

Air Traffic Mandatory Occurrence Report

ABQ-M-2015/11/16-0004

SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

AT 1952:45 N2440R, C182, REPORTS ON 123.9 THAT HE IS 5 MILES EAST OF AEG AND REQUESTS ILS RWY 22 APCH AT AEG. RADAR CONTROLLER ASSIGNS PILOT 0461 CODE. AT 1954:15, CONTROLLER ADVISES PILOT OF N2440R THAT HE IS NEGATIVE RADAR CONTACT AND ASKS HIM TO IDENT; THE PILOT RESPONDS HE IS TRYING TO IDENT BUT IT IS "PRETTY HAIRY" AND HE CAN SEE THE GROUND AND IS ATTEMPTING TO KEEP VISIBILITY. CONTROLLER ASKS PILOT IF HE IS RECEIVING THE ABQ VOR, PILOT SAYS HE IS TRYING. AT 1955:20. CONTROLLER ASKS PILOT HIS LAST KNOWN POSITION, PILOT'S REPLY IS BROKEN. CONTROLLER RELAYS THROUGH ENY3058, WHO SAYS N2440R DOES NOT KNOW HIS POSITION. AT 1956:30, CONTROLLER ASKS PILOT OF N2440R IF HE IS FAMILIAR WITH THE TERRAIN IN THE ABQ AREA; ENY3058 RELAYS THAT PILOT IS OVER SOME TERRAIN BUT DOES NOT KNOW WHERE HE IS. AT 1957:00 CONTROLLER RELAYS THE ABQ ALTIMETER TO THE PILOT OF N2440R, PILOT SAYS HE IS HAVING A "REALLY TOUGH TIME GETTING OUT OF THIS MESS." AT 1959, CONTROLLER ATTEMPTS TO RELAY THE MINIMUM SAFE ALTITUDE TO PILOT WITH NO RESPONSE. SUPERVISOR ASKS ZAB IF THEY SEE 0461 CODE, SECTOR 94 SAYS THEY SEE THE CODE ON THE EAST SIDE OF THE SANDIA MOUNTAINS AND IT APPEARS TO BE NORTHBOUND TOWARD SECTOR 16. SUPERVISOR COORDINATES WITH SECTOR 16 CONTROLLER TO WORK N2440R. AT 2001:30, DAL2115 ATTEMPTS TO RELAY MINIMUM SAFE ALTITUDE AND SECTOR 16'S FREQUENCY TO N2440R, NO RESPONSE.

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QA SUMMARY

QA Reviewed - A Services Rendered TELCON was conducted and the event was color coded Green for ZAB, ABQ ATCT and AEG FCT with no follow-up required. ZAB, ABQ ATCT and AEG FCT each provided briefings on their respective involvement in the handling of N2440R, including a review of voice communications from the affected position/sector at each facility.

N2440R contacted AEG FCT and reported descending out of 13,000 feet in between cloud layers, approximately 5 miles east of AEG Airport. The Local Control (LC) controller instructed N2440R to contact ABQ ATCT and issued the ILS localizer frequency.

N2440R contacted ABQ ATCT and requested an ILS approach to AEG Airport. The facility briefed that the FLM was monitoring the radar controller (1S) position and coordinated with ZAB ARTCC in an attempt to locate N2440R. When ZAB ARTCC reported receiving radar hits on the beacon code assigned to N2440R, the 1S controller attempted to transfer communications to ZAB ARTCC without success. The facility reported that a second FLM took over watch supervision duties, contacted Sandia Airpark (1N1) to inquire if N2440R had landed at 1N1, and also contacted the State Police to relay coordinates of the last known position of N2440R.

Although the ABQ 1S controller issued the ZAB sector frequency with better coverage based on the position of the aircrafts observed radar hits, the pilot did not establish communications with ZAB. The facility reported that the sector 16 (R16) controller attempted contact multiple times for over an hour.

QCG reported that the 1N1 Airport Manager reported hearing radio calls from N2044R at 1:40 p.m. MST, but was unable to establish radio contact with the pilot.

The ALNOT was cancelled when the wreckage was located 23 miles east of AEG Airport on November 17, 2015, at approximately 1:30 p.m. MST.