

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 13, 2021	REPORT NO. 21-003-APA
	NAME OF REPORTING FACILITY Kansas City ARTCC (ZKC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 16, 2021

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1738 N704AK checked on the Kansas City ARTCC 62 radar (R62) position at 5,400' climbing to 6,000'.

1740 R62 did not have a flight plan on file for N704AK, issued the aircraft a new squawk code of 1145, N704AK read back was correct. R62 Radar contact made with N704AK 6 miles West of Neosho airport at 6,000'. R62 issued Independence altimeter of 30.04 and confirmed destination airport. N704AK read back was correct.

1741 R62 requested N704AK to call flight service to file a new flight plan. N704AK requested contact number for flight services, R62 issued flight service frequency of 122.8 to N704AK. N704AK acknowledged frequency.

1744 R62 called N704AK.

1745 N704AK called R62 and stated that no one answered the flight service frequency. R62 took the flight plan data and entered it into the system. R62 issued climb to flight level 230, N704AK acknowledged.

1750 N704AK called R62, stated they depleted their oxygen on board and requested to level off at 16,000'. R62 issued clearance to maintain 16,000'.

1751 R62 issued Independence altimeter of 30.03. N704AK read back correct.

1754 R62 de-combines Kansas City ARTCC 72 Radar (R72) out from R62.

1809 R72 pointed out N704AK to Kansas City ARTCC 68 radar (R68) position. Stated to R68 N704AK was out of oxygen and staying at 16,000', R68 acknowledged. R72 issued frequency change of 120.20 to N704AK, N704AK acknowledged the change.

1810 N704AK checked on R68 at 16,000'. R68 acknowledged and issued a frequency change to 118.8 to N704AK. N704AK acknowledged frequency change. N704AK checked on R68, R68 issued Wichita altimeter of 30.02. N704AK acknowledged altimeter.

1836 R68 issued 15 degree left turn to N704AK for traffic. N704AK acknowledged turn. R68 issued frequency change to 125.2, N704AK acknowledged frequency change.

1842 R68 cleared N704AK direct to Centennial Airport. N704AK acknowledged.



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FEDERAL AVIATION ADMINISTRATION**
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(Continuation Sheet)

REPORT DATE

July 13, 2021

REPORT NO.

21-003-APA

NAME OF REPORTING FACILITY

Kansas City ARTCC (ZKC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

1849 R68 issued a frequency change to Denver ARTCC frequency 132.7 for
N704AK. N704AK read back correct.

No More Follows



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

June 22, 2021

REPORT NO.

21-003-APA

NAME OF REPORTING FACILITY

Denver ARTCC (ZDV)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 16, 2021

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1849 N704AK checked on frequency with the Denver Air Route Traffic Control Center (Denver Center) Sector 19 Radar Controller (R19) at 16,000.

1850 R19 issued the Goodland altimeter to N704AK.

1857 R19's airspace was combined at the Denver Center Sector 17 Radar Controller (R17) and during the briefing R19 mentioned that N704AK had the altimeter.

1907 R17 instructed N704AK to contact Denver Center on 133.4. N704AK checked on the Denver Center Sector 27 Radar Controller (R27) frequency. R27 issued the Lamar altimeter to N704AK.

1912 R27 issued a new route to N704AK.

1914 R27 instructed N704AK to cross 10 miles east of QUAIL at and maintain 11,000 and issued the Denver altimeter. N704AK read back the clearance correctly.

1920 R27 requested of Denver Terminal Radar Approach Control (TRACON) to have N704AK enter their airspace at 12,000. This request was approved.

1921 R27 instructed N704AK to cross 10 miles east of QUAIL at and maintain 12,000. N704AK read back the clearance correctly and requested an instrument approach to runway three five right. R27 advised N704AK to make that request with Denver TRACON.

1927 R27 coordinated a point-out on N704AK to the Denver TRACON arrival sector.

1928 R27 instructed N704AK to contact Denver TRACON on 128.45.

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

June 17, 2021

REPORT NO.

21-003-APA

NAME OF REPORTING FACILITY

Denver TRACON (D01)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 16, 2021

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- 1920 Denver Terminal Radar Approach Control (D01) Departure Radar Four (DR4) accepted a handoff on November Seven Zero Four Alpha Kilo (N704AK) from Denver Air Route Traffic Control Center (ZDV). ZDV requested approval for N704AK to procede direct QUAIL at one two thousand.
- 1929 N704AK made initial radio contact with DR4 at one two thousand with the weather at Centennial Airport (KAPA). Satellite Radar four (SR4) accepted a radar handoff from DR4 on N704AK.
- 1931 DR4 instructed N704AK to descend and maintain nine thousand.
- 1932 DR4 instructed N704AK to contact SR4. N704AK reported on frequency with SR4 descending to nine thousand.
- 1933 SR4 instructed N704AK to turn right heading two eight zero. SR4 asked N704AK to maintain a good rate of descent to nine thousand for traffic inbound to Denver.
- 1936 SR4 instructed N704AK to maintain their present speed and fly heading two six zero.
- 1938 SR4 instructed N704AK to turn right heading three two zero and intercept the final approach course.
- 1939 SR4 cleared N704AK for the RNAV runway three five right approach.
- 1941 SR4 instructed N704AK to maintain their present speed as long as practical but at least to JIDOG and to contact Centennial Air Traffic Control Tower (APA).
- 1944 SR4 advised APA of a low altitude alert on N704AK and asked where the aircraft was going. APA said they had N704AK in sight and would call SR4 back. APA asked for a heading for N523DL because they believed N704AK had just crashed.

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

July 09, 2021

REPORT NO.

21-003-APA

NAME OF REPORTING FACILITY

Centennial ATCT (APA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 16, 2021

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1941 N704AK was approximately 7.5 miles south of the threshold of Runway 35R and contacted Centennial Tower Local Control 1 (LC1) on frequency 118.9 and LC1 cleared N6026Z to land Runway 35R.

1944 Denver Tracon Satellite (Satellite) called and advised of a low altitude alert for N704AK. Ground Control (GC) advised that N704AK was in sight. Satellite asked where's he going? GC said we're talking to him right now. LC1 asked N704AK if he was in a 360. N704AK responded their autopilot failed and they were trying to turn around. LC1 issued traffic to Cirrus N523DL at 12 o'clock, 6,500 feet indicated in a 360 back to final. N523DL responded OK, we're looking for that traffic and advised that the aircraft just hit the ground. N523DL stated the aircraft was five miles to the south of the runway.

1945 Denver TRACON called APA and asked if they are talking to anyone on an RNAV approach to 35? OS/CIC replied that we got the Cirrus and the Evolution crashed and we're calling the fire trucks.

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