 The tower's really good about putting on their -- on their IDS,  
16 when there's no transitions, they don't want to be bothered with  
17 it, us asking all the time, so they're really good about putting  
18 it on there.

19 Q. Is it usually weather related or maybe like there's some  
20 weird stressful thing in the tower, like why they would say no to  
21 those transitions?

22 A. Well, we have flows where they're automatically turned off  
23 and that's when we're doing two-way straight-outs only, we're not

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1 departing the ones. Tower turns those off. And if they have a  
2 large two-way departure thing coming up, they'll usually turn off  
3 the transitions, as well. And like I said, it's just the one  
4 transition, it's the -- it would be the one that goes over 101  
5 through their Bravo surface area and it's at or below 2,000.

6 MR. EGGAR: Got you, thanks.

7 MR. SOPER: Thanks, Thomas.

8 And Joshua.

9 MR. COLEMAN: Nothing else.

10 MR. SOPER: Nothing else.

11 MR. COLEMAN: Mike, thanks.

12 BY MR. SOPER:

13 Q. Okay, I have another question, Mike, and that is I'm curious,  
14 on this one, the aircraft was on a discrete beacon code, but he  
15 was VFR and being provided VFR flight following on that discrete  
16 beacon code. I notice we never seen a low altitude alert on him.  
17 Is that because it's -- is that the software algorithm or  
18 essentially that it knows it's a VFR code, so those are inhibited  
19 automatically on a VFR? Even if it's a discrete code, if it's a  
20 VFR flight, that it inhibits those low altitude warnings? Do you  
21 know?

22 A. Correct. Yeah. If that is supplied, yeah, then that would  
23 be disabled.

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1 Q. Okay, very well. So if it had the splat in it, is that a --  
2 is that disabled by a controller, meaning --

3 A. No.

4 Q. -- they go ahead and disable it? Okay, it just means that  
5 that's the type of tag it is and it's not going to happen.

6 A. No.

7 MR. SOPER: Okay. Thank you, I appreciate that. Sarah?  
8 Nothing more from you? And Thomas --

9 MS. OWENS: (Indiscernible).

10 MR. SOPER: I'm sorry, say again?

11 MS. OWENS: I just wanted -- nothing else, thanks.

12 MR. SOPER: Oh, okay. Thomas?

13 MR. EGGAR: No, nothing else. Thanks, Mike.

14 MR. SOPER: Okay. And Joshua.

15 MR. COLEMAN: Nothing, thank you.

16 BY MR. SOPER:

17 Q. All right. Well, I have kind of a wrap-up question for you  
18 that I'd like to ask. This has been relatively painless, I think,  
19 for you. But again, you weren't in the operation, you're not  
20 going to be able to provide some of the stuff there. Based on  
21 what you know and what you've seen now, hindsight being 20/20,  
22 you've been working there for a while, are you qualified on the  
23 position that Heather was working on that day? Are you qualified

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1 on that same position and by chance, is that why you maintain?

2 A. Yeah, I'm qualified on Richmond, Diablo, and Fairfield.

3 Q. Okay.

4 A. It's the north, north side.

5 Q. All right, awesome. So based on what you've seen and what  
6 you heard there, what are -- you know what? Actually, I do have a  
7 question before that, I apologize. We understand that at some  
8 point United Airlines reported an ELT and that it may have been  
9 more than one aircraft started reporting ELTs in the area.

10 What is your proceed internal in the facility when you start  
11 receiving ELTs? Is there any internal check for aircraft that you  
12 guys go through, the supe will be like hey, man, this ELT, are you  
13 guys, you got -- you know, you got all your aircraft, did we have  
14 any issues? Do you do that, is it kind of assumed or do you just  
15 notify somebody else about the report of an ELT and let them  
16 follow it like, you know, and notify RCC or whoever?

17 A. Yeah, if an aircraft reported an ELT, I'd ask the controllers  
18 to get a couple more reports and if we get, you know, a couple  
19 more reports or no one's hearing it -- if we had a couple more  
20 reports, I'd take the ELT report to the OM. There's not a  
21 specific sheet or anything, I'd just go tell the OM hey, we're  
22 getting an E alert, ELT reports, this is the position, this is the  
23 altitude of that they're receiving it.

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1 Q. Okay. All right, cool, thank you for that. And then the  
2 question I was going to allude to is, hindsight being 20/20,  
3 everything you've seen and know at this point right now, easier to  
4 look at it from the outside in than it is when you're actually in  
5 or whatever, is there anything here that you identify with, when  
6 you're re-watching it, that you're like this could have been done  
7 differently or this has room, you know, like if we would have done  
8 this differently or if somebody else would have done that  
9 differently, this could've changed the outcome or do you think  
10 this was just one of those situations where the holes in the Swiss  
11 cheese lined up and it was an unfortunate event?

12 A. I mean, that would be -- that was probably the most routine  
13 5, 10 minutes that you could have. One aircraft on a Bay Tour, a  
14 couple, one country arrivals, a couple San Francisco departures, I  
15 mean that's the most routine scenario that you could have in that  
16 area right there.

17 Q. Okay. And is there any questions that we haven't asked that  
18 you think we should have or you're surprised we didn't?

19 A. No.

20 MR. SOPER: Nobody ever answers that one with something, I  
21 don't know why. Every once in a while we get somebody. Well,  
22 hey, I appreciate you taking the time.

23 Does anybody have any "oh, by the ways" before I shut off the

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1 recording? Go ahead, Thomas.

2 BY MR. EGGAR:

3 Q. I just have one more that the ELT reminded me of, but I think  
4 that -- I believe the controller actually said something about it,  
5 from the United controller, said she -- they had the ELT, that she  
6 said she told the supervisor. Do you know if that was you or was  
7 that before or during when you were doing the paperwork stuff?

8 A. I'd have to --

9 Q. Do you recall that?

10 A. I don't recall, I'd have to look at the ARC to see.

11 Q. Okay. I think I do remember being told by (indiscernible) or  
12 something and you got back on?

13 A. No, I don't recall if they reported it or if was ongoing.

14 MR. EGGAR: Right.

15 MR. SOPER: All right.

16 MR. EGGAR: Thanks, Mike.

17 MR. SOPER: Thanks, Thomas. "Oh, by the ways" from the other  
18 two? Joshua, Sarah?

19 (No response.)

20 MR. SOPER: Okay. All right, great. Hey, I'm going to turn  
21 off the recording now. I show the time at 18:45 local Eastern  
22 Daylight.

23 (Whereupon, at 6:45 p.m. EDT, the interview concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of Michael Zaccaro

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: May 17, 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.



David A. Martini  
Transcriber

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of: \*

\*

FATAL VANS RV-10 ACCIDENT \*

NEAR SAUSALITO, CALIFORNIA \*

ON MAY 6, 2022 \*

\*

Accident No.: WPR22FA172

\* \* \* \* \*

Interview of: DANIEL CORDOVA-MONDRAGON, Controller in Charge  
Northern California TRACON

Via Zoom videoconference

Wednesday,  
June 1, 2022

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Balt. & Annap. 410-974-0947

APPEARANCES:

BRIAN SOPER, Air Traffic Investigator  
National Transportation Safety Board

JOSHUA COLEMAN  
Federal Aviation Administration

SARAH OWENS, NATCA ASI  
National Air Traffic Controllers Association,  
Kansas City Center

THOMAS EGGAR, NATCA ASI  
National Air Traffic Controllers Association,  
Raleigh-Durham Air Traffic Control Tower

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I N D E X

ITEM

PAGE

Interview of Daniel Cordova-Mondragon:

|                |     |
|----------------|-----|
| By Mr. Soper   | 34  |
| By Ms. Owens   | 46  |
| By Mr. Coleman | 48  |
| By Mr. Eggar   | 48  |
| By Mr. Soper   | 49  |
| By Ms. Owens   | 176 |
| By Mr. Coleman | 179 |
| By Mr. Eggar   | 97  |
| By Mr. Soper   | 139 |
| By Mr. Eggar   | 193 |

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I N T E R V I E W

(3:42 p.m. Eastern)

1  
2  
3 MR. SOPER: All right, so I do have to go over a couple  
4 things here, like I mentioned. So my name is Brian Soper, I'm a  
5 lead air traffic investigator here at the NTSB. We are an  
6 independent federal agency, as I mentioned. We are charged by  
7 Congress to investigate civil aviation accidents and incidents of  
8 a serious nature, find the probable cause, and then hopefully  
9 issue or provide recommendations or safety recommendations to  
10 industry or a segment of industry to help prevent reoccurrence of  
11 that same event. We are not part of the DOT or the FAA and we  
12 have no regulatory or enforcement powers. You mentioned that you  
13 did -- you chose not to have a representative here with you today,  
14 is that correct?

15 MR. CORDOVA-MONDRAGON: That's correct.

16 MR. SOPER: Okay. And the purpose of the investigation, as I  
17 mentioned, is safety. This is just the fact-finding phase of the  
18 investigation; we don't assign fault, blame, or liability.  
19 However, we cannot offer a guarantee of confidentiality or  
20 immunity, which means we don't offer privilege like they might in  
21 a military safety investigation, the names will be attached, your  
22 name will be attached to you were the CIC on that day and that  
23 will be in the report and the pilot's name will be in there and

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1 everything else. Each of the group members here will have a  
2 chance to ask questions and we'll kind of go around this virtual  
3 room as we do. And for the record, I'm going to go ahead and  
4 state who we have here with us today. We have Sarah Owens from  
5 NATCA. She is an ASI out of Kansas City Center. We have  
6 Joshua Coleman with us out of Anchorage TRACON representing the  
7 FAA. And we have Thomas Eggar, also from NATCA, ASI, and he is  
8 out of Raleigh-Durham ATCT. And then myself, from the NTSB, and  
9 Daniel, you're here by yourself. You're entitled to one  
10 representative, but you chose not to have one and that is fine.  
11 Do you have any questions for us before we get started?

12 MR. CORDOVA-MONDRAGON: No.

13 MR. SOPER: Awesome.

14 INTERVIEW OF DANIEL CORDOVA-MONDRAGON

15 BY MR. SOPER:

16 Q. If you would, for the record, could you give me your first  
17 and last name, please?

18 A. First name Daniel, last name Cordova-Mondragon.

19 Q. Okay. And to make sure I have the spelling of your last name  
20 right, it is C-o-r-d-o-v-a hyphen M-o-n-d-r-a-g-o-n, is that  
21 correct?

22 A. Correct. That's correct.

23 Q. Okay, great. And what was your age on the day of the

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1 accident?

2 A. Thirty-seven. Yes, sir, um-hum.

3 Q. Thirty-seven, you said?

4 (No audible response.)

5 BY MR. SOPER:

6 Q. Okay. And what are your operating initials there?

7 A. (Indiscernible).

8 Q. Okay. And you are -- you are CIC there. Are you checked out  
9 as -- you're fully checked out, then, because you're a CIC, so  
10 you're checked out on everything there, correct?

11 A. Correct.

12 Q. And do you have any prior FAA air traffic control work  
13 experience, military, DoD, dispatch, anything like that?

14 A. Several years in the military, Air Force, 2004 to 2008.

15 Q. And were you an air traffic controller in the Air Force?

16 A. Air traffic controller, yes, correct.

17 Q. And where were you stationed?

18 A. Altus, Oklahoma.

19 MR. SOPER: All right. And thank you for your service and by  
20 the way, you've got a couple that's here with us. I know I'm  
21 retired Navy, Sarah is Air Force, and I don't remember, Thomas or  
22 Joshua, you guys got military in your background? No?

23 UNIDENTIFIED SPEAKER: I don't, no, I was just an airline

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1 pilot before.

2 MR. SOPER: Got you.

3 BY MR. SOPER:

4 Q. All right, so do you -- Daniel, do you hold any collateral  
5 duties here at the facility or have you been on any recent details  
6 that have taken you away outside the facility long enough to  
7 affect your currency?

8 A. None.

9 Q. Okay. And if you would for us, just kind of give us this --  
10 a 10,000-foot view, kind of your background or your bio  
11 aviation/air traffic-wise and what I'm looking for there is  
12 basically just, you know, I was very interested in aviation in  
13 school or whatever, I got out, I joined the Air Force, I did this,  
14 until you got here to doing air traffic control where you're at,  
15 at NorCal.

16 A. Okay, no problem. When I graduated in two thousand -- what  
17 was it, 2003, in order to get into air traffic, I decided to go --  
18 told me to go in, who was it? It was a supervisor in LA Center  
19 down in Palmdale. So 2004 to 2008, I was military, Air Force air  
20 traffic, got out 2008 in April and from August 2008 I was doing  
21 Sacramento.

22 Q. Okay.

23 A. And 2008 to the present --

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1 Q. Okay.

2 A. -- (indiscernible).

3 Q. Awesome. So were you a direct hire from the Air Force?

4 A. Yes.

5 Q. Oh, okay. Great. Did they still send you to the academy or  
6 did you just come straight to the facility?

7 A. I still had to go, it was just the beginning part, like the  
8 book part, I didn't even do the tower portions, just the two  
9 months.

10 Q. Okay. Awesome. And have you ever been fired, terminated,  
11 suspended or asked to resign from any position while you've been  
12 with the FAA?

13 A. I don't know if it was a suspension, but it was -- I got  
14 taken off of training when I got here for a DUI.

15 Q. Okay.

16 A. That was in 2008.

17 Q. Okay. And how long does that last for, how long did that  
18 last?

19 A. That was about a year.

20 Q. Okay, all right. And you remained at the facility, you were  
21 in an -- you were in employed status, you were just suspended from  
22 active controlling?

23 A. Correct, yeah.

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1 Q. Okay.

2 A. No training, yeah.

3 Q. All right, good. And how would you describe your overall  
4 health in the terms of excellent, good, fair or poor?

5 A. I'd say excellent.

6 Q. Okay. And did you have a second class medical clearance on  
7 the day of the accident? Was yours current?

8 A. Yeah. Yes, yes.

9 Q. Okay. And do you have any restrictions or waivers to your  
10 medical clearance?

11 A. I did because of the DUI, every year like they ask, like  
12 making like an extension (ph.) (indiscernible).

13 Q. Okay.

14 A. Like the same as -- the same as before.

15 Q. And you're in compliance with any restriction that you have  
16 listed in there?

17 A. That's correct.

18 Q. And on the day of the accident were you taking any  
19 prescription or nonprescription medications, over the counter,  
20 anything?

21 A. No.

22 Q. Okay. You said no, correct?

23 A. No.

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1 Q. Okay. And was drug or alcohol screening performed on you as  
2 a result of this event, did you do a tox screen?

3 A. No.

4 Q. Okay. And have there been any major changes in your health  
5 over the last year and we're talking big things, you know, like  
6 had a major surgery, had -- you know, lost 50 pounds, things that  
7 were pretty significant, not -- you know, not small bumps and  
8 bruises and broke a finger and that kind of stuff.

9 A. No.

10 Q. Okay. And similar question. In the last year, any major  
11 changes in your personal life like got married, adopted a child,  
12 had a new child, anything that was a big life-altering thing?

13 A. No.

14 Q. And last question, but similar, major changes in your  
15 financial situation over the last year, filed bankruptcy, won the  
16 lotto, came into a lot of money, anything like that.

17 A. No.

18 Q. Okay, all right. This next one is a little bit more  
19 difficult because I know a lot of time has elapsed since the time  
20 of the accident, but to the best of your recollection, if you  
21 could kind of take yourself back and try to remember the last 72  
22 hours leading up to the time of the accident, so those three days  
23 leading up to that, that day of the accident.

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1           Was there anything that occurred over those three days that  
2       was kind of a wrench in the spokes of life, so to speak, meaning  
3       you -- you know, yeah, something that took you out of your normal  
4       daily routine or didn't allow you to get the normal sleep you  
5       would get or the normal rest or eat normally, like you were sick,  
6       somebody in your family was sick, somebody had a car accident that  
7       you were helping them with and it messed up everything, was there  
8       anything like that over those last -- those preceding three days  
9       that you can recall?

10      A.    No, no.

11      Q.    So pretty much a normal daily routine like you would expect  
12      any other?

13      A.    Correct.

14      Q.    Okay. And did you file an ASAP as a result of this event?

15      A.    No.

16      Q.    Okay. And have you been interviewed about this event prior  
17      to now, not counting the FAA pre-brief that you went through, but  
18      any other interviews on this?

19      A.    No.

20      Q.    Okay. And was a relief briefing conducted when you took --  
21      or actually, I'm sorry, I got ahead of myself. Did you have an  
22      opportunity to review a replay of this event?

23      A.    No. The OM offered for me to watch it, but like I told him,

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1 as soon as I took the position from my supervisor --

2 Q. Okay.

3 A. -- I never looked at the scope, I was looking at the static  
4 (ph.).

5 Q. Okay.

6 A. The whole time.

7 Q. Okay. All right, very well. And so how long would you say  
8 you were on -- that you had been on CIC when the event would've  
9 occurred?

10 A. I don't think it was long.

11 Q. Okay.

12 A. I'm trying to recall. I don't remember what time I got in,  
13 but I don't think it was -- it was under an hour --

14 Q. Okay.

15 A. -- from when it happened because -- well, the time when it  
16 happened, I went home and that night I got a call and they said  
17 hey, this happened around this time.

18 Q. Right.

19 A. And so when I was looking back, I remember it being -- you  
20 know, I remember what I was doing when it happened and I don't  
21 recall how long it was, but it wasn't long.

22 Q. Okay.

23 A. It wasn't long.

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1 Q. And so do you recall when you took CIC, did you conduct --  
2 was a relief briefing conducted?

3 A. Correct.

4 Q. Okay. And was that recorded, do you record your CIC briefs?

5 A. Yes.

6 Q. Okay. And did you use a checklist?

7 A. Yes, it's digital and it's on the screen there.

8 Q. Okay, cool. So on a scale of 1 to 5, from the best of your  
9 recollection, because I understand you weren't watching the scope,  
10 but from what you recall about just general in the day, do you  
11 recall anything about the traffic volume in the area at the time?

12 A. Normal operating, so no.

13 Q. Okay.

14 A. Not high, not low.

15 Q. And so I'm not going to ask you those two questions because  
16 they really don't apply. Do you recall, was there any  
17 distractions that may have been going on around the time, like --  
18 and what I mean by that is do you recall anything else that  
19 might've been going on in the operation like there was somebody  
20 that was lost COM or we were having some equipment issues in  
21 general or we were trying to get something straightened out with  
22 another facility, anything like that that may have been kind of a  
23 distraction at the time in the room at all?

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1 A. Well, the distraction was the staffing from the swing  
2 shift --

3 Q. Yeah.

4 A. -- because I was in charge of getting the people out and the  
5 people that came in for the screening and going to be training,  
6 and so they didn't have enough people and you basically just  
7 shift, so it's kind of -- it just kind of seemed (indiscernible).

8 Q. Okay.

9 A. I mean, you could call it a distraction.

10 Q. All right. And as the CIC, you were not combined up with --  
11 were you combined up with any control positions?

12 A. Data, point (ph.) data.

13 Q. Okay. Is that pretty common for the CIC, when you're  
14 operating with a CIC, for them to be combined up with data?

15 A. Yeah.

16 Q. Okay.

17 A. It's pretty common.

18 Q. All right. Do you remember the general weather conditions  
19 that existed around that time, like I mean -- and I'm not looking  
20 for you to remember a METAR, but were there weather advisories  
21 out, was it VFR or IFR or marginal or was there precip, do you  
22 remember?

23 A. I think it was VFR.

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1 Q. Okay.

2 A. Yeah, I don't recall any deviations or anything.

3 Q. Okay. Had you received a pre-duty weather briefing on that  
4 day?

5 A. Correct.

6 Q. Okay. I have kind of an opinionated question for you that's  
7 just a general question, not about the event itself. The pre-duty  
8 weather briefing in its current state, can you classify what the  
9 value is to you in its -- the way it's done right now, does it  
10 provide you a lot of value, some value, little value, or no value?  
11 Be honest.

12 A. I'll say little value.

13 Q. A little value, okay. And if there was something that could  
14 be of value, like if somebody came and asked you hey, Daniel, like  
15 we want to make this better, we think that it could be better for  
16 you guys, what would make it better for you guys in your operation  
17 in NorCal if we include it in this briefing? Is there something  
18 that you think would provide a better weather preparedness for you  
19 and the controllers working there?

20 A. Not really. Every time we get in there, you get a briefing  
21 every time you sit down, you know, the weather moving in.

22 Q. Sure.

23 A. The supervisor, when you stand up, they always come back and

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1 say hey, you know, it's going to get -- it's going to clear up  
2 later on, an hour or so. So I mean, we're pretty good about  
3 getting the actual weather that we need, not just for, you know,  
4 all of California, because we don't care about all of California.

5 Q. Yeah.

6 A. So that's the (indiscernible). I think for the most part,  
7 what we get in the area is more than enough. Now, in the weather  
8 briefing, I mean, it's just very simple, like I said,  
9 (indiscernible).

10 Q. Okay. And do you recall, did you have a cellular phone or  
11 PED on you at the time of the event?

12 A. No, only when I go outside the area.

13 Q. Okay. And had you requested assistance? It doesn't sound  
14 like it, you were in your normal rotation, is that right?

15 A. Yeah, correct.

16 Q. Okay, you hadn't been on all that long, so -- and you said  
17 you did not become aware of the accident until later that evening,  
18 somebody called you?

19 A. When I got home, the OM called me.

20 Q. The OM called you, okay. Do you remember roughly what time  
21 that probably would've been?

22 A. Maybe 5:00 to 6:00 p.m.

23 Q. Okay. All right, thanks. That kind of takes care of the

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1 black and white questions. Normally, now I would ask you to kind  
2 of walk me through the way the event occurred, but in this case, I  
3 don't -- I think that's kind of a silly question because I don't  
4 think you were -- it doesn't sound like you -- your attention was  
5 focused on the event at all, at the time --

6 A. Yes.

7 Q. -- and you weren't even aware of what happened, truthfully,  
8 until later.

9 A. No.

10 Q. And I don't think --

11 A. No.

12 Q. -- anybody was, that was part of the --

13 A. No.

14 Q. -- part of the problem. So I do have some general questions  
15 for you, though, that relate to what occurred with this accident,  
16 but they're more general in nature for you, I'd like to get your  
17 view on expectations as a CIC or when you're working the Richmond  
18 sector, how you handle things and what your expectation is.

19 So my first question, I'm going to talk in an area about the  
20 VFR transitions, okay? So we've talked to a number of people now  
21 and we understand there's -- there is a couple of central kind of  
22 regular VFR transitions that cut through your airspace there,  
23 north to south in general, and I think one is called the Pacifica

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1 and one is called the Bay Shore VFR transition. So from your  
2 point of view, what is your expectation when a pilot calls up and  
3 requests the VFR transition?

4 A. What do we expect from them?

5 Q. Yeah, what do you think their -- well, let me ask you a  
6 different question first, I apologize, I kind of -- let me -- do  
7 they normally -- is it routine for pilots to ask for the named  
8 transitions, will they ask for "we'd like the Pacifica transition"  
9 or "we'd like the Bay Shore transition," or do they just ask for  
10 the VFR transition or do they just -- I mean, is there a -- is  
11 there something they seem to use more often than others?

12 A. Yeah, they always ask for the Class Bravo transition. Class  
13 Bravo.

14 Q. Okay. And so they usually ask for Class Bravo. And how long  
15 did you say you've been here, since '08?

16 A. Two thousand eight, about 20 --

17 Q. So these transitions --

18 A. -- (indiscernible).

19 Q. So these transitions have -- they're not very old, is that  
20 right, these published ones?

21 A. The published ones, yeah, they're not that old.

22 Q. Okay.

23 A. And people use them.

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1 Q. Do you recall ever receiving any training on those when they  
2 came out or periodically since then or during any recurring, did  
3 you guys receive any type of training about how you should handle  
4 these labeled and named and published VFR transitions?

5 A. No, because it's based on the same thing, they just have a  
6 name now.

7 Q. Okay.

8 A. Because it's the same routes in that flight, it would just be  
9 easier.

10 Q. Okay, so now I'll get back to my original question, which is  
11 an aircraft calls up for the transition, what do you -- what do  
12 you do with them, what's your response to them?

13 A. If I'm going to give them a transition --

14 Q. Um-hum.

15 A. -- I would say turn to the Class Bravo as requested.

16 Q. Okay. And --

17 A. And you do that transition once they request.

18 Q. Okay. So you would give them a clearance to do that or an  
19 approved as requested or something along those lines, okay. Now,  
20 if they -- if you are unable to authorize them through to Class  
21 Bravo at the time, how would you respond to them?

22 A. I would say due to traffic or departure configuration, remain  
23 outside transition and do navigation outside of Bravo.

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1 MR. SOPER: Okay, all right. I'm going to pass it along for  
2 right now, I'm sure I'll have a few more questions, but I want to  
3 give everybody a chance to ask some things.

4 So Sarah, I'll send it to you.

5 MS. OWENS: All right, Brian. You asked most of my  
6 questions.

7 BY MS. OWENS:

8 Q. When you tell them to remain clear of the Class Bravo, you  
9 would just say remain clear or would you actually deny the track  
10 there?

11 A. You never use clear, you say do navigation outside of Bravo.

12 MS. OWENS: Okay, so you wouldn't say remain clear of Class  
13 Bravo. I think that's really the only question I had. Brian  
14 asked most of mine. Thank you.

15 MR. CORDOVA-MONDRAGON: No problem.

16 MR. SOPER: I tried not to. I tried not to do that.

17 All right, Josh, go ahead.

18 BY MR. COLEMAN:

19 Q. Yeah, it's kind of the same thing, you took a few of them.  
20 So just throwing this scenario out there, Daniel, if you're going  
21 to deny the request Bravo transition, would there be a scenario  
22 where you might not be able to approve it at this particular time  
23 but hey, maybe in two or three minutes you'll be able to approve

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1 it so you're going to tell them to remain outside of Class Bravo?

2 A. Correct.

3 Q. But you didn't coordinate with the other position or  
4 sector --

5 A. No.

6 Q. -- that this guy is going through?

7 A. Yeah.

8 Q. And if you did in that scenario and with them being tracked  
9 out to that aircraft and say, you know, Class Bravo transition's  
10 approved (indiscernible)?

11 A. Cleared to the Class B, you got to clear them both, so you  
12 clear them to the Class Bravo.

13 Q. So you usually clear them into the Bravo in that scenario,  
14 right?

15 A. Correct.

16 MR. COLEMAN: Okay. That's kind of what I have right now, I  
17 might have a few more, but thanks.

18 MR. CORDOVA-MONDRAGON: Okay.

19 MR. SOPER: Thanks, Josh.

20 And Thomas.

21 BY MR. EGGAR:

22 Q. Hey, Daniel. Again, I'm just going to piggyback on something  
23 that Brian asked. When it comes to people requesting a Bravo

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1 transition compared to people actually requesting those two new  
2 named transitions, can you give me like how often -- like do you  
3 get a Bravo transition more than you get that actual VFR Pacifica  
4 transition?

5 A. I would say the Class Bravo, when you ask for the Class  
6 Bravo, it's more like -- it's about 90 percent of the time. You  
7 rarely get the -- like the pilot requesting -- I think it's either  
8 when they're like training and say hey, request Pacifica and I  
9 mean even when they're like -- you know, a person would be like  
10 what is that, right? (Indiscernible).

11 Q. Okay.

12 A. The whole thing is you got Class Bravo.

13 Q. I got you. And back to that same thing about how often they  
14 request Bravo, I mean, a normal weekend shift, I don't know what  
15 your schedule is, you got good seniority, you might not work  
16 weekends, but on a normal shift, I'm assuming you guys get a lot  
17 of Bay Tours and a lot of those kind of requests, would that be  
18 correct?

19 A. I would say maybe eight out of 10 request Bravo.

20 MR. EGGAR: Okay. That's it for now, I got something about  
21 some later stuff, but I'll let Brian jump back in.

22 MR. SOPER: Okay.

23 MR. EGGAR: Thanks, bud.

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Balt. & Annap. 410-974-0947

1 MR. SOPER: Thanks, Thomas.

2 BY MR. SOPER:

3 Q. So with the VFR transition in this case, I'm just trying to  
4 orient you, I know you weren't watching the event, but essentially  
5 this aircraft was up, had just crossed over the Golden Gate Bridge  
6 west to east and that's when they called up and said hey, we'd  
7 like to pick up the VFR transition to Half Moon Bay, okay?

8 So at that point, if he was going to go -- if you can orient  
9 yourself to there, I'm sure you're very familiar. So if he was  
10 going to go from that west side of the bridge and start heading  
11 southwest bound to Half Moon Bay, is that something that you have  
12 to coordinate with another sector or as the Richmond sector, would  
13 you normally keep that and point it out to somebody or is it  
14 totally dependent on altitude, like how does that work for you?

15 A. As Richmond, you would keep it. A lot of the pilots request  
16 the Bravo going to Half Moon Bay, but because it's down the coast,  
17 you don't need a Bravo. So I don't know if you guys are familiar  
18 with the airspace, but there's a little --

19 Q. Yeah, we did.

20 A. -- shelf that's at 1500 feet.

21 Q. Yeah.

22 A. And so they don't want to go under that 1500-foot shelf,  
23 right?

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1 Q. I see.

2 A. And so I ask them do you need it for weather, otherwise  
3 remain outside of Bravo.

4 Q. Okay.

5 A. But Richmond keeps it and they just -- they just try to have  
6 some data tag and they kind of -- you know, we're sitting right  
7 next to each other and you say hey, going down to Half Moon  
8 (indiscernible) --

9 Q. Okay.

10 A. -- and you just keep the whole way, you know, five miles to  
11 the airport and then turn.

12 Q. Okay, all right. Very well. All right, shifting a little  
13 bit now to the radar in the area. So what's your expectation, in  
14 this case, and I know this is -- this is kind of a hindsight  
15 question and one that you -- I'm asking you to speak to kind of  
16 hypothetically because you were not watching the accident, but  
17 just from your standpoint. You're working this guy, he crosses  
18 over the bridge, he says he's looking for the VFR transition to  
19 Half Moon Bay, you tell him to remain outside the Bravo and you're  
20 thinking he's going to be heading to Half Moon Bay, but he's just  
21 going to remain under the Bravo or go out over the water,  
22 whatever, I've already told him to remain clear.

23 If he does not go that direction, I mean, are you -- are you

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1 monitoring -- do they just often not necessarily go right then  
2 anyway and they still continue flying around up there doing tour  
3 stuff or would you reach back out and ask, like, I thought you  
4 were going, you know, towards Half Moon Bay, say intentions, was  
5 there --

6 A. You raise that call.

7 Q. Okay.

8 A. They might make another turn over the Bay.

9 Q. Okay.

10 A. But like, say if he proceeds north, I would say hey, where  
11 you going, I thought you were going to Half Moon Bay?

12 Q. Okay.

13 A. You know, they would say oh, we're going up to, you know,  
14 Stinson Beach.

15 Q. I have a question because maybe you can help me out with this  
16 because I'm not familiar with all your stuff up there, I know  
17 there's a lot of stuff to see, from a pilot standpoint, there's a  
18 lot of stuff they like to fly around and look at, not just in the  
19 Bay but around the San Francisco area there's a lot of sights. So  
20 at the Golden Gate Bridge, north of the Golden Gate Bridge where  
21 this plane ultimately ended up crashing, is there -- is there  
22 something up there, is there anything that's a normal, like, sight  
23 people want to go see, besides the bridge itself, in that area

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1 just north of the bridge over the -- on the land there, is  
2 there --

3 A. Yeah, they have, you know, woods up there, you know, a lot of  
4 redwoods.

5 Q. Okay.

6 A. Beautiful. Just north of that, the beach, they have Stinson  
7 Beach. But yeah, a lot of them go out towards Point Reyes,  
8 further north, and they come back, so you do the whole coast --

9 Q. Okay.

10 A. -- and come back. And then a lot of them go up towards San  
11 Pablo Bay, as well, fly out there and come back.

12 Q. So this guy ended up, you know, he ended up flying just north  
13 of the bridge, I mean, like right at the north end of the bridge  
14 where it connects --

15 A. Sausalito, yeah.

16 Q. -- back to land, right? He was right there and he proceeded  
17 to start, you know, maneuvering in an area very small, like about  
18 a half a mile diameter circle, he just was circling around in  
19 different altitudes but remaining below the Bravo.

20 A. Okay.

21 Q. Is that something that you see other aircraft do in the area?  
22 Like over the Bay I think we see a lot of that, right, because --

23 A. Yeah, yeah.

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1 Q. -- they're going around Treasure Island. Is there something  
2 right up there that guys seem to linger or is that an area -- I  
3 mean, I'm just kind of curious if it's notable like you go oh,  
4 yeah, there's this landmark right there, a lot of them like to go  
5 up around and fly around it and look at it, but I just didn't know  
6 if there was anything there.

7 A. Just north of the Golden Gate Bridge they have the -- it's on  
8 the -- before you go out to the ocean, they have like -- I think  
9 there was a bunker that they had, the cannon that they had, you  
10 know, set up for like ships, for defense.

11 Q. Okay.

12 A. Other than that, it's just kind of, you know, redwoods all  
13 over up there.

14 Q. Okay.

15 A. They're really -- I mean, the aircraft do kind of circle, you  
16 know, maybe once, but they don't really loiter there, you know,  
17 too long.

18 Q. Okay.

19 A. Kind of they go up and down the coast, yeah.

20 Q. Okay. With your radar there, with the STARS, we noted that  
21 the current STARS adaptation, an aircraft, when it loses -- when  
22 it loses a data tag, it goes to the drop suspend list, right? It  
23 goes directly there, you don't get a co-status or anything, it

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1 will just drop over to the drop suspend list; if it re-acquires,  
2 it will pop back out of there on its own, but it only stays in  
3 that drop suspend list for a finite amount of time. Do you know,  
4 is there a particular time that it stays there and then drops out  
5 on its own? Do you know if it's a particular time?

6 A. No.

7 Q. Okay.

8 A. It's a very short thing.

9 Q. Yeah.

10 A. (Indiscernible).

11 Q. Well, my curiosity is because you're a stripless facility, as  
12 I understand it, except for departures, I think they mentioned,  
13 but --

14 A. Yeah.

15 Q. -- for everything else, you're pretty much stripless. So if  
16 you're working aircraft, where -- what kind of redundancy do you  
17 have if you have a guy like that where, in this case, a tag was  
18 dropped and nobody noticed and it went to the drop suspend list  
19 and likely was there for a short time and then disappeared and  
20 because that controller forgot, there was no other --

21 A. Yeah.

22 Q. -- there was no other redundancy built in, like nothing that  
23 alarmed them like hey, this tag dropped or this tag's --

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1 A. Yeah.

2 Q. -- getting ready to drop.

3 A. Yeah.

4 Q. Is there anything you guys do to try to manage that or is it  
5 strictly left to your memory?

6 A. It's up to the controller working and if you have -- if  
7 you're working Richmond (indiscernible) CIC, he's able to watch,  
8 right, but I mean, a CIC, you're going back, back and forth, back  
9 and forth, so it's --

10 Q. Yeah.

11 A. It's basically like that, it's not a good -- it's not a good  
12 system.

13 Q. Yeah.

14 A. Data box tags drop off all the time and it lasts maybe  
15 seconds, you know?

16 Q. Yeah.

17 A. So yeah.

18 MR. SOPER: Okay, I'm going to go ahead and pass it along.

19 Sarah.

20 BY MS. OWENS:

21 Q. All right. So you said the data boxes drop off all the time.  
22 Is that because they're being terminated or is it like a loss of  
23 air, why are they dropping off?

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1 A. So like yeah, it would be like VFR transitions and they'll  
2 land at Napa, there's no like set altitude that they drop out at,  
3 it just depends on like if it's raining, how far they are from the  
4 radar. But you know, they'll kind of jump on, if they landed in  
5 Napa, they'll drop off, go up there and I don't know, they might  
6 be there a few seconds and then they just -- they disappear from  
7 the list.

8 But also like, I mean, some aircraft, like they'll fly under  
9 the bridge, right, you're not supposed to do it, but they do it,  
10 so they'll go real low and beach and should drop off and then they  
11 come back on. And so, you know, some of those you catch and --  
12 well, most of them you catch. I think is the first -- since I've  
13 been here, this is the first time something like this has  
14 happened. And so most of the time, you know, they drop off and  
15 they (indiscernible) and they come back. But there's no set  
16 altitude that they can go to, you know, VFR, like (indiscernible).

17 Q. And do you feel that if they remained in the drop suspend  
18 list for a longer amount of time, would that be beneficial or  
19 would that be more of an annoyance?

20 A. No. No, it would be beneficial. I mean, you have a  
21 (indiscernible) information on the scope, but I think that would  
22 be something that's (indiscernible) because you look up, every  
23 once in a while you look up and you're like, oh yeah, I worked him

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1 earlier, right, he was in Napa, he was in Santa Rosa. But then  
2 also, you know, you might look up and like hey, man, I was talking  
3 to you, you know, 20 minutes ago as a tourist, I think, and I  
4 don't see him anymore. So it would be -- I think it would help  
5 recall, right?

6 Q. Okay.

7 A. Yeah.

8 Q. And the VFR transition routes, like a facility as a whole, do  
9 you think everybody has the same understanding on how those routes  
10 -- or do you think additional training would be helpful?

11 A. Like other areas? I don't think anybody else knows. I  
12 mean --

13 Q. I guess just your area.

14 A. Yeah, it's just our area, because everybody (indiscernible)  
15 work this, yeah.

16 Q. But do you think everybody treats that the same, they would  
17 approve it or deny it, or do you think some people --

18 A. So nobody else can approve it, only -- only Area B. So an  
19 example, Area B, (indiscernible) from Area B or (indiscernible)  
20 Area B, they'll put it in their like CTR, coast transition, right?  
21 They'll put that -- he wants it, he's requesting it, and then when  
22 we get him, we know that he wants it and we either give it or we  
23 deny it and they don't -- they don't clear him then. That's it.

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1 Q. And how often do you think that occurs where someone denies  
2 the Class B transition?

3 A. Quite often. It depends on who's working because it's  
4 (indiscernible), right?

5 Q. Okay.

6 A. Because if tower doesn't take them, then you've got to climb  
7 to 3500 and see, the problem with 35, the departures come off on  
8 the three and you're going to get an RA, you might not, but even  
9 then your two-eight comes off, your (indiscernible) and then your  
10 other departure comes off and he's coming around. And so, I mean,  
11 I like it, I do it, you know, I think it's sufficient, but I would  
12 say less than half of the controllers are comfortable doing it.  
13 Either if tower takes them all day because you're going to work  
14 them, right? But if we've got to climb to 35, I think most of  
15 them are going to do it.

16 MS. OWENS: Okay. Those are all the questions I have, thank  
17 you.

18 MR. CORDOVA-MONDRAGON: Okay.

19 MR. SOPER: Thanks, Sarah.

20 Josh?

21 BY MR. COLEMAN:

22 Q. Yeah, Daniel, walk me through -- you said a tower takes them,  
23 so walk me through how that works, would you please?

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1 A. So it's the same transition, same flight, it's just they take  
2 up at or below 2,000 in that airspace. So if you give me a  
3 hundred transitions, I'll turn all at or below 2,000 and I'll  
4 shift them to the tower. If the tower says hey, man, I can't take  
5 them, then I say okay, I'll climb them to 3500, right, because my  
6 two-eight departures come off climbing to three and so I take them  
7 off a 35 over land and they're still climbing to 3,000 and then I  
8 descend them back down once they cross that two-eight departure  
9 (indiscernible).

10 Q. So are you going to coordinate that, like the at or below  
11 2,000, is that something you're going to coordinate?

12 A. I just do it and if tower can't take it or say hey, man, I  
13 can't take it, you know, stay down below there, you know.

14 Q. They're going to call you on the GBS (ph.) and say hey, we  
15 can't take that guy (indiscernible)?

16 A. Yeah, they'll call CIC and they'll also call and say hey,  
17 we're not accepting these transitions, they'll just shut them off  
18 and they can do that whenever they want.

19 Q. Okay. Real quick. Are you an OJT, OJTI?

20 A. Right.

21 Q. So when you were talking about it's not uncommon for those  
22 targets to drop off, right, is that something you guys cover  
23 during -- you know, if you're training somebody, hey, this is what

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1 we do in this area? Hey, this area we'll lose targets more likely  
2 than other areas, do you (indiscernible), that we'll know that  
3 hey, this area, we're losing targets?

4 A. Yeah, I mean, I don't think it's -- because before they drop,  
5 they'll like coast, right, if they go -- if they go low, it would  
6 be like coasting, you know, coast, coast, coast, and then they're  
7 really safe and they pop back up.

8 Q. Right.

9 A. But yeah, if they drop off, you just kind of got to -- I'm  
10 kind of used to just keeping an eye on the list, you know, and for  
11 the most part, of course, obviously, they always come back. Not  
12 for the most part, they always come back, right, except for  
13 obviously this time. You know, we've never had an issue like  
14 this. So it just becomes normal, right, (indiscernible), just  
15 getting used to the tags, right.

16 MR. COLEMAN: Thanks.

17 MR. SOPER: Thanks, Josh.

18 Thomas.

19 BY MR. EGGAR:

20 Q. Hey, Daniel, again. There was a little discrepancy as far as  
21 -- I can't remember, I think maybe an OM or maybe a supe had  
22 stated something about if the VFR transition was approved that the  
23 Richmond sector would then hand that -- or that aircraft off to

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1 the Sutro sector. But it kind of sounds -- would that be a normal  
2 operation or is that just depending on who you're working to,  
3 you'd lean over and say hey, I'm taking him down to the transition  
4 down to Half Moon Bay?

5 A. So when you say transition are you talking about Class Bravo  
6 transition?

7 Q. Yeah.

8 A. Okay. So any time there's a Class Bravo transition at  
9 Richmond, you're not going to keep them. You're either going to  
10 hand them off to the tower at or below 2,000 or you're going to  
11 climb them to 3500 feet or above, anywhere in there, and ship them  
12 to Sutro. So Sutro --

13 Q. And then switch them to Sutro, okay.

14 A. Yeah. The only ones that -- I'm sorry, earlier when I think  
15 Brian was asking, the only ones that you keep going to Half Moon  
16 Bay are the ones that are going to land at Half Moon Bay, but that  
17 you keep outside of Bravo, you say remain outside of Bravo,  
18 because it's kind of a short flight from the Golden Gate down to  
19 Half Moon Bay and then they'll (indiscernible) and then you  
20 terminate them. So that's --

21 Q. And then when you say you keep them, as the Richmond  
22 controller?

23 A. Yeah. Going to Half Moon Bay, Richmond keeps them.

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1 Q. Okay.

2 A. If they're working, yeah.

3 MR. EGGAR: That's all I've got for now, thanks.

4 BY MR. SOPER:

5 Q. Okay. So I want to bring you back to where the guy was  
6 operating north of the bridge, right, and I just kind of wanted to  
7 ask -- so I explained to you that that guy was up there spinning  
8 around pretty tight, you know, circles back and forth, different  
9 directions, a little bit up and down in altitude but remaining  
10 below the Bravo, getting pretty close to the surface sometimes.

11 Is that something that would normally -- even though you have  
12 VFR aircraft that are operating up there doing bay tours and tours  
13 of the area and stuff, is there something that would alarm you  
14 about that after a certain point or do you see that often up there  
15 in that same area, like it's not uncommon to see something like  
16 that?

17 A. So you saw the replay, obviously, I didn't.

18 Q. Yeah. And then -- yeah.

19 A. Did it have a tag? Was it still tagged up?

20 Q. Yes, it was still -- yeah, he was still tagged up and it was  
21 being provided services by the sector, they didn't terminate him  
22 or anything, they kept him on frequency and kept him tagged up and  
23 he was receiving flight following.

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1 A. Okay. Do you remember the altitude, more or less?

2 Q. Yeah, it went everywhere from like 400 to 12, 13, 1400,  
3 something -- it was below the Bravo. I remember when we were  
4 looking at it, we were watching and he -- and he was -- he seemed  
5 to be careful not to penetrate the floor of the Bravo up in that  
6 area and was staying below it. But his altitude was quite varied,  
7 you know, throughout.

8 A. Quite varied. I mean, it's normal, you know, you kind of go  
9 back and forth, back and forth. If you give them traffic, you  
10 know, we have traffic south of the Golden Gate, they might go  
11 north --

12 Q. Okay.

13 A. -- and kind of stay away from it. Yeah, I mean, it's not  
14 uncommon if they were to drop because -- like, an example, 400  
15 feet is kind of low to be watching, right, most of the traffic,  
16 you know, you call, they're going to be at like, you know, 1500 --

17 Q. Yeah.

18 A. -- 2,000, you know, something like that, 1200. But 400 is  
19 kind of low for --

20 Q. Yeah.

21 A. -- traffic. There's always a -- I think it's a yellow  
22 seaplane out there that's always flying, like, without calling  
23 anybody.

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1 Q. Yeah.

2 A. And he's around 300 feet --

3 Q. Okay.

4 A. -- or 400 feet (indiscernible), but he's kind of low, so I  
5 think that's when he's (indiscernible). Normally, the tours don't  
6 go that way.

7 Q. Okay. All right, I'm going to shift now a little bit to ELT.  
8 So I think on this evening, a United had come through probably 40,  
9 40 to 45 minutes after the event, which you didn't know there was  
10 an event yet, but they came and reported an ELT and I believe you  
11 would've probably still been on and I believe that Heather was the  
12 one -- well, she said she was the one that actually received that  
13 ELT, do you remember that? Do you remember --

14 A. Oh, yeah.

15 Q. What do you guys -- what's the procedure or the expectation  
16 in the room, from your standpoint, when somebody reports an ELT?  
17 What are the things that you do?

18 A. You request the signal.

19 Q. Okay.

20 A. That's the first thing I said. She turned around and said  
21 hey, I'm getting an ELT report and I said we need to get a signal.

22 Q. Okay.

23 A. And then, I think shortly after that the supervisor came

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1 back, right?

2 Q. Yeah.

3 A. And I gave him the report, I briefed him and I said hey  
4 -- no, when he came back, I gave him the report, he goes -- he  
5 goes hey, they're asking to see if anybody got an ELT going south,  
6 so that would be south of San Francisco, all the departures going  
7 south.

8 Q. Yeah.

9 A. I'm going to say yes, Heather -- Heather is working on  
10 another one she got, she received one. And he goes okay, and so  
11 he turns back and he goes to the OM and tells him hey, we've got  
12 an ELT --

13 Q. Okay.

14 A. -- and he came back.

15 Q. Okay. And so from there, you didn't have any further  
16 connection with that, that was handled by the supe at that point?

17 A. That's correct.

18 Q. Okay. So the expectation, then, just in general, for the  
19 facility and while you're working CIC or whatever is you get a  
20 report of an ELT, get a second report. You know, as soon as you  
21 have a second report, what happens if you get a second report?

22 A. So normally, the second report you wouldn't report it.

23 Q. Okay.

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1 A. But he reported it with the first.  
2 Q. Okay.  
3 A. Yeah.  
4 Q. So that's reporting to, like, the center?  
5 A. So we report everything to the supe and the supe -- that's  
6 what you're trained in CIC.  
7 Q. Yeah, yeah, yeah.  
8 A. You tell the OM, the OM, you know.  
9 Q. Does anything happen in the room to like hey, we should check  
10 our aircraft, like does everybody got who they were talking to,  
11 does everybody got all their airplanes? Is there something like  
12 that that goes on or is it just assumed that everybody kind of  
13 does that when they hear there's an ELT?  
14 A. I think it's assumed --  
15 Q. Okay.  
16 A. -- that you still have all your planes, yeah.  
17 Q. Okay.  
18 A. We got a lot of ELTs along --  
19 Q. Yeah, okay.  
20 A. -- (indiscernible).  
21 MR. SOPER: All right, okay. Sarah?  
22 MS. OWENS: I don't have any additional questions.  
23 MR. SOPER: And Joshua?

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1 MR. COLEMAN: I think you covered it, thanks.

2 MR. SOPER: All right. And Thomas.

3 MR. EGGAR: No, I've got nothing, thanks.

4 BY MR. SOPER:

5 Q. All right, cool. Well, I wouldn't ask you if you would do  
6 anything differently because you weren't working the event, so I  
7 don't think you'd do anything differently, but I would ask is  
8 there anything that you -- you expected us to ask that we didn't  
9 that you think wow, I can't believe they didn't ask me that?

10 A. Time on position.

11 Q. The time you got on or the time you were on total?

12 A. No, it's -- it's, I think, just the facility, they're -- I'm  
13 not saying they're not focused on safety, but it seems like it's  
14 more pointing at time on position. Like an example.

15 Q. Yeah.

16 A. An example. CIC, right, or -- yeah, CI-1. I don't know if  
17 you guys know the sector, the breakdown of Area B.

18 Q. So we did kind of learn a little bit about that, the CI, but  
19 go ahead and explain it to us, just give us the rundown.

20 A. CI-1 is an assist, is an assist for Richmond and assist for  
21 Sutro, right?

22 Q. Okay, right.

23 A. It's exhaustive, right? So you're watching Sutro scope to

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1 your left and Richmond scope to your right and you're coordinating  
2 from both, right, and you get a call and you say hey, I got a guy  
3 north and you say they don't even know -- they don't say who they  
4 are and they don't give you a position and so you're -- and you're  
5 just constantly going back and forth, you're looking, you know.

6 And so like for something like that, I mean, I've been  
7 Controller B several times and it happened at Sutro and I was  
8 focused on Richmond, right, and they're saying well, what were you  
9 doing, why didn't you see him, and it's like well, it's not  
10 possible to see both scopes at the same time, right? It's like  
11 when you're CIC and you're listening to two frequencies --

12 Q. Right.

13 A. -- and you listen to one correctly or you don't even listen  
14 to anything, right? And so it seems, recently, they're more  
15 focused on time on position than actually just hey, man, let's  
16 open up sectors when we need it and turn them down when we don't.  
17 This might be, you know, a little bit of venting, but it just --  
18 it doesn't help, right, with the morale --

19 Q. Right.

20 A. -- and then something like this happens and I mean, this is  
21 sad, you know, this is really sad.

22 Q. So I mean, you're saying that you think there seems to be a  
23 focus on -- when you say time on position, like I'm not sure I'm

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1 capturing what you're saying.

2 A. So an example. We have six people at work --

3 Q. Yeah.

4 A. -- and they only need three sectors open because the traffic  
5 isn't there, so normally it's always Sutro, CI-1, and Richmond,  
6 the three sectors, right?

7 Q. Yeah.

8 A. And they say no, no, no, we had three before our break, open  
9 up a sector and you have -- they say it and this is the thing,  
10 when you have too many people on break, open up a sector, I don't  
11 care if it's Fairfield, I don't care if it's (indiscernible), I  
12 don't care if it's that. And so you open up a sector and now you  
13 only have two on break for four positions, right, just because  
14 it's not -- it's not a necessity, but they're more focused on  
15 that, that type of stuff, and it's just -- I mean, that's just  
16 recent.

17 I mean, I've been here 13 years and I've never seen it and  
18 all of a sudden, it's just like time on position and that's why  
19 I'm kind of -- I don't think that would be a big thing, you know,  
20 for me, like time on position, it sounds like automation  
21 (indiscernible).

22 Q. You know, I don't know. I mean, do you feel like this is --  
23 so what does that -- how does that affect the operation, then? By

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1 opening up a position there, where you're opening up an extra one,  
2 is it adding undue workload to the CIC or supervisor or is it --

3 A. No, no, no.

4 Q. Okay.

5 A. It's a distraction. So an example.

6 Q. Okay.

7 A. You got CIC situated right here, Fairfield is on the other  
8 side of the room, right?

9 Q. Got you.

10 A. You have no traffic, what is Sutro going to do, say hey, man,  
11 right?

12 Q. Yeah.

13 A. So what's going on? It's a distraction --

14 Q. I got you.

15 A. -- you know what I mean?

16 Q. I got you.

17 A. If it's me, idea, open it up all day, but it's just a  
18 distraction, you know, kind of like I said, it's just more people  
19 in there --

20 Q. Now you're opening up more room for error, more potential for  
21 errors to occur --

22 A. Exactly, exactly.

23 Q. -- something to be missed because you're staffing positions

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1 that are just not required to be staffed.

2 A. The controllers aren't as fresh as they could be, you know?

3 Q. Yeah.

4 A. I mean, it's -- yeah. It's just --

5 Q. That's interesting.

6 A. -- I don't think it's beneficial. We've been doing it, you  
7 know, I mean --

8 Q. How long is that --

9 A. We've been doing it.

10 Q. How long would you say that's been going on there, like, I  
11 mean, is it something like in the last three months, last six  
12 months since you came out of COVID, like what -- is there  
13 something that it kind of identifies with?

14 A. I think it's the last six months.

15 Q. Yeah. So pre-COVID, pre-COVID you were never doing that,  
16 really.

17 A. No.

18 Q. That was not something you dealt with.

19 A. Not at all. No, I mean, you know, they would do hour breaks,  
20 hour on, hour off, you know, something like that, it was awesome.  
21 I don't know what happened and then they just said no, time on  
22 position. I think -- you know what? I take that back.

23 I think something happened in Area B and they said you know

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1 what, they had too many people on break, so now everybody can't  
2 have too many people on break. And too many people is just  
3 arbitrary, whatever you think is, you know, too many people.

4 Q. Okay. So rather than have too many people on break, we'll  
5 have too many people on position, I don't know --

6 A. Yeah.

7 Q. -- that's kind of weird. Okay, that's interesting. No,  
8 that's an interesting point and one I had not heard.

9 A. T-O-P is huge at this facility.

10 Q. Wow, interesting.

11 A. For whatever reason, yes.

12 Q. Okay. Well, interesting. Thanks, I did not know that.  
13 Okay, anything else?

14 A. No.

15 MR. SOPER: All right, very good. Any "oh, by the ways" for  
16 Josh?

17 (No audible response.)

18 MR. SOPER: Sarah?

19 (No audible response.)

20 MR. SOPER: Thomas?

21 BY MR. EGGAR:

22 Q. You mentioned the three sectors, so Richmond and Sutro, are  
23 they ever combined, like, in the normal operations?

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1 A. Recently, they combined them because of staffing. Not enough  
2 people show up and it's just combined and like in the morning,  
3 normally, you know, you can get here in the morning, we get here  
4 like maybe at 5:30 and we should have enough people to work it,  
5 right, but if you don't, you're not opening up until 6:30 when the  
6 other two controllers come in, right? So you're basically working  
7 it until CI-1, you know, are combined. It's just all  
8 (indiscernible), you know.

9 Q. No, I know, it makes the crew look a little better. I got  
10 you.

11 A. Yeah.

12 MR. EGGAR: Thanks, that's all I got.

13 MR. CORDOVA-MONDRAGON: All right.

14 MR. SOPER: All right. Well, thanks. Do you have any  
15 questions for us, Daniel?

16 MR. CORDOVA-MONDRAGON: No. No, I don't.

17 MR. SOPER: All right, I'm going to stop the recording for  
18 now, I show the time at 2103 Eastern Daylight Time.

19 (Whereupon, at 4:29 p.m. EDT, the interview concluded.)  
20  
21  
22  
23

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of Daniel Cordova-Mondragon

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: June 1, 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.

  
\_\_\_\_\_  
Karen D. Martini  
Transcriber

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UNITED STATES OF AMERICA

NATIONAL TRANSPORTATION SAFETY BOARD

\* \* \* \* \*

Investigation of:

FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022

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Accident No.: WPR22FA172

\* \* \* \* \*

Interview of: FRANCINE MALABO, Air Traffic Manager  
Northern California TRACON

Via Zoom videoconference

Thursday,  
May 19, 2022

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APPEARANCES:

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I N D E X

ITEM

PAGE

Interview of Francine Malabo:

By Mr. Soper 34

By Ms. Owens 46

By Mr. Eggar 86

By Mr. Soper 213

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I N T E R V I E W

(12:45 p.m. EDT)

MR. SOPER: Okay, my name is Brian Soper, I'm an air traffic investigator with the NTSB. The NTSB is an independent federal agency charged with investigating civil aviation accidents of a serious nature, developing a probable cause, and hopefully making recommendations to industry or a facility or some segment of industry to prevent reoccurrence, and that's our job in a nutshell.

The group members I have here with us today is -- are Sarah Owens from NATCA and she's representing NATCA and she's out of Kansas City Center; Thomas Eggar, who is with us from NATCA also and is out of Raleigh-Durham TRACON and tower; and you know Matt, your representative, obviously; and myself. The FAA representative is not present on this interview at this time, but Joshua Coleman, for the record, is the FAA party member or group member for this work group.

The purpose of the investigation is safety. As I mentioned earlier, we cannot offer any guarantee of confidentiality or immunity, similar to what the military does, offering privilege. Your name will be attached to the report as the air traffic manager or whatever position you were holding at the time, and the same way with the pilots or the crew there, they will also be included in that. Each group member here, as we ask questions

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1 today, it will kind of go around the room in a round-robin type  
2 fashion, we'll all have a few questions for you and when we're all  
3 satisfied that we've asked everything that we need to ask of you,  
4 we will wrap stuff up. If you have any questions along the way,  
5 please feel free to ask them, if you need anything reiterated or  
6 explained better, by all means, ask. If we ask you any type of  
7 question that makes you feel like I would like to talk to my rep  
8 before I answer it, that's perfectly fine, just let us know, you  
9 can turn off your audio and your video, you guys can call each  
10 other on the phone momentarily, we'll wait for you and you can  
11 come back. I don't think we'll see anything like that, this is  
12 not a highly controversial investigation, but I want you to know  
13 that's available to you if you need it.

14 Or just answer all the questions to the best of your  
15 recollection, please don't fill in the blanks, and just -- we just  
16 ask that your representative don't answer questions for you, but  
17 he already knows that, he's done plenty of these with us, so --  
18 but you can certainly confer with him real quick on stuff, too,  
19 like if you're just trying to like verify something, there's no  
20 problem with that, just do so. Do you have any questions before  
21 we start?

22 MS. MALABO: I don't have any questions.

23 MR. SOPER: Okay, that sounds great.

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## 1 INTERVIEW OF FRANCINE MALABO

2 BY MR. SOPER:

3 Q. So I'd like to just kick off by asking you a little bit of  
4 background about yourself, nothing extensive like we do with the  
5 air traffic controllers that were working and that type of thing,  
6 but can you let us know a little bit about -- well, first of all,  
7 and I apologize, if you would for me, state your name and your  
8 position there for the record so we have that on the recording.

9 A. Francine Malabo, Air Traffic Manager, Northern California  
10 TRACON.

11 Q. Thank you, I appreciate that. And how long have you been the  
12 ATM there at NorCal?

13 A. Three years, four months.

14 Q. Okay.

15 A. Roughly.

16 Q. So you've been there a little bit. And you are the permanent  
17 ATM, you're not there on extended details or any of that or a temp  
18 or are you the permanent ATM?

19 A. I am the permanent ATM.

20 Q. Awesome, okay. And what was your background prior to being  
21 the ATM there? Very general, you don't have to get in depth to  
22 every position, things like that you worked, but essentially, kind  
23 of what was your facility background with the FAA?

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1 A. Okay. I was a tower and radar controller coming over from  
2 Stockton and --

3 Q. Okay.

4 A. -- we were basically migrated into NorCal TRACON in '01, when  
5 it opened. I became an air traffic controller in Area C.

6 Q. Okay.

7 A. At which time, seven years later, roughly, I moved over to a  
8 frontline manager position in Area A. I later took over the  
9 operation manager's position on a detail and then went back over  
10 to Area C this time as a frontline manager.

11 Q. Okay.

12 A. Later, I became the supervisor of training in the training  
13 department, a year later I was a support manager of training and  
14 in 2019, of January, I assumed the air traffic manager position  
15 here at NorCal TRACON.

16 Q. So that is home for you, you've been there since 2001, then,  
17 all together?

18 A. Yes.

19 Q. Awesome, all right. We don't run into that a ton where  
20 somebody homesteads, kind of, and that's good, I mean, you know,  
21 it's good when somebody can do that. So you have a lot of  
22 corporate knowledge, then, of NorCal and how it's progressed over  
23 time and that's excellent.

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1        So I know we read the SRT when it first came out, so we had  
2 some of your responses during the SRT that were included in there  
3 and we might just want a little bit of -- maybe a little more  
4 discussion on that. So I know one of the things were based on the  
5 event that you described to us on the first day of the in-brief  
6 and all of us have had a chance to look at it and read it and take  
7 care of it, the one question or the one area that we do keep going  
8 back to and asking questions about it or has generated a lot of  
9 questions are the VFR transitions that exist there, how they're  
10 utilized, how they're -- how they are -- I shouldn't say utilized,  
11 really, but I mean how air traffic control handles aircraft  
12 requests to fly these VFR transitions.

13        And what we're understanding is that there seems to be quite  
14 a variance in how they're requested, how pilots refer to them,  
15 even how controllers refer to them. Can you tell me what your  
16 expectation or understanding is of the VFR transitions because I  
17 understand they're not real old, either, maybe in the last few  
18 years they've become a thing, published. Or I don't know.

19        A. That's correct. The actual dates, when we did the Class  
20 Bravo redesign, that is when those were basically created, during  
21 the Class Bravo redesign. I would have to look at my notes to  
22 tell you the exact time frame of when we redesigned the Class  
23 Bravo.

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1 Q. That's no problem, I think we might even have that somewhere,  
2 as well. So essentially, that happened at the same time and  
3 that's good to know. So since then, do you know when they  
4 implemented them or, I'm sorry, when those became a thing, did the  
5 facility do -- conduct any type of training or orientation on  
6 okay, we're going to have these published VFR transition routes  
7 now and this is an expectation that we will have to deal with and  
8 this is how we want you to do that or this is what -- these are  
9 the rules or regulations or the guidance on providing that service  
10 or how we integrate that into our service, was there any of that  
11 kind of thing?

12 A. Yeah, so basically when a new procedure is implemented here  
13 at NCT, a work group gets put together. Sometimes it's large,  
14 sometimes it's small. We like to collaborate here and ultimately,  
15 I believe it was July 2018 when the redesign went out and we had  
16 briefed out, it became a face-to-face briefing. In that  
17 expectation, you would either go into a room, receive your face-  
18 to-face briefing with your peers depending on when we were  
19 briefing it.

20 Sometimes we'd do time frames from this time to this time for  
21 15 days is refresher, part of it would be that, we refresh either  
22 items that we refresh on a yearly basis, that's included in R.4,  
23 or sometimes it's an LOA update, sometimes -- and in this case it

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1 would've been supplemental because we did a Class B redesign, so  
2 30 days, I would assume, prior to July 2018, they would be  
3 receiving their face-to-face briefing regarding the transitions.

4 Q. Okay.

5 A. I would have to actually look when, particularly, each one of  
6 these employees would have had the brief, but I would assume it  
7 would be in that time frame.

8 Q. Okay. And bringing us forward to now regarding the VFR  
9 transitions, I know that, as an ATM, you're outside of the  
10 operation now, you know, pretty much all the time and you rely on  
11 your support staff and your QC and your supervisors to, you know,  
12 handle the day-to-day and the specifics in there with you being  
13 cognizant of them but not always detailed, right, you know, like  
14 knowing every little "it, nook, and cranny." That said, though, I  
15 know that -- I'm sure you've taken a look at this one and listened  
16 to the replay and what is your expectation, as ATM, for your  
17 facility to handle -- for a controller handling a VFR transition?

18 And what I mean by that is we'll just use this case, I mean,  
19 we don't have to beat around the bush, this case right here, the  
20 pilot called up and he -- where he was up there operating VFR  
21 coming off the Bay Tour, finishing what he was doing there, which  
22 is a very common thing for you guys, and he said that he wanted to  
23 pick up the VFR transition to Half Moon Bay. What is your

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1 expectation of what the response should be to that pilot, what are  
2 you expecting to hear upon that request?

3 A. So my expectation, I'm going to go through the point in which  
4 the relief briefing took place.

5 Q. Okay.

6 A. And so in the briefing, it's basically briefed out that the  
7 aircraft is receiving or conducting a Bay Tour. Upon completion  
8 of the Bay Tour, they're going to come back and request the  
9 transition to land at Half Moon Bay.

10 Q. Okay.

11 A. My expectation at that point, regardless of who was in  
12 position at the time, would be that the transition be approved.  
13 We would also give the weather for Half Moon Bay; ultimately, the  
14 aircraft would land at Half Moon Bay, but the transition would be  
15 accommodated based on work group.

16 Q. Okay. And that right there was an important piece. So you  
17 feel like there should be some sort of -- you would expect to hear  
18 some sort of phraseology or verbiage that is either saying, you  
19 know, approved for the transition or approved as requested or, you  
20 know, whatever, something there that actually is a control  
21 instruction involved with it or if they cannot provide it at the  
22 time due to workload, then verbiage that states that clearly,  
23 unable and is that -- am I getting a fair, what you're trying to

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1 explain to me, would you agree with that?

2 A. That's correct in one sense --

3 Q. Okay.

4 A. -- meaning where I listened to the tape, I don't know if,  
5 without speaking directly to the employee, if her intention  
6 would've been to hand him off to Sutro. Sutro wouldn't work that  
7 transition, so she would be best suited to answer what her thought  
8 process was when she told the aircraft to remain outside Bravo.

9 Q. Sure.

10 A. That may have been her intention and then the aircraft  
11 dropped off before that could happen. But from what I know and  
12 what I can see, I would've expected the transition to be approved.

13 MR. SOPER: Okay, that's good, that's great. That's exactly  
14 what I was wondering. All right, I'm going to hold off for now, I  
15 might have a few more questions for you, but I want to pass it  
16 around the room so everybody has an opportunity to ask some that  
17 they have, so I'm going to pass it along to Sarah.

18 Sarah.

19 BY MS. OWENS:

20 Q. Good morning. So you expect the transition to be approved,  
21 but from -- would any impact on the relayed (ph.) configuration at  
22 San Francisco that would have an impact on a transition?

23 A. It could have an impact, but basically, without knowing -- we

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1 would know that and the phraseology would be due to the fact that  
2 San Fran shut off the transitions, no transitions.

3 Q. So if they're departing a certain routes, I believe they're  
4 going two-eight, you would not be able to accommodate transitions,  
5 correct?

6 A. That is coordinated through San Fran and I wouldn't know what  
7 they were reporting that day.

8 Q. Okay. And then you said that you believe around July of 2018  
9 is when they began these transition routes and you had your basic  
10 base grouping, was that just over everything or is there any like  
11 simulator training incorporated?

12 A. There was actually PowerPoint slides and discussion, best  
13 practices to come out after that.

14 Q. Okay. And since that initial training in 2018, has there  
15 been any refresher training or required training?

16 A. That I would have to check. As far as the initial training  
17 goes, I'm not sure, based on the transition, but I would believe  
18 that we would refresh on it, but I have to look in my records to  
19 see how many times it's been refreshed since 2018.

20 MS. OWENS: Okay, great. That's all I have for now, thank  
21 you.

22 MR. SOPER: Thank you, Sarah.

23 And now I'll pass it along to Thomas.

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1 BY MR. EGGAR:

2 Q. Hey, Francine, just a couple quick ones. I understand you  
3 guys get the requests for those tours often.

4 A. Very often.

5 Q. The Half Moon Bay Tour. Do you guys, by chance, have any  
6 like LOAs or anything, what they need from local FBOs, flight  
7 schools, anything that's -- your normal people that you guys see  
8 out there a lot, do you guys have any like LOAs or anything with  
9 them in reference to those tours?

10 A. Not that I'm aware of.

11 Q. How about reference to those transitions? There's nothing?

12 A. An LOA?

13 Q. Some sort of like an SOP or LOA. So for us, locally -- and I  
14 understand it's different airspace and stuff, but we have so many  
15 flight schools and they always want to look at the lake and they  
16 want to look at this, that we sat down with them and we said look,  
17 this is how we want you guys to do it, this is how we want you  
18 guys to ask us, these are the things that we can and can't  
19 approve, just to kind of speed up the operation, they can ask for,  
20 you know, tour one, two, three, four, whatever type of a thing.

21 A. Are we talking about a Bay Tour or are we talking about a  
22 Class B transition?

23 Q. I guess both, I'll start with the Bay Tour or the Half Moon

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1 Bay Tour, or the Bay Tour, yeah.

2 A. Okay. I am not aware that we have an LOA regarding specific  
3 Bay Tours and how they would be accommodated.

4 Q. Got you. The co-suspend list, to your knowledge, do you know  
5 if that is just in a pref set, like you can't turn it off, it's  
6 just always in pref sets, do you know?

7 A. The co-suspend list is something that -- what do you mean is  
8 always?

9 Q. Like, I know there's certain lists, conflicts and low  
10 altitudes, there are certain lists that you can -- like you can  
11 move around, some that you can even toggle on and off, like tab  
12 lists and things like that and I just wasn't sure if the co-  
13 suspend list, I'm assuming that you guys have the same thing,  
14 STARS for when a guy drops off and it goes into that list, if you  
15 guys have any way of actually, like, physically turning that list  
16 off so you don't see it.

17 A. Not that I'm aware of. Again, that would never be something  
18 I would do as an air traffic controller. I would never --

19 Q. Oh, right. Yeah, I know, it's definitely needed. And are  
20 you able to answer, do you know how often there's people in that  
21 list? Again, not being in your facility, not understanding the  
22 (indiscernible) of the airspace, you know, for us, locally we have  
23 a lot of VFR guys that go to satellite airports, so they pop in

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1 that list for a few minutes and they drop off. Would you say that  
2 there's people in that list all the time, some of the time, or  
3 does it just depend?

4 A. It depends on the sector. If we're talking about that  
5 sector, again, it would depend on Saturday afternoon when  
6 everybody's doing a Bay Tour and we have numerous, it may be  
7 packed on a -- I don't know, Saturday evening, after the sun goes  
8 down, the co-suspend might be empty but it's not just for VFR  
9 aircraft, that co-suspend is for any data block that goes into a  
10 coast mode, it pops in there, I think, for eight minutes.

11 Q. Correct. Yeah, okay. There was some, I guess, talk or some  
12 confusion about if they're on a VFR code, if it's not an IFR if it  
13 would even go into that list, that if it wasn't in a discrete  
14 code, so there's some confusion about the VFR to IFR as far as  
15 getting like MSAW processing, so that's kind of why I asked about  
16 the VFR.

17 A. What do you mean, MSAW processing?

18 Q. So minimum safe altitude, like, warnings, low altitude  
19 alerts, things like that. So for us, locally -- and again, I  
20 understand it's facility-to-facility specific. If they're on an  
21 IFR tag or if they're on a VFR tag, I'd manually have to push the  
22 IFR button, go in and slough (ph.) onto that aircraft in order to  
23 get that processing, to get those low altitude alerts, things like

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1 that. So I wasn't sure if your VFRs would still populate into  
2 that list or not.

3 A. I believe the VFRs still populate. I don't think it has to  
4 do with whether they're on an MSAW enabled or inhibited code.

5 MR. EGGAR: Okay, all right. That's all I've got. Thank you  
6 so much.

7 MR. SOPER: Thanks, Thomas.

8 BY MR. SOPER:

9 Q. Okay, so let's shift gears just a tad bit here. When you did  
10 the -- and this is just to the best of your recollection, you may  
11 not even know or it may not be something you identified with, but  
12 in the post-accident, you know, SSR, CER, the things that you put  
13 together and in reviewing everything forensically yourself, was it  
14 ever noted, did you ever find in you guys' work there, was there  
15 any AIRMETs in effect or other weather advisories in effect for  
16 the -- for the fog in the area or any of that kind of stuff that  
17 you would've expected that information to have made it out?

18 A. So there was an AIRMET, to my understanding, but at the time  
19 in which it came out, it was hours before that aircraft --

20 Q. Okay.

21 A. -- actually came up to do a tour.

22 Q. Okay.

23 A. So the expectation at that point would not be that the

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1 controller would be aware of it.

2 Q. Right, okay. No problem. And so back to -- back to the  
3 event and again, I know -- and I don't want you to confuse our  
4 questioning with we expect you to answer for the controllers,  
5 that's not your position, we understand that. We just want you to  
6 answer from your -- from your observation and what your  
7 expectation would be. So you're right, we can't -- none of us can  
8 speak for the controllers and that's why we have to talk to them,  
9 so what their thought process or what their plan was.

10 So looking, thinking about that event again and just watching  
11 it unfold, looking outside in as we did, would you have expected  
12 the aircraft, when they made the request -- I know it's kind of a  
13 convoluted question, but when the pilot first made his request  
14 that he was ready to go ahead and pick up the VFR transition to  
15 Half Moon Bay and the controller responded for Half Moon Bay  
16 remain clear of the -- or remain outside the Class Bravo and he  
17 came back and said can we get Half Moon Bay then, and she said  
18 roger, remain clear of the Bravo.

19 And what, at that point -- and that's why I wanted to  
20 differentiate, I don't want you to try to think of what that  
21 controller was doing. But in your opinion, at that moment, if you  
22 could put yourself in the seat of working, that aircraft, then,  
23 ended up going north a little bit and not towards where he said he

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1 was ready to go at that point and he ended up spinning circles in  
2 the sky up there in a small, five point -- about a half mile  
3 radius north of the bridge there for between five and seven  
4 minutes, which was kind of lengthy for them to do, what was your  
5 -- what was your thought about that, would you have expected like  
6 to say something, like say intentions, I thought you were going to  
7 Half Moon Bay, or does this happen all the time and that guy was  
8 VFR and so I just told him remain clear of the Bravo and he's not  
9 affecting me because he is clear of the Bravo and he's VFR, so I  
10 think he's probably just still touring around up there by the  
11 bridge looking at stuff and until he becomes a factor, it's not  
12 going to be a factor for me. I mean, what's your thoughts on  
13 that? And would you -- you know, is that something that you  
14 would've thought I'm going to ask him what he's doing up there  
15 because I don't know what -- I don't know what's happening or do  
16 you just think -- your observation, kind of.

17 A. Yeah. So it's going to be a two-answer --

18 Q. Okay.

19 A. -- based on the scenarios you gave me. So the first  
20 scenario, you said would my expectation be that once he was making  
21 those circles that I would've came back and asked say intentions,  
22 I thought you were going to Half Moon Bay, that would be an  
23 expectation --

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1 Q. Okay.

2 A. -- that that question would be asked. However, if the  
3 controller, too, was coordinating for the transition or having  
4 those conversations or looking at what Richmond had because they  
5 work very dynamically close together --

6 Q. Right.

7 A. -- CI-1 is in the middle, she could've been trying to observe  
8 his traffic and maybe, ultimately get a point out and get the  
9 transition, she could've been contemplating flashing to the next  
10 sector --

11 Q. Okay.

12 A. -- so that she didn't have to worry, let him separate from  
13 the departure corridors and so in that case, the immediacy to  
14 approve something, she might have had a good reason.

15 Q. Got you.

16 A. Just technique wise.

17 Q. Sure.

18 A. And also, another side to the first question about the loops,  
19 when aircraft are doing a Bay Tour --

20 Q. Um-hum.

21 A. -- they do, do things like that --

22 Q. Right.

23 A. -- often.

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1 Q. Right.

2 A. To such a degree that is, I don't know, I would have to base  
3 it upon my experience and I worked the south side of that, those  
4 finals in the Mulford/Grove sector and they're often numerous out  
5 there doing tours, we call them all Bay Tours, but each tour is  
6 different.

7 Q. Right.

8 A. Each, too, is what an aircraft might decide they want to fly  
9 that day and it's now Diablo, it's the Golden Gate Bridge, it's  
10 Oakland, it's Palo Alto, University of Stanford, there's so many  
11 beautiful places that these novice pilots want to fly and quite  
12 frankly, they oftentimes do a maneuver in a manner in which, too,  
13 if you're not a controller and you don't have the air traffic  
14 background, that may seem odd to you. So depending on the  
15 situation and what was really going on, that scenario could've had  
16 two meanings for the controller.

17 Q. Totally understand.

18 A. In my opinion.

19 Q. Totally understand. Yeah, and I think -- I think you're  
20 right, that may not -- and I get where you're going with that and  
21 that is we're not in her head so we don't know what was happening  
22 at the time and also, that wouldn't necessarily look odd there  
23 because that -- we have it, so it's very common for aircraft to do

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1 this and there's no other indication that there's a problem, so I  
2 can understand what you're saying.

3 So, all right. And that being said, let's move a little bit  
4 more forward in the chain of events that occurred there. I think,  
5 and I think you were kind of clear in your SRT that there  
6 certainly would be an expectation that she would notice an  
7 aircraft was no longer with her, that she was providing services  
8 to, so that -- that part, you would've expected to -- somebody to  
9 notice that and say something.

10 A. Yes, I would. We brief, double-brief, refresh on lost COM  
11 and lost (indiscernible) the aircraft, lost radar, that is  
12 basically what we do, part of our duty priority.

13 Q. Okay.

14 A. I would not expect her not to know those procedures.

15 Q. Right.

16 A. If asked, she probably does know those procedures, I'm  
17 certain she does. She just did not comprehend the aircraft.

18 Q. Yeah. I mean, we're all human, we make errors, you know, no  
19 matter how good you are, there is a curve, right, and that's  
20 exactly right, so we can understand that.

21 A. I would believe that even she would tell you, she could tell  
22 you those procedures.

23 Q. Right. Okay. And then reference aircraft reporting and ELT,

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1 okay, so as I understand this in this case, somewhere in the  
2 vicinity of maybe 30, 40 minutes later, maybe not even that long,  
3 maybe 20 to 30 minutes later, there was a report by, I believe it  
4 was United Airlines, but it was another aircraft operating in the  
5 area reported in the ELT and then I think there may have even been  
6 other reports in the area around that time. And I believe she was  
7 still on -- she may have still been on position, but --

8 A. On shift (ph.), that's correct.

9 Q. Okay. So when you guys -- and this is just kind of a general  
10 question about your facility. So when you have reports of an ELT  
11 like that on position, what -- what happens or what do you expect  
12 to happen, okay, not necessarily about this event specifically,  
13 but you expect your areas or your crew or your supervisors, your  
14 controllers, if they have a report of an ELT, what's your  
15 expectation of what will transpire from that point?

16 A. Immediately tell the supervisor, turn around, tell the  
17 supervisor, tell a CIC. Not just an ELT, anything out of the  
18 ordinary --

19 Q. Okay.

20 A. -- we stress here get it off your plate, turn around and tell  
21 a CIC, turn around and tell the supe, then it's off your plate and  
22 it's then imperative that that next level do what they need to do  
23 with it.

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1 Q. Okay. And then what does happen at that level, normally, I  
2 mean, and I know this can vary based on the incident or  
3 circumstance, but with an ELT, is there a process by which you,  
4 your facility takes, in any methodical fashion to check for  
5 aircraft on the different positions?

6 Does the supe go through it and say okay, we have a report of  
7 an ELT over here, do we got everybody, do you have everybody, have  
8 we had any anomalies or is it -- is it do they just have an upward  
9 reporting responsibility at that point to ensure the center is  
10 aware and so that AFRCC can be made aware and all of that? I  
11 mean, what's the -- what's the expectation there overall,  
12 understanding there can be very specific nuances that occur  
13 occasionally, but generally?

14 A. Reporting overall would be immediately for the supe or the  
15 CIC to alert the operation manager.

16 Q. Okay.

17 A. The operation manager, somewhere between two to three ELTs  
18 get reported. It's my understanding in this case, I think he was  
19 waiting on the second one as Coast Guard did call and say hey, we  
20 are receiving an ELT. What I can say is we do take every ELT  
21 seriously --

22 Q. Um-hum.

23 A. -- even the ones that go off and the aircraft is already

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1 parked in a hangar --

2 Q. Yeah.

3 A. -- everything is taken seriously.

4 Q. I get it.

5 A. Because you just never know. So --

6 Q. Right.

7 A. -- those types of things, when it comes to an ELT, I would  
8 expect exactly what they did to occur.

9 Q. Okay.

10 A. One had talked to the other, the CIC, that CIC that was in B  
11 alerting, it's an octagon shape in the facility, we tell everybody  
12 don't keep secrets, do not keep secrets in the facility, if you  
13 see something, say something. So I'm not surprised that a B CIC  
14 told an operational supe in D, on his way back to the operation,  
15 that hey, I'm getting an ELT --

16 Q. Right.

17 A. -- because that's the culture here.

18 Q. Okay.

19 A. We don't keep secrets, we try to operate as a team and we all  
20 strive to do the best we can every day.

21 MR. SOPER: Awesome, okay. I want to go ahead and hold off  
22 again for now.

23 Sarah, I'd like to pass it back to you, do you have any

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Balt. & Annap. 410-974-0947

1 additional?

2 MS. OWENS: I have no additional questions, thank you.

3 MR. SOPER: Thanks. And how about you, Thomas?

4 MR. EGGAR: No, I don't. Thank you.

5 MR. SOPER: Aw, gee, it's back to me already.

6 BY MR. SOPER:

7 Q. So I do just have another, this more very general in nature,  
8 not related to the event itself. How is the bargaining unit, the  
9 labor-management relationship there at NorCal?

10 A. I'm going to say it's quite good.

11 Q. Good. Okay.

12 A. If you want --

13 Q. I'm not looking for specifics, but just in general, do you  
14 feel like we have a good collaborative work environment here or is  
15 it -- is it very strained or challenging? Sometimes, you know, it  
16 is. Sometimes there's a strained relationship that is making  
17 things challenging for one side or the other and then others are  
18 like no, we actually work together really well, we're able to work  
19 through things and collaboratively get things done, so I just kind  
20 of -- just the overall vibe for you there at NorCal.

21 A. I think it's a great relationship.

22 Q. Okay.

23 A. I couldn't ask for a better FacRep.

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1 Q. Good.

2 A. He and I go back to 2001 when we entered the facility and I  
3 was actually his area rep in Area C at one point.

4 Q. Okay.

5 A. And so we have a longstanding relationship, that we try to  
6 collaborate and move forward in a way that we thought was not  
7 possible when we were just controllers, so we try to do things a  
8 little differently and really take advantage of the expertise in  
9 the facility and move in that direction.

10 Q. How about your local safety council there, do you have an  
11 engaged local safety council on board at NCT?

12 A. Yes, we do. They meet every third Thursday of the month  
13 unless something does not allow, so I would say last month it was  
14 a short meeting and the month before, I believe they met and we  
15 have routinely been able to meet today, not the case, and that is  
16 just -- we just have had too much of the pandemic issues going on  
17 and areas just have been stretched just a little too thin to be  
18 comfortable in pulling somebody out of the operation.

19 Q. Okay. And that's probably one of the final areas I wanted to  
20 get into with you and that is how is the -- how has the COVID  
21 situation really been impacting your operation, is it one of those  
22 things that -- I'm sure you could talk to me for while on it, but  
23 I'm really looking for like are you -- are you impacted but you're

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1 like yes, it's causing a lot of extra work and coordination for us  
2 so we're constantly doing something with it but we're fine or is  
3 it getting very challenging to try to meet, you know, operational  
4 requirements and staffing appropriately with restrictions or the  
5 requirements of, you know, COVID cleaning or COVID contact tracing  
6 and the things that have to happen when you have those? How has  
7 that been for you, overall, you know, in recent times, so over  
8 this last six to ten months?

9 A. So I would say up until maybe a month ago --

10 Q. Um-hum.

11 A. -- our handling of COVID has been pretty smooth, we've had  
12 our challenging moments where some shifts were a little bit  
13 stretched and the classification of COVID, how it's handled and  
14 the messaging has been pretty challenging for us. But as far as  
15 operational, again, I need to circle back to the work ethic of  
16 those that just come in and do it every day and during the most  
17 challenging time, especially in that area --

18 Q. Um-hum.

19 A. -- we were enduring at least 12 COVID cases, so there was a  
20 time when we were watching just three come in and the first thing  
21 they're telling us as they walk in the door is I know I'm getting  
22 hold-over, I know I'm not going to do a lunch break, I know this,  
23 I know that, whatever, and very refreshing in this facility that

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1 that work ethic is still here, that moving of planes in the NAS is  
2 still the most important thing we do. So yes, it has been  
3 challenging but they have not let it distract them from what needs  
4 to get done every day.

5 Q. Good.

6 A. Yes, the operation manager's desk is stretched a bit thin, we  
7 do put a supe up there and we have a twofold operation manager in  
8 an office working contact tracing, we have the one at the desk,  
9 also, so that we can work our way through contact tracing and in  
10 some cases, we've had up to 24 contact tracing in a day because of  
11 how we've had to process contact. So it is a big lift, but again,  
12 everybody understands where we're at and still, our number one  
13 priority is to move the NAS.

14 Q. Good.

15 A. So that we have probably incurred very little delay, I think  
16 I can count one time we had to put TMIs in because no layer gets  
17 unpeeled to the fact that people are coming to us and saying I  
18 will move my shift --

19 Q. Yeah.

20 A. -- it's inside of seven, what do you need me to do.  
21 Supervisors, everybody from the bottom all the way to the top is  
22 moving shift just to make it happen. So again, I would say it had  
23 potential to be very distracting, but everybody just kicked in

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1 gear and made it happen.

2 Q. That's good to hear. Not everybody is so lucky. There's  
3 some facilities out there that are not experiencing the same  
4 cohesiveness, I'm aware of that, so that's good to hear.

5 Last little area, I think I might have just said that was the  
6 last area, but I got one more, so in training, in general, do you  
7 guys have a -- do you guys have contract -- contract training  
8 trainers there at NCT for running simulators or for  
9 developmentals, when they first come in, to put them through a  
10 certain stage, do you have that there or do you do everything in  
11 house?

12 A. Yes, it's -- we do have contract training here, but we also  
13 have NATCA training SMEs.

14 Q. Okay.

15 A. And we do that twofold, four times a year, the NATCA training  
16 SME comes back to validate ETG (ph.) problems because I think  
17 you'll understand when I say contract -- contract training is only  
18 as good as they can be as long as they're in the operation, so we  
19 are very blessed here that our contract trainers, contract  
20 trainers, have come out of the operation. We have some as old as  
21 67, 68 now and it's been a while since they've been in the  
22 operation, they go in, they monitor, no information or no  
23 expertise is better than the subject matter expert for that

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1 specific area.

2 Q. Right.

3 A. That NATCA training, they know what the traffic looks like  
4 today as opposed to what the contract trainer may have said it  
5 looked like 13 years ago when they were last in the operation. So  
6 we have them work together a lot in a manner in which they build  
7 the problems, they teach the problems, but we also go in and do a  
8 deep dive of each learning plan, each sector briefing to ensure  
9 that the SME goes through to say yeah, we used to do it like that,  
10 that's not the way we do it, we need to change this question, the  
11 LOA change, okay, so there's many things that we do.

12 The learning plan is constantly being updated, the SME is  
13 constantly updating the questions to the end-of-lecture tests that  
14 they have to take, the lecture itself is, you know, we're only as  
15 good as each change that comes through --

16 Q. Yeah.

17 A. -- and when you've got to take a deep dive back in and update  
18 again, that takes a lot of manpower --

19 Q. Right.

20 A. -- and so sometimes we have to pull the SMEs off for an  
21 entire week just to get them to do the deep dive to each sector.

22 Q. Right.

23 A. So we do try to stay in front of that and --

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1 Q. Okay.

2 A. -- brief out as often as we can and when changes happen,  
3 that's the first thing that gets changed. The learning plan gets  
4 it because the new employee that comes in has to know how we do it  
5 now, a face-to-face goes out, we find a way to add it in the  
6 refresher if we feel that it's that important, and then sometimes  
7 it actually still goes into a best practice that each area briefs  
8 out yearly, twice a year, I don't know. Depending on the -- you  
9 know, sometimes a supplemental just comes out and comes out and  
10 comes out, it's just a face-to-face.

11 Q. Right.

12 A. We do do face-to-faces a lot. However, I believe having been  
13 the subject -- a support manager of training, you get more when  
14 you can get them in a room and have a discussion and somebody  
15 briefs it out that's an expert and then allow them to have those  
16 conversations about concerns, "well, I don't like this" or "I  
17 don't like that" or "I think we could've done it better," because  
18 we need that feedback so when the change comes around again, maybe  
19 this time we do it a different way, but we need that -- that  
20 feedback in the room rather than us just consistently saying this  
21 is how it is, this is how -- we try to collaborate as much as we  
22 can to actually get the experts. They don't work Mulford/Grove,  
23 for an example --

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1 Q. Um-hum.

2 A. -- the way I used to work Mulford/Grove, they do it a  
3 different way, OAFM is in place, I taught OAFM, so now most of the  
4 aircraft that come in, just using an example --

5 Q. Yeah.

6 A. -- so they don't work traffic the way we used to and it's  
7 constantly changing, there are so many new tools for them --

8 Q. For sure.

9 A. -- and so it's very smart controllers and savvy on that STARS  
10 machine because of the --

11 Q. Yeah.

12 A. Yeah, they have a gift that I didn't get with the whole  
13 computer thing, so they can do some amazing things with those  
14 STARS entries that it's just common practice for them, they put  
15 some outstanding things on there to help them do their job better.

16 Q. I would have to agree with you there, I think that's one of  
17 the areas that I identify with, with STARS, and I remember when I  
18 went to STARS, unfortunately, when you're in the middle -- when  
19 you're transitioning to STARS, the focus is all on you can't stop  
20 traffic, so you just got to transition and make it work, right,  
21 you don't have that downtime to sit and play with it and figure  
22 out new stuff.

23 So it was very -- it was a very underutilized system, right,

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1 it was a beautiful system, they had a lot of features and a lot of  
2 feature enhancements that controllers just weren't -- didn't know,  
3 they don't know how to use them or they didn't know how to use  
4 them and with the advent, you know, with the continual in-  
5 processing of new people and very tech savvy young folks, you  
6 know, that are all very computer oriented, we always get those few  
7 in there that dig in on their own time and come up with all kinds  
8 of things that were like we didn't even know it did that, you  
9 know, so I can appreciate that. I'm glad to hear that you  
10 integrate active SMEs in with the contract trainers, I think  
11 that's a huge benefit. How many contract trainers do you have  
12 there?

13 A. I would say there's at least 25, but they each have a  
14 different -- so we actually have almost two per area as far as  
15 instructors --

16 Q. Okay.

17 A. -- and we have another 10 that are just pilots.

18 Q. Okay.

19 A. And then we have a full administrative side that helps keep  
20 track of the training paperwork, the administrative type things  
21 that would be done as far as upgrade training goes.

22 Q. Who is your contract, who is that?

23 A. SAIC.

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1 Q. It is SAIC, okay.

2 A. Yes.

3 Q. I heard another one recently that I wasn't familiar with,  
4 like J something, JAS or J -- I don't remember what it was and I  
5 was --

6 A. And I'll say our SAIC was an ex-controller here and now he  
7 runs the SAIC department. Most of the instructors are ex-NCT  
8 controllers.

9 Q. Okay. All right, that's awesome. Okay. Do you know -- and  
10 this question, it just made me think of it as you were discussing  
11 stuff in there and this one might be a little in the weeds and you  
12 might know the answer for sure, but do you know, in their normal  
13 simulator problems through development of stuff, do they -- do  
14 they interject anything on VFR transitions in there for having  
15 aircraft request them so a controller can understand how to handle  
16 them or do you not know? Like I said, that might be a little in  
17 the weeds because that gets into the exact, you know, each  
18 scenario they're doing, but do you know if they do that?

19 A. Yeah, I would have to check. We do have recovery problems,  
20 so there's a recovery problem that's required prior to what is it,  
21 the last, before the supervisor will come in and do the two-seat  
22 check per se on you and then say yes, you're good to go to the  
23 floor to work live traffic after they get the green light from the

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1 supervisor. Basically, it's a simulated over-the-shoulder, right,  
2 that says yes, you're ready to talk to live traffic now.

3 Once that's complete, they stay an extra day in the training  
4 department, SAIC department, to run recovery. Recovery, I would  
5 have to get a list for you of exactly what's taught, but I know  
6 lost COM, lost radar type things in there. So to be exact whether  
7 transitions are in there, I don't know and also, they would just  
8 be in whatever sector training areas in a scenario because I'm not  
9 sure, it would go under recovery, they might just be normal  
10 procedural type things.

11 Q. Okay.

12 A. So I would have to check, but I can if you need me to.

13 MR. SOPER: No worries. All right. Well, that's all I have  
14 right now and Sarah, did you have any "oh, by the ways" since  
15 you've been sitting there while I yack?

16 MS. OWENS: No.

17 MR. SOPER: All right.

18 MR. OWENS: I do not.

19 MR. SOPER: And how about you, Thomas?

20 MR. EGGAR: No, I do not, thanks.

21 MR. SOPER: All right, great. Do you have any questions for  
22 us, Francine?

23 MS. MALABO: No, I don't.

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1 MR. SOPER: All right, I'm going to go ahead and turn off the  
2 recorder for now. I show the time at 13:30 local Eastern time.

3 (Whereupon, at 1:30 p.m. EDT, the interview concluded.)  
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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: FATAL VANS RV-10 ACCIDENT  
NEAR SAUSALITO, CALIFORNIA  
ON MAY 6, 2022  
Interview of Francine Malabo

ACCIDENT NO.: WPR22FA172

PLACE: Via Zoom videoconference

DATE: May 19, 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.

  
\_\_\_\_\_  
Karen D. Martini  
Transcriber

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