

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 11, 2022	REPORT NO. 22-001-ACT
	NAME OF REPORTING FACILITY Houston Intercontinental TRACON (I90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 05, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1526 Houston Executive (TME) Tower requested Instrument Flight Rules (IFR) clearance for N858JA to Waco airport (ACT) from Satellite Clearance Delivery (SCD) controller. SCD controller issued IFR clearance and TME Tower acknowledged clearance.

1535 TME Tower requested release of N858JA from SCD controller. SCD controller requested release from Departure West (W) controller. W controller advised N858JA released. SCD controller acknowledged and advised TME Tower N858JA released. TME Tower acknowledged.

1538 N858JA contacted W controller airborne from TME airport. W controller advised N858JA to squawk beacon code 2463. N858JA acknowledged.

1539 W controller radar identified N858JA and advised N858JA to fly heading 290 degrees and to climb and maintain 4000 feet. N858JA acknowledged.

1541 W controller cleared N858JA direct ACT. N858JA acknowledged.

1548 W controller advised N858JA to contact Houston Approach on frequency 134.3. N858JA acknowledged.

1550 N858JA contacted College Satellite (U) controller. U controller acknowledged several transmissions made by N858JA, but N858JA is not able to hear transmissions from the U controller. U controller requested N623ES to transmit to N858JA that Houston Approach can hear transmissions made by N858JA. N858JA acknowledged transmission from N623ES.

1553 N858JA transmitted to U controller. U controller acknowledged transmission and issued the Easterwood altimeter. N858JA acknowledged receipt of transmission.

1620 N858JA contacted U controller and advised cancelling IFR clearance, but requested to continue flight following services to ACT. U controller acknowledged cancellation of IFR clearance and requested Visual Flight Rules (VFR) altitude N858JA would maintain. N858JA advised descending VFR to 2500 feet. U controller acknowledged.

1628 U controller advised N858JA to contact Waco Approach Control on frequency 127.65. N858JA acknowledged.

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N858JA

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14. CHRONOLOGICAL SUMMARY OF FLIGHT No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 25, 2022	REPORT NO. 22-001-ACT
	NAME OF REPORTING FACILITY Waco ATCT (ACT)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 05, 2022

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1629 N858JA contacted High Radar (W) controller. W controller acknowledged and issued Waco (ACT) Altimeter with no reply. W controller and N858JA attempted contact several times. W controller called Houston TRACON College (I90) controller to inform that W controller could hear N858JA in the event N858JA returned to I90 frequency.

1630 N858JA and W controller continued attempts to establish communication. W controller asked TASI317 to relay communication to N858JA. TASI317 relay was successful.

1631 W controller issued radio check to N858JA.

1632 W controller issued radio checks to N858JA.

1633 W controller issued radio check to N858JA.

1634 W controller issued radio checks to N858JA.

1635 W controller issued radio check to N858JA with no reply. W controller asked TASI317 to relay Waco Altimeter to N858JA. TASI317 relay successful.

1637 W controller asked TASI317 to relay 126.12 frequency to N858JA; N858JA responded but did not acknowledge frequency change.

1638 N858JA contacted Low Radar (L) controller with information about pipeline and wanting to continue flight following to Austin once complete.

1640 L controller asked N858JA to confirm the destination in Austin; N858JA replied Bergstrom.

1716 L controller asked N858JA if he was proceeding to Austin area with no reply. L controller issued radio checks to N858JA with no reply.

1717 Controller-in-Charge (CIC) coordinated with Grey Approach (GRK) controller from the Data Approach (DA) position that N858JA appeared to be NORDO. L controller advised N858JA to contact GRK on 134.35 with no reply. CIC advised N858JA via Guard frequency (121.5) to contact GRK on 134.35.

1719 L controller issued radio check to N858JA.

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N858JA

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14. CHRONOLOGICAL SUMMARY OF FLIGHT 1722 N858JA requested frequency change to Marlin Airport (T15). L controller advised N858JA radar service terminated, squawk and maintain VFR with no reply. 1723 L controller issued radio check to N858JA. 1724 L controller issued radio check to N858JA. N858JA replied were going to Common Traffic Advisory Frequency (CTAF) at T15. L controller advised N858JA radar service terminated, squawk and maintain VFR. N858JA acknowledged. No More Follows		