



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

November 20, 2017

Specialist Report

AIR TRAFFIC CONTROL

ANC18LA005

A. ACCIDENT

Location: Anchorage, Alaska
Date: October 21, 2017
Time: 0536 Alaska daylight time (ADT)/1336 coordinated universal time (UTC)¹
Airplane: Medevac N363JH, a Textron Aviation B200.

B. AIR TRAFFIC CONTROL GROUP

None

C. SUMMARY

On October 21, 2017, about 0536 Alaska daylight time, a Textron Aviation (formerly Raytheon Aircraft Company) B200 (King Air) airplane, N363JH, sustained substantial damage during landing at the Ted Stevens Anchorage International Airport, Anchorage, Alaska. The certificated airline transport pilot, 2 flight medics, and one patient sustained no injuries. The airplane was registered to and was operated by Bering Air, Inc., Nome, Alaska as a 14 *Code of Federal Regulations* Part 135 instrument flight rules medical evacuation flight, operating as Medevac 363JH. Dark visual meteorological conditions were present at the time of the accident and flight following procedures were utilized by the operator. The airplane departed from the Nome Airport, Nome, about 0320.

D. DETAILS OF THE INVESTIGATION

This ATC specialist report was prepared at the request of the NTSB investigator-in-charge to conduct a review of air traffic control (ATC) services provided to the pilot of the accident aircraft, N363JH. The ATC services review was conducted as a desktop evaluation. No ATC investigative travel was associated with this investigation. No ATC interviews were conducted.

ATC data used to review ATC services was provided by the Federal Aviation Administration (FAA). Specifically, the ATC radar data was sourced from the Anchorage airport surveillance radar (ASR-8) located at 61:10:41.530N/150:00:97.0W.

ATC audio was provided by the Anchorage terminal radar approach control (A11) and the Anchorage air traffic control tower (ATCT).

The period of ATC service review was for services provided to the pilot of N363JH by A11 and Anchorage ATCT between 05:19 and 05:31. (see attachment 1 figure 1)

¹ All times are Alaska daylight time (ADT) unless otherwise noted.

E. FACTUAL INFORMATION

1.0 History of Flight

The pilot of Medevac N363JH checked in with the A11 controller at 05:19 at 10,300 feet msl descending to 10,000 feet msl. The A11 controller advised that ATIS² information Sierra was current and asked the pilot which runway he was requesting. The pilot advised that he would like to land on runway 7 right for the south airpark for Ross Aviation. In response, the controller instructed the pilot to fly heading 120 [degrees] and to descend and maintain 6000 feet msl for a radar vector to runway 7 right. The pilot response with 12,000 and 6,000. The controller did not correct the incorrect readback.

Two minutes later the controller instructed the pilot of Medevac 363JH to descend at pilot discretion and maintain 2000 feet msl. The pilot acknowledged the pilot discretion descent to 2000 feet msl.

At 05:24, the controller requested the pilot to say flight conditions. The pilot did not respond. At 05:25 the controller advised the pilot that he was 8 miles from the TULLI [initial approach fix], the fly heading 100 [degrees], maintain 2000 feet msl until established on the localizer and cleared the pilot for the ILS runway 7R approach. (see attachment 1, figure 2) The pilot acknowledged the assigned heading of 100 and that he was cleared for the ILS runway 25 approach and then corrected himself and acknowledged he was cleared for the runway 7 right ILS approach. At 05:26 the controller instructed the pilot to fly heading 050 [degrees] to intercept the final approach course for the ILS runway 7 right approach. (see appendix 1 figure 3 and 4) The pilot acknowledged the 050-degree heading.

One minute later the A11 controller called the tower controller and asked about the visibility on the final approach course to runway 7. The tower controller advised that he could see Medevac N363JH. The A11 controller advised the tower controller to watch out for Medevac 363JH because the pilot was not taking everything down and sounded like he was a little busy in the cockpit. The tower controller acknowledged.

At 05:27 the approach controller asked the pilot if he was established on final and after a positive response from the pilot, instructed the pilot to contact the tower.

The pilot checked in with the tower, was issued the wind and cleared to land on runway 7 right. The tower controller advised the pilot that he could expect a right turn on taxiway Foxtrot from runway 7R to the south airpark.

At 05:30, after several attempts to raise Medevac N363JH on the frequency by the tower controller and the A11 controller, the pilot advised that they were off the runway and needed a tow.

² ATIS - AUTOMATIC TERMINAL INFORMATION SERVICE– The continuous broadcast of recorded noncontrol information in selected terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential but routine information.

1.1 Air Traffic Control (ATC)

Review of ATC services provided by A11 and Anchorage ATCT to the pilot of Medevac N363JH indicate no deficiencies with established ATC procedures as defined in FAAO 7110.65, *Air Traffic Control*. The pilot's statement that he requested a visual approach to runway 7 right on two occasions was not supported by the recorded ATC transmissions between the pilot of Medevac 363JH and Anchorage ATC.

F. LIST OF ATTACHMENTS

Attachment 1: Illustrations

Submitted by:

Dan Bartlett
Senior Air Safety Investigator