

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE January 24, 2019	REPORT NO. 18-003-ISM-FCT
	NAME OF REPORTING FACILITY Kissimmee FCT (ISM)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 December 20, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
 UNLESS OTHERWISE SPECIFIED

1259 N307JM contacted Ground Control (GC) and requested IFR clearance to K39N (Princeton, NJ). GC issued the IFR clearance to N307JM. N307JM correctly repeated the clearance to GC.

1313 N307JM called GC and requested taxi instructions. GC instructed N307JM to taxi to Runway 15. N307JM acknowledged.

1319 N307JM called Local Control (LC) for departure. LC instructed N307JM to hold short of Runway 15 for a vehicle on the runway. N307JM acknowledged.

1320 LC issued departure instructions and cleared N307JM for takeoff on Runway 15. N307JM acknowledged.

1322 LC instructed N307JM to contact Orlando (F11) departure control. N307JM acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 11, 2019	REPORT NO 18-007-ZJX
	NAME OF REPORTING FACILITY Central Florida TRACON (F11)	
14 CHRONOLOGICAL SUMMARY OF FLIGHT December 20, 2018		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
1321 N307JM checked on leaving 010 for 020. Satellite Disney (Disney) said radar contact and asked for flight conditions.		
1322 N307JM reported 011 just entering the clouds, light rain and climbing to 040. Disney asked if bases were 013. N307JM confirmed 013 for bases and stated they were currently in between and entering another layer of clouds.		
1323 Disney controller issued a 330 heading.		
1324 Disney issued a climb to 050 and asked for a ride report. N307JM acknowledged the climb to 050 and reported the ride is smooth and the rain is starting to pick up. The Disney controller acknowledged the report and instructed N307JM to contact Orlando Approach on 120.15. N307JM reported to Departure West (DRW) leaving 030 for 040. DRW controller acknowledged and issued a climb to 060.		
1325 N307JM gave the correct read back.		
1326 DRW issued a 030 heading. DRW issued a climb to 080.		
1328 DRW issued a climb to 120.		
1329 DRW issued direct WORMS.		
1338 DRW issued a frequency change to Jacksonville Center 134.0 and N307JM acknowledged frequency change.		
No More Follows		

FAA Form 8020-6-1

18-007-ZJX

N307JM

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 12, 2019	REPORT NO. 18-007-ZJX
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
December 20, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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1338 N307JM made initial contact with the Jacksonville ARTCC (ZJX) St. Johns sector (R57) level at one two thousand. R57 acknowledged and cleared N307JM to climb to one five thousand and issued the Daytona Beach altimeter of 29.78 hgz. N307JM acknowledged the clearance.

1340 R57 amended N307JM's route of flight to direct FEMON direct GIPPL direct Charleston rest of route unchanged. N307JM acknowledged and read back the amended route.

1341 R57 cleared N307JM to climb to one seven thousand. N307JM verified the altitude of one seven thousand and acknowledged the clearance.

1344 R57 cleared N307JM to climb to flight level one niner zero. N307JM acknowledged the clearance.

1353 R57 cleared N307JM to climb to flight level two three zero. N307JM acknowledged the clearance.

1358 R57 transferred communication with N307JM to ZJX frequency 124.67 mhz and N307JM acknowledged.

1359 N307JM made initial contact with ZJX Allendale (R73) sector passing through two two thousand for two three zero. R73 acknowledged and advised that there was moderate and heavy precipitation extending along the route of flight for the next two zero zero miles and N307JM acknowledged stating they would keep an eye out for the weather.

1403 R73 called N307JM three times and received no response. A transmission was made stating we're not okay, we need help. R73 questioned N307JM if they were declaring an emergency and questioned what's going on. A transmission was made stating I'm not sure what's happening, I have anti-ice (break) everything. R73 questioned N307JM if they could maintain altitude. A transmission was made stating no we're not maintaining including a distraught exclamation. The Allendale Radar Associate position (D73) contacted the Jacksonville Approach North Sector (JAX North) and coordinated N307JM was an emergency aircraft and descending rapidly into their airspace confines. The JAX North controller stated he observed the aircraft's radar track.

1404 R73 advised N307JM the Craig Airport was west of their position and received no response. R73 questioned N307JM, do you read center. A transmission was made stating (unintelligible) upside down, help. R73



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

REPORT DATE

March 12, 2019

REPORT NO.

18-007-ZJX

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- advised N307JM the Craig Airport was 2 miles west of their position.
- 1405 D73 contacted JAX North and inquired if they still observed a radar return on N307JM. The JAX North controller advised that the track went into coast mode and that they were in contact with the Mayport Naval Base coordinating a search boat.
- 1412 The ZJX Watch Manager In Charge position (WMIC) called the United States Air Force Rescue Coordination Center (USAF RCC) and advised that N307JM was believed to be down and coordinated the aircraft tail number and the last known position and time.
- 1414 The ZJX WMIC called the United States Coast Guard (USCG), Charleston Sector and advised that N307JM was believed to be down over the ocean and reported the type aircraft and last known position.
- 1418 The ZJX WMIC received a phone call from the Federal Aviation Administration Domestic Events Network (DEN) verifying search and rescue information and confirming the last known position of N307JM.
- 1426 The ZJX WMIC position received a call from the DEN discussing which direction N307JM began to turn as the aircraft began to descend and discussed radar return information.
- 1428 The ZJX North Area Supervisor (North Sup) called Fleet Area Control and Surveillance Facility Jacksonville (FASFAC JAX) and reported a possible downed aircraft. The North Sup coordinated the type and last known position of the aircraft and inquired if FASFAC JAX had any ships in the area that could assist in the search and rescue.
- 1429 The ZJX WMIC position received a call from the Federal Aviation Administration Regional Operations Center (ROC) and verified information contained in the Alert Notice (ALNOT). They discussed the last known position of the aircraft and that the USCG and USAF RCC were notified. The WMIC advised that a local helicopter was also assisting in the search and rescue efforts.
- 1441 The ZJX WMIC position received a call from the DEN and reported an updated last known position and radar return on the aircraft. The DEN position stated that the audio recording review indicated the pilot was definitely in a distressed situation.
- 1751 The ZJX WMIC position received a call from the USAF RCC requesting the mode three of the ALNOT aircraft.