

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 13, 2018	REPORT NO. 18-001-BGM
	NAME OF REPORTING FACILITY Buffalo ATCT (BUF)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 09, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1904 Niagara Tower (IAG) requests and given release for N5044J off runway 06.

1906 N5044J airborne and checks in with Buffalo Departure, Identified and turned on course.

1916 N5044J handed-off and switched to Rochester Approach.

No More Follows

FAA Form 8020-6-1

18-001-BGM

N5044J

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 17, 2018	REPORT NO. 18-001-BGM
	NAME OF REPORTING FACILITY Rochester ATCT (ROC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 09, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1917 N5044J contacts Rochester Approach, Final Radar, stating that he is at 7,000 feet. The controller provides the aircraft the altimeter at Rochester.

1926 The Final Radar controller asked N5044J if there was turbulence. N5044J responded that the ride was perfectly smooth with no ice.

1929 The Final Radar controller advised N5044J to switch to Elmira Approach and provided the frequency.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 17, 2018	REPORT NO. 18-001-BGM
	NAME OF REPORTING FACILITY Elmira ATCT (ELM)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 09, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1927 Elmira Approach accepts an automated radar handoff of N5044J from Rochester Approach

1928 N5044J checks in with Elmira Approach and reports level seven thousand. Elmira Approach responds by advising N5044J of altimeter three-zero-zero-two.

1929 N5044J reads back the correct altimeter.

1934 Elmira Approach advises N5044J of an area of moderate precipitation, starting in about one zero miles, from your eleven o'clock to your two o'clock, about one zero miles in diameter. N5044J acknowledges with a thank you.

1938 Binghamton Approach accepts an automated radar handoff of N5044J from Elmira Approach.

1941 Elmira Approach instructs N5044J to contact Binghamton Approach on one-one-eight point six. N5044J acknowledges with eighteen six, four-four-juliette, good day.

 No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE December 19, 2018	REPORT NO. 18-001-BGM
	NAME OF REPORTING FACILITY Binghamton ATCT (BGM)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
November 09, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1938 Binghamton Approach accepts handoff from Elmira Approach at 7,000 feet.

1942 N5044J contacts Binghamton Approach. Binghamton Approach issues Binghamton altimeter.

1957 Position relief briefing includes N5044J as the only traffic.

1959 N5044J advises Binghamton Approach he needs to get on the ground immediately. Binghamton Approach issues the position of the Sidney (N23) airport.

2000 No response by N5044J to this or any further attempts of contact by Binghamton Approach. Binghamton Approach issues radar contact lost.

2001 Binghamton Approach coordinates with New York TRACON Catskill sector reference N5044J.

2003 Binghamton Approach makes another radio attempt to contact N5044J. No response.

2004 Binghamton Approach coordinates with Boston ARTCC Hancock sector reference N5044J. Boston ARTCC Stewart sector advises they took handoff on N5044J but now the data block is in coast track.

2018 Binghamton Approach coordinates with Wilkes-Barre Approach reference N5044J. Position relief briefing includes N5044J status.

2028 Binghamton Approach coordinates with Boston ARTCC Hancock and Stewart sectors reference if any ELTs have been heard in the area.

2030 Boston ARTCC Stewart sector advises negative ELTs.

2046 Elmira Approach inquires about N5044J and associated ALNOT.

2058 Wilkes-Barre Approach inquires about N5044J.

2103 Position relief briefing. Advised no new information on N5044J.

No More Follows