

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 14, 2018	REPORT NO. 18-002-ZLC
	NAME OF REPORTING FACILITY Tulsa ATCT (TUL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 18, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1805 Pilot of N700VX requests IFR Clearance to Centennial ATCT (APA) from Tulsa Clearance Delivery and IFR clearance was issued.

1806 N700VX taxiied to runway 18R with information Golf.

1809 N700VX was switched to Tower frequency.

1811 N700VX advises Local Control East that his is ready for departure. Local Control East issued an initial heading to N700VX and clears him for take-off. N700VX acknowledges the clearance and departs.

1813 Local Control East instructs N700VX to contact departure. N700VX acknowledges and contacts the radar west controller.

1814 Radar West radar identifies N700VX, issues him a heading and asks him his altitude. N700VX responds with two thousand three hundred. Radar West then climbs him to fifteen thousand. Radar West then cleared him direct FRAKS.

1816 Radar West asks N700VX to verify he's direct FRAKS. N700VX says he's going direct FRAKS.

1819 Radar West switches N700VX to ZKC 127.8 and N700VX acknowledges the instruction.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 26, 2018	REPORT NO. 18-002-ZLC
	NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 18, 2018

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1819 N700VX reported on Kansas City Center Sector 62 (R62) frequency out of 8,100 feet for 15,000 feet. R62 acknowledged and instructed N700VX to climb and maintain FL230. N700VX acknowledged. R62 had an unintelligible conversation due to multiple on air conversations with another controller and at the end of the conversation it was heard he turned another aircraft ten degrees right for N700VX and the other controller released control of N700VX to R62.

1829 R62 instructed N700VX to contact Kansas City Center Sector 27 (R27) controller on 133.92. N700VX acknowledged.

1830 N700VX reported on R27's frequency out of FL200 for FL230. R27 acknowledged and instructed N700VX to climb and maintain FL280. N700VX acknowledged.

1842 N700VX called for R27. R27 instructed N700VX to go ahead. No response by N700VX.

1843 R27 instructed N700VX to go ahead. N700VX called R27 with a request. R27 instructed N700VX to go ahead. R27 broadcast on a different radio for N700VX to go ahead. N700VX replied he heard R27. R27 asked N700VX what his request was. N700VX advised R27 he wanted to change his destination to Pueblo (PUB), Colorado. There were unintelligible comments about weather. R27 cleared N700VX to PUB via direct and to maintain FL280. N700VX acknowledged the clearance.

1846 R27 instructed N700VX to contact Kansas City Center Sector 06 (R06) controller on 133.2 with two attempts before N700VX acknowledged.. N700VX reported on R06's frequency level at FL280. R06 acknowledged.

1912 R06 instructed N700VX to contact Kansas City Center Sector 23 (R23) controller on 133.45. There was no response.

1913 R06 again instructed N700VX to contact R23 on 133.45. N700VX acknowledged. N700VX reported on R23's frequency level at FL280. R23 acknowledged.

1927 N700VX called for R23 and R23 instructed N700VX to go ahead. N700VX requested to amend his destination from PUB to Provo (PVU), Utah. R23 cleared N700VX to PVU via direct and to maintain FL280. N700VX acknowledged.



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FEDERAL AVIATION ADMINISTRATION**
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REPORT DATE

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NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1928 R23 verified with N700VX the change in destination was due to weather. N700VX discussed his destination plans as a result of the weather. R23 acknowledged.

1939 R23 instructed N700VX to contact Denver Center on 134.12.

1940 N700VX acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 22, 2018	REPORT NO. 18-002-ZLC
	NAME OF REPORTING FACILITY Denver ARTCC (ZDV)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 18, 2018

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1940 N700VX checks in with the Sector 28 Radar Controller (R28). R28 acknowledges.

2008 R28 changes N700VX to Sector 30's frequency, 135.4. N700VX checks in with the Sector 30 Radar Controller (R30). R30 acknowledges and issues a ride report.

2023 R30 changes N700VX to Sector 29's frequency, 132.22. N700VX checks in with the Sector 29 Radar Controller (R29). R29 acknowledges.

2027 R29 changes N700VX to Sector 25's frequency, 133.52.

2028 N700VX checks in with the Sector 25 Radar Controller (R25). R25 acknowledges.

2044 R25 changes N700VX to Sector 4's frequency, 135.12. N700VX checks in with the Sector 4 Radar Controller (R4). R4 acknowledges with a ride report.

2053 N700VX has a request. R4 advises him to stand by.

2054 R4 has N700VX say his request. N700VX requests to change destination from Provo, Utah to Evanston, Wyoming. R4 advises him to stand by.

2056 R4 asks N700VX to repeat his new destination. N700VX replies KEVW. R4 asks N700VX the reason for the change. N700VX replies that KEVW was below minimums when he departed but it looks better now.

2057 R4 clears N700VX to KEVW.

2117 R4 changes N700VX to Salt Lake City Center's frequency, 119.95.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE	REPORT NO.
	February 21, 2018	18-002-ZLC
NAME OF REPORTING FACILITY Salt Lake City ARTCC (ZLC)		

14. CHRONOLOGICAL SUMMARY OF FLIGHT
February 18, 2018

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2118 N700VX checks on frequency and is acknowledged.

2122 ATC asks N700VX if he has the EVW weather. N700VX says affirmative. ATC asks N700VX what approach he would like. N700VX advises ILS23, FBR transition. ATC clears N700VX direct FBR and advises he can expect that approach.

2125 ATC descends N700VX to 150 and issues the EVW altimeter. N700VX acknowledges.

2126 A position relief briefing occurs, during which time the status of N700VX is discussed.

2133 ATC issues a low altitude alert to N700VX, advising that the minimum IFR altitude in his area is 149, and that he is at 144. No response. ATC clears N700VX to maintain 150. No response. ATC changes transmitter site and repeats both messages. N700VX does not acknowledge. ATC repeats the information again. N700VX advises he is bouncing around and his auto-pilot keeps going back to fifteen thousand.

2139 a position relief briefing occurs, during which the status of N700VX is discussed.

2142 ATC descends N700VX to 120. Aircraft acknowledges.

2143 ATC asks N700VX if he can write down a phone number. N700VX says yes. ATC gives N700VX the ALC OMIC phone number and asks the pilot to call the facility when he lands. N700VX acknowledges.

2144 ATC clears N700VX to cross FBR at or above 100, cleared for ILS approach RWY23 at EVW. N700VX acknowledges.

2145 ATC advises N700VX to report his down time or cancellation with ATC or with FSS, advisory frequency is now approved, and there is no known IFR traffic at EVW. N700VX acknowledges and advises he would like to maintain contact with the controller and that he would cancel just outside EVW. ATC advises he can cancel whenever he'd like, and that advisory frequency is now approved. N700VX acknowledges.

2214 ATC asks SKW5719 to broadcast on EVW CTAF, 123.0, for N700VX. SKW5719 advises he will attempt to make contact.



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NAME OF REPORTING FACILITY

Salt Lake City ARTCC (ZLC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2217 SKW5719 advises no contact with N700VX.

No More Follows