

Interview conducted on August 15, 2018 at Pegasus Elite Aviation in Van Nuys, California conducted by FAA Principal Operation Inspector of Pegasus Elite Aviation (EOXA) Scott Krantz from VNY FSDO-01

Interview of Craig Osborn ATP Certificate [REDACTED]

FL Driver's License [REDACTED]

First Class FAA Medical issued [REDACTED]

Recurrent Training completed April 10, 2018

14 CFR Part 135.293(a) October 25, 2017 by company check pilot.

14 CFR Part 135.293 (b) and 135.297 October 31, 2017 in simulator.

14 CFR Part 135.293 and 135.299 March 15, 2018 in Aircraft N619A.

Total Flight Time 12,500 hours

Time in GA-IV 1400 hours

This interview concerns flight PEG19 operated for Pegasus Elite Aviation, Inc. (EOXA) in aircraft N619A a GA-IV that departed VNY on August 10, 2018 to MMSD, then to KPHL.

On August 9, 2018, the day prior to the runway/taxiway event at KPHL Mr. Osborn was in emergency ground school at CAPS aviation in Van Nuys California, which ended at 2300 GMT.

On August 10, 2018, Mr. Osborn woke up well rested and reported for duty at 1500 GMT.

He was acting as Pilot in Command of PEG19 and departed KVVY at 1558 GMT on an empty leg ferry flight under 14 CFR Part 91 for MMSD. On this leg, he was the Pilot-Not Flying (PNF). His SIC, Mr. Saba was the Pilot Flying (PF) they arrived at MMSD at 1758 GMT.

PEG19 departed MMSD for KPHL at 2011 GMT with Mr. Osborn as the Pilot Flying and Mr. Saba as the Pilot-Not-Flying. They arrived at KPHL on August 11, 2018 at 0058 GMT.

Mr. Osborn stated he has 18 years of experience flying into KPHL both daytime and nighttime and has landed on runway 35 over 100 times.

According to Mr. Osborn, the weather at KPHL was severe clear and light winds. He was flying a visual approach to runway 35 with the RNAV approach for backup, in which he stated the RNAV needle showed centered during the approach.

The flight was on a 90 degree heading about 7 to 8 miles from the runway when PEG19 made its turn to final and called the tower on a visual approach about 5 miles from runway 35.

The crew used the paper checklist, and at 1000', the aircraft was configured for landing.

There were no distractions in the cockpit nor in the aircraft. Mr. Osborn stated the sky was dark, and runway lights were very dim, and asked Mr. Saba to call the tower to make the lights brighter. This call was not heard on the ATC audio playback. Mr. Osborn said he also asked Mr. Saba to call the tower to turn up the lights for runway 35 inside 1000'

Mr. Osborn stated ALL of the lights just blended in, the taxiway lights, runway lights, amber and white lights of the sides of runway 35, 27R, all of them. The 27 lights were bright, the 35 lights were dim, and he lost visual of runway 35 about 1-2 miles out at 500 feet and initiated a go around.

The go around was performed per the POH and the GOM, auto throttle off, G/A press, add power, flaps 20, positive rate, gear up and climb.

He climbed straight ahead and as the airport disappeared, he saw Atlantic Aviation on the north east said of the aircraft.

He does not remember where he was over the airport, neither the runway nor the taxiway.

One issue that Mr. Osborn stated was that Mr. Saba has a heavy accent and it makes it hard to have communications with him, and sometimes he has to ask Mr. Saba the same thing a few times. In addition, that he did not get enough feedback from Mr. Saba.

Prior to the go around Mr. Osborn said to Mr. Saba, "are you seeing what I'm seeing?" "Are we lined up?"

All passengers and the cabin attendant were in their seats.

The crew called the FBO 90 miles out.

Interview of Michael Saba ATP Certificate # [REDACTED]
CA Driver's License [REDACTED]
First Class FAA Medical issued [REDACTED]

Initial Training completed October 8, 2017
14 CFR Part 135.293(a) 1 & 4-8 October 14, 2017 by company check pilot.
14 CFR Part 135.293 (a)(b) September 2017 in simulator at CAE.

Total Flight Time 10,000 hours
Time in GA-IV 4000 hours

Mr. Saba came to Van Nuys on August 9 2018 on a commercial airline from Fresno CA to LAX. He then arrived at VNY and went to the hotel.

He started duty at 1540Z on August 10, 2018 and he was well rested.

Mr. Saba was the Second in Command on PEG19 on a 14 CFR Part 91 leg and the Flying Pilot from VNY to Cabo San Lucas Mexico (MMSD) and stated that the PIC Craig does all the live legs.

On the 14 CFR Part 135 left from MMSD to KPHL Mr. Saba was the Not-Flying Pilot.

Approaching KPHL, he received the ATIS.

Mr. Saba has flown into KPHL about 20 times and only landed on runway 35 in the daytime.

The weather that night was VFR.

The PIC Craig Osborn programed the FMS for the 35 RNAV approach in KPHL and did the briefing.

Mr. Saba was then the Pilot Flying during the setup of the FMS and briefing after a three-way positive exchange of the controls. Afterwards, Mr. Osborn retook the controls as Flying Pilot.

The aircraft checked in with PHL approach control for vectors for the visual approach to runway 35 at KPHL.

15 miles out the Not Flying Pilot did not see the runway nor did the Flying Pilot, and the Not Flying Pilot said, "Let me know when you have it".

The Flying Pilot saw the airport first at about 10 miles out off the left side of the aircraft, which was on a left base leg. And the Not Flying Pilot, Mr. Saba saw the airport about 9 miles out after the base turn. He did not see the runway.

The RNAV showed they were on course with the needle centered.

The aircraft was configured with gear down about 5-6 miles from landing.

Mr. Saba was looking for the runway, and called the PHL tower to check in. He was looking for the runway and he said he asked the tower to turn up the lights on runway 35. That statement is not heard on the ATC audio playback.

Mr. Saba never saw the approach lights to runway 35. Off to the left side of the aircraft windshield the lighting was very bright.

At 500', Mr. Saba said he realized they were left of the runway, yet the RNAV showed on course.

After that, Mr. Saba stated he never saw the runway, and at one time, he saw the ground with aircraft to the left.

At that time both crewmembers realized something was wrong and they performed a go around about 1 mile from the airport at 500'

There were no distractions in the cockpit, and he was not fatigued.

Tim Prero

From: Craig Osburn
Sent: Sunday, August 12, 2018 4:01 PM
To: [REDACTED]
Subject: Hazard Report

We were cleared to land Rwy 35 KPHL. In the Approach briefing, we the Crew briefed a Visual Approach Rwy 35 backed up with the RNAV 35 —right hand turn off to Atlantic Aviation. Once we called KPHL Airport in sight we were cleared for the visual approach Rwy 35 from Approach Control and told to contact the Philly Tower. We made a left turn and intercepted the final for Rwy 35 verified by the RNAV 35 Approach and contacted the Tower. As we continued the approach I asked the First Officer to request the lights be turned up on Runway 35. We got no response from the Tower and were unable to get in another request because of communication saturation on the Tower frequency. I informed my First Officer that I had lost visual contact and did not have a positive visual confirmation of the runway end identifier lights and we were Going Around. I immediately initiated a Go Around and started a climb straight ahead. We called the Tower and informed them we were Going Around. Tower gave us a Heading and Altitude and switched us to Departure control. Departure Control then gave us vectors for the ILS 27R. We landed on Rwy 27 R and taxied to Atlantic Aviation.

Sent from my iPad