

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE June 10, 2021	REPORT NO 21-003-ZID
	NAME OF REPORTING FACILITY John Glenn Columbus ATCT (CMH)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 28, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1406 N515DL calls Columbus Air Traffic Control Tower (CMH) Tracon Data (ED) phone line on the ground at Bellefontaine Airport (EDJ) to obtain their Instrument Flight Rules (IFR) clearance to Charleston Airport (CHS). The controller issues the clearance.

1407 N515DL reads back the clearance and a hold for release, and advises they will call back when ready for departure.

1411 N515DL calls CMH ED phone line back to get a release. The controller gives the release and N515DL acknowledges all.

1415 N515DL checks in on Middletown Radar (MR) frequency direct to York, Kentucky (YRK). MR identified N515DL and gives them a climb to 10,000 feet. N515DL acknowledges.

1417 MR instructs N515DL to contact Indianapolis Air Route Traffic Control Center (ZID). N515DL acknowledges.

No More Follows

FAA Form 8020-6-1

21-003-ZID

N515DL

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 01, 2021	REPORT NO. 21-003-ZID
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 28, 2021

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1417 N515DL checked on Indianapolis Air Route Traffic Control Center (ZID) Rosewood Low sector (32) frequency climbing through 7,000 feet for 10,000 feet. The Radar position (R32) acknowledged N515DL and issued climb to flight level (FL) 230.

1426 R32 switched N515DL to ZID Appleton High sector (87) frequency 125.07, which was read back. N515DL checked on ZID87 frequency climbing through FL185 for FL230, the Radar position (R87) replied and issued climb to FL250. N515DL read back the clearance.

1433 R87 initiated an automated point out to ZID Dacos Intermediate sector (R93) and it was approved through automation by R93.

1443 R87 switched N515DL to ZID Bobcat Intermediate sector (79) frequency 135.12, which was read back. N515DL checked on ZID79 frequency level at FL250 while the Radar controller (R79) was coordinating with another controller. R79 asked who called and N515DL restated check-in, which was acknowledged.

1446 N515DL broadcast to ZID79 and then there is an open microphone with flightdeck conversation heard. R79 broadcast to N515DL but it may not have been heard with the open microphone. When the frequency is clear R79 broadcast again to N515DL with no reply.

1447 The ZID79 frequency had more then one aircraft transmitting at the same time and then the same open microphone, flight deck conversation is heard briefly and R79 broadcast to N515DL with no reply. R79 broadcast to N515DL if they heard ZID to ident. N515DL turned to the northeast and the altitude reporting was not available. R79 coordinated with R87 to notify them of the course and possible altitude change near the sector boundary and that communications were lost with N515DL, R87 said point out approved. R79 contacted the ZID Area 6 combined low altitude sectors (24) and advised of the situation with N515DL but they indicated R79 contacted the wrong sector. R79 broadcast again for N515DL with no reply. ZID Area 3 Controller in Charge (CIC) contacted the ZID Operations Manager in Charge (OMIC) to notify them of an emergency aircraft.

1448 R87 broadcast for a radio check to N515DL with no reply.

1449 R79 broadcast for N515DL with no reply.

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1450 R79 broadcast for N515DL two more times with no reply.

1451 R79 broadcast to N515DL to contact ZID24 frequency on 125.55 with no reply.

1452 A transfer of position responsibility (relief briefing) took place at R79 and N515DL's situation was discussed. During the relief briefing, R93 contacted R79 to get an update on N515DL's position since the tracked target was lost. R79 advised R93 that they were looking for N515DL after some sort of emergency situation that involved a descent and course change. R87 broadcast for a radio check to N515DL with no reply.

1455 R79 broadcast for N515DL.

1456 R79 requested N551KA to broadcast to N515DL to have them switch to ZID24 frequency 125.55. There was no reply when N551KA broadcast to N515DL.

1458 An Alert Notice (ALNOT) was issued by ZID. For the next one and one half hours the OMIC(s) reported to a number of offices including the ZID Air Traffic Manager (ATM), the Central Regional Operations Center (ROC), Federal Aviation Administration (FAA) Headquarters, the Domestic Events Network (DEN), the Air Force Rescue Coordination Center (AFRCC), the Operational Control Center (OCC), Technical Operations (MOCC), the Ohio State Police and the Scotio County Sheriffs Department to coordinate details regarding the ALNOT for N515DL and provide any assistance to the appropriate agencies surrounding the incident. The police advised they had received emergency calls indicating there was an aircraft that had crashed and personnel were enroute to the site.

1459 R79 broadcast for N515DL. R87 broadcast to N515DL for a radio check with no reply.

1501 R87 contacted R79 to see if they were supposed to block airspace at FL250 for N515DL. R79 indicated they assumed that to be correct since the aircraft was lost in radar contact and communications.

1503 For the next 50 minutes R79 had five aircraft on frequency in the surrounding area of the last known position of N515DL, look visually and on their Traffic Alert and Collision Avoidance Systems (TCAS) for a Lancair type aircraft as well as listen for an Emergency Locator Transmitter (ELT). No aircraft reported seeing or hearing anything.

1504 A relief briefing took place at R87 and information was relayed about blocking airspace at FL250 for N515DL until further advised.



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NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1510 The OMIC relayed latitude longitude coordinates for the last known position of N515DL to the Scotio County Sheriffs department and they coorelated it with the crash location they were working.

1600 N515DL was found and identified by personnel on the ground and the ALNOT was canceled.

No More Follows