

Copy

Aircraft Accident Package

19-002-JFK

N5296H, C172

April 15, 2019, 0214 UTC

Destroy: April 15, 2024 UTC



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

REPORT DATE

May 08, 2019

REPORT NO.

19-002-JFK

NAME OF REPORTING FACILITY

Buffalo ATCT (BUF)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

April 15, 2019

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

April 14, 2019

2109 IAG Tower requested release of N5296H.

2112 N5296H departed, Radar Identified by Buffalo East Radar and turned on course.

2138 N5296H switched to Rochester Approach.

No More Follows



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NAME OF REPORTING FACILITY

Rochester ATCT (ROC)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

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2138 N5296H checked on with Rochester Approach Control at 5,000 feet. The Approach controller gave the altimeter setting at Rochester.

2147 Rochester Approach controller asked if N5296H was encountering turbulence. N5296H said he would try and get back to 5,000 feet and he would try and maintain 5,000. N5296H claimed to be in turbulence earlier but it was not now. Rochester Approach asked N5296H to advise if they wanted a different altitude.

2158 N5296H was given a traffic call, a Baron Bonanza, at 6,000 feet.

2201 Rochester Approach asked N5296H to verify his altitude and gave him the Rochester altimeter. N5296H said he had the altimeter and that he was sorry for the gain. N5296H stated that he was going back to 5,000 feet.

2203 Rochester Approach informs N5296H to contact Elmira Approach and to be careful of his altitude.

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	NAME OF REPORTING FACILITY Elmira ATCT (ELM)	

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2204 N5296H CHECKS ON WITH ELMIRA APPROACH (ELM) AND IS ISSUED A 29.55 ALTIMETER. THE PILOT READS BACK THE CORRECT ALTIMETER.

2211 N5296H ENTERS ELM'S AIRSPACE.

2216 ELM ISSUES N96H AN AREA OF LIGHT PRECIPITATION. THE PILOT RESPONDS BY SAYING THEY ARE PRESENTLY IN PRECIPITATION.

2232 ELM ISSUES N96H A DIFFERENT AREA OF PRECIPITATION AND THE PILOT RESPONDS BY SAYING THEY ARE IN PRECIPITATION. ELM INSTRUCTS N96H TO CONTACT BINGHAMTON APPROACH (BGM) ON 118.6. THE PILOT CORRECTLY ACKNOWLEDGES THE FREQUENCY CHANGE.

2237 N96H EXITS ELM'S AIRSPACE.

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NAME OF REPORTING FACILITY

Binghamton ATCT (BGM)

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- 2232 N5296H CHECKS IN WITH BINGHAMTON APPROACH (BGM) BUT ONLY SAYS FIVE-THOUSAND WHICH WAS THE ALTITUDE HE WAS AT. BGM REPLYS BY ISSUING A 29.58 ALTIMETER.
- 2233 N96H CORRECTLY READS BACK THE ALTIMETER.
- 2237 N96H ENTERS BGM'S AIRSPACE.
- 2239 BGM ISSUES TRAFFIC TO N96H FOLLOWED BY A NOTIFICATION OF AN UPCOMING AREA OF LIGHT PRECIPITATION. N96H RESPONDS WITH LOOKING FOR TRAFFIC AND THAT THEY DON'T SEE ANY PRECIPITATION.
- 2248 N96H REPORTS THAT THEY ARE IN PRECIPTATION. BGM REPONDS BY INFORMING THE PILOT THAT THEY WILL BE IN IT FOR ABOUT 5 MILES THEN BACK IN IT SHORTLY AFTER. N96H ACKNOWLEDGES.
- 2256 BGM ISSUES ANOTHER AREA OF PRECIPIATION TO N96H. N96H RESPONDS BY SAYING THEY WILL REPORT ONCE IN IT.
- 2300 BGM INSTRUCTS N96H TO CONTACT WILKES-BARRE APPROACH (AVP) ON 120.95. N96H CORRECTLY ACKNOWLEDGES THE FREQUENCY CHANGE.
- 2310 N96H EXITS BGM'S AIRSPACE.

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Wilkes-Barre ATCT (AVP)

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- 2301 N5296H established communication with Radar North (N) Controller; pilot reported at 5000. N Controller issued altimeter and asked pilot to verify equipment suffix slant uniform. Once receiving confirmation pilot was advised to expect reroute to Farmingdale (FRG).
- 2302 N Controller issued new route, took several attempts for pilot to correctly read back clearance.
- 2303 N Controller issued 180 heading and advised pilot to expect direct FJC, pilot read back instructions.
- 2306 N5296H asked for clarification of route, N Controller reissued route, pilot correctly read back.
- 2309 N Controller advised pilot that current route would take aircraft through moderate precipitation. Pilot told to navigate direct SBJ to avoid weather.
- 2313 N Controller asked pilot if navigating direct SBJ, pilot confirmed.
- 2314 N Controller completed APREQ with Allentown (ABE) for direct SBJ for N5296H to avoid weather, request approved.
- 2325 N Controller position relief accomplished.
- 2333 N Controller directed N5296H to contact ABE 124.45, pilot acknowledged.

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Allentown ATCT (ABE)

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2333 N5296H check on at 5000 feet. DR issues altimeter. No read back.

2335 Wilkes-Barre (AVP) calls on the shout line and asks if N5296H ever checked on because they returned to their frequency saying no one answered on ABE frequency. DR indicated that they replied but got no response from pilot. N5296H checks on again. DR issues altimeter again. No response again.

2336 DR reaches out. No response. N5296H reaches out with how do you hear, DR replies with call sign and altimeter. N5296H responds and reads back altimeter.

2338 Vector 180 degrees.

2340 DR asks for altitude verification. (issued 5000) N5296H replies with 5200 and strong turbulence. DR offers lower altitude. N5296H declines and says they will let them know if they want lower later.

2341 Vector 170 degrees.

2355 20 degree right vector.

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0001 DR clears N5296H direct SBJ and issues frequency change to N90 Metro sector. Garbled read back. DR corrects the instructions and issues 5000, tells them they are indicating 5500. N5296H reads back VOR assignment and altitude assignment correctly.

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14. CHRONOLOGICAL SUMMARY OF FLIGHT
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0003 N5296H reports on New York TRACON (N90) Newark Area Yardley Position (408) at 5,000 feet. 408 instructs N5296H to proceed direct to Colt's Neck VOR (COL) and issues Newark altimeter. N5296H acknowledges.

0004 408 instructs N5296H to proceed direct to COL. N5296H acknowledges.

0005 408 instructs N5296H to descend and maintain 4,000 feet. N5296H acknowledges.

0020 408 instructs N5296H to switch to frequency 128.12. N5296H acknowledges.

0021 N5296H reports on N90 Kennedy Area CAMRN Position (208) at 4,000 feet. 208 advises ATIS information ECHO is current at Republic Farmingdale Airport (FRG) and tells N5296H to expect the Runway 14 ILS Approach. N5296H acknowledges.

0022 N5296H advises they are getting off the frequency for a weather update and will return momentarily. 208 approves, N5296H acknowledges.

0025 208 instructs N5296H to climb and maintain 5,000 feet. N5296H acknowledges.

0027 208 instructs N5296H to fly heading 090 and to switch to frequency 135.9. N5296H acknowledges.

0028 N5296H reports on N90 Kennedy Area Departure Position (214) at 5,000 feet.

0029 214 advises ATIS Foxtrot is now current and FRG special weather reports visibility is 1/4 mile with a variable ceiling of 200 feet and asks N5296H to state their intentions. N5296H advises they will get the latest weather and then comes back on frequency. 214 tells N5296H to let him know when they return to frequency with updated weather.

0035 214 instructs N5296H to turn right, heading 080 and to maintain 5,000 feet. N5296H acknowledges. 214 issues local altimeter setting. N5296H acknowledges.

0039 214 instructs N5296H to turn right, heading 090 and to descend and maintain 3,000 feet. N5296H acknowledges. 214 instructs N5296H to switch to frequency 125.7. N5296H acknowledges.

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N5296H

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14. CHRONOLOGICAL SUMMARY OF FLIGHT 0040 N5296H reports on N90 Kennedy Area ROBER Position (212). 212 acknowledges. 0042 212 instructs N5296H to turn left, heading 060. N5296H acknowledges. 0046 212 instructs N5296H to turn left, heading 020. N5296H acknowledges. 0048 212 instructs N5296H to turn left, heading 360 and to descend and maintain 2,000 feet. N5296H acknowledges. 0049 212 instructs N5296H to turn left, heading 270. N5296H acknowledges. 0052 212 advises N5296H is 4 miles from the initial approach fix FRIKK, instructs N5296H to fly heading 170 and to maintain 1,600 feet until established on the localizer and clears N5296H for the ILS Runway 14 Approach. N5296H acknowledges. 0055 212 instructs N5296H to switch to FRG Tower, frequency 118.8. N5296H acknowledges. 212 reports special weather observation, winds 200 at 10 knots, visibility is 1/4 mile in mist with an indefinite ceiling of 200 feet and repeats tower frequency. N5296H acknowledges. 0058 FRG tower advises that N5296H will be at 2,000 feet on runway heading. 212 acknowledges. 0059 N5296H reports on 212 frequency. 212 instructs N5296H to fly heading 040 and maintain 2,000 feet. 0101 212 instructs N5296H to turn left, heading 320. N5296H acknowledges. 0103 212 instructs N5296H to turn left, heading 280. N5296H acknowledges. 0104 N5296H advises they have ATIS information Golf. 212 acknowledges. 0106 212 instructs N5296H to descend and maintain 1,600 feet. N5296H acknowledges. 212 instructs N5296H to turn left, heading 180 to intercept the Runway 14 Localizer. N5296H acknowledges. 0109 212 instructs N5296H to contact FRG Tower, frequency 118.8. N5296H acknowledges. 0113 FRG Tower informs 212 that N5296H is going around. 212 acknowledges. 0115 N5296H reports on 212 frequency. 212 instructs N5296H to fly heading 360, maintain 2,000 feet and to expect the Runway 14 ILS Approach into		

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N5296H

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New York TRACON (N90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

FRG. N5296H acknowledges.

- 0118 212 instructs N5296H to turn left, heading 290. N5296H acknowledges.
- 0123 212 asks N5296H if they have an alternate airport.
- 0124 212 instructs N5296H to turn left, heading 220. N5296H acknowledges.
- 0125 212 instructs N5296H to turn left, heading 180 and to descend and maintain 1,600 feet. N5296H acknowledges.
- 0128 212 instructs N5296H to contact FRG Tower, frequency 118.8. N5296H acknowledges.
- 0134 FRG Tower notifies 212 N5296H is going around.
- 0135 N5296H reports on 212 frequency at 1,000 feet and states their intentions to attempt the Runway 14 ILS to FRG again. 212 acknowledges. 212 asks N5296H how much fuel they have remaining. N5296H replies they are not sure but there should be enough, they expected 5 hours and it's been 4 hours. 212 verifies with N5296H that they had 5 hours and have flown for about 4 hours.
- 0136 N5296H replies maybe 4 1/2 hours and asks if Kennedy Airport (JFK) is available and if they have a ceiling. 212 instructs N5296H to fly heading 360 and to maintain 2,000 feet. N5296H acknowledges. 212 repeats fly heading 360 and to maintain 2,000 feet. N5296H acknowledges.
- 0137 212 asks N5296H if they would prefer to try an approach into JFK and adds that their visibility is 1/8 of a mile and the Runway 22L RVR at touchdown is 4,000 feet, the rollout is 3,500 feet. N5296H states they will try JFK and asks what their ceiling is.
- 0138 212 advises JFK ceiling is indefinite 300 feet at JFK. 212 issues JFK altimeter setting and asks N5296H to verify their altitude.
- 0139 N5296H acknowledges they had climbed and were at 2,400 feet and advises they will try the approach at JFK. 212 tells N5296H to plan for the ILS 22L Approach at JFK and fly heading 320. N5296H acknowledges. N5296H verifies to plan for Runway 22L. 212 confirms it is the ILS Approach, Runway 22L. N5296H acknowledges.
- 0140 212 informs N5296H that they are on a southwest heading and they need to be on a 330 degree heading. N5296H acknowledges.

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0141 212 clears N5296H to JFK via radar vectors, instructs N5296H to fly heading 330 and to maintain 2,000 feet. N5296H acknowledges. 212 asks N5296H to advise when they have JFK ATIS information Victor. 212 instructs N5296H to fly heading 250. N5296H acknowledges and asks for the ATIS frequency.

0142 212 instructs N5296H to fly heading 260. N5296H acknowledges.

0143 212 instructs N5296H to intercept the Runway 22L Localizer on frequency 110.9. N5296H acknowledges. 212 asks N5296H if they have an idea of how long before fuel exhaustion. N5296H replies they are not sure. 212 informs N5296H they are off course and instructs N5296H to fly heading 270.

0144 212 instructs N5296H to fly heading 290. N5296H acknowledges. 212 advises N5296H they are losing altitude, showing 1,500 feet, issues the latest JFK altimeter and instructs N5296H to climb and maintain 2,000 feet. N5296H acknowledges. N5296H asks if the heading issued was 250. 212 corrects him saying he needs to fly heading 290. N5296H acknowledges.

0146 212 instructs N5296H to fly heading 310. N5296H acknowledges.

0147 212 instructs N5296H to fly heading 250 to intercept the Runway 22L Localizer and report when they are established. N5296H acknowledges.

0148 212 advises N5296H they estimate 10 minutes till touching down and asks about their fuel situation. N5296H advises they are not sure but in their estimation they are almost out and need to make it this time. 212 issues the latest JFK weather, visibility is 1/8 mile, ceiling is indefinite 300 feet with fog. Runway 22L RVR touchdown is 5,000 feet, rollout is 4,000 feet. N5296H acknowledges. 212 adds temperature is 13, dewpoint is 13 and altimeter is 2963.

0149 212 notifies JFK Tower N5296H is inbound and near fuel exhaustion. 212 advises N5296H they show established on Runway 22L, asks if they concur and clears N5296H for the ILS Approach. N5296H verifies they are established on the localizer and acknowledges the clearance.

0150 212 instructs N5296H to contact JFK Tower, frequency 119.1. N5296H acknowledges.

0204 JFK Tower notifies 212 of N5296H going around and asks 212 to climb N5296H to 3,000 feet for resequencing to Runway 22L. N5296H reports on 212 frequency requesting the ILS Approach to JFK Runway 22L. 212 instructs N5296H to fly heading 040. N5296H acknowledges. 212 tells

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N5296H

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N5296H to plan for the Runway 22L ILS Approach and instructs them to turn right, heading 060. N5296H acknowledges.

0205 212 asks N5296H their fuel status. N5296H states they are not sure and estimates 15 minutes. 212 acknowledges and verifies N5296H wishes to again attempt the approach to Runway 22L. N5296H advises they cannot see the runway so they will need to shoot the approach. 212 instructs N5296H to descend and maintain 1,800 feet and to turn left, heading 260 to intercept the Runway 22L Localizer. N5296H acknowledges.

0206 212 informs N5296H they are 2 miles from ZALPO, heading 260, instructs N5296H to maintain 1,800 feet until established and clears N5296H for the ILS Runway 22L Approach. N5296H acknowledges.

0207 212 clears N5296H for the ILS Runway 22L Approach and instructs N5296H to contact JFK Tower on frequency 119.1. N5296H acknowledges.

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Republic ATCT (FRG)

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- 0052 FRG PIREP solicited. GLF4 reports wind shear 800 or 900 gain loss of 10 KTS. Approach at minimums.
- 0055 ATIS GOLF broadcast on LC.
- 0056 N5296H checks in on FRG approach number one is three, and is cleared to land, issued wind 190 at niner, is issued PIREPs.
- 0057 N5296H is correctly issued Low Altitude Alert.
- 0058 N5296H declares miss, is assigned coordinated RH maintain 2000.
- 0107 PIREP offered by GLF6 800 AGL gain and loss of 10 KTS wind shear approach lights visible at 100 above minimums.
- 0109 N5296H checks in on FRG approach number 2 of 3. Issued Wind 220 at niner gust 15. Pilot not issued most recent PIREP (most recent PIREP is identical to previous PIREP). FRG LC issues multiple wind checks.
- 0128 N5296H checks in on FRG approach 3 of 3. Issued wind 180 at 6 gust 12 cleared to land. Pilot issued multiple wind checks.
- 0133 N5296H declares missed approach again. Assign RH maintain 2000.
- 0140 FRG LC PRB includes information on N5296H and flight conditions/PIREPs.

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May 06, 2019

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NAME OF REPORTING FACILITY

Kennedy ATCT (JFK)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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- 0145 New York TRACON (N90 Sector) advises Kennedy Tower Operational Supervisor (JFK OS) about a Cessna ten miles out, inbound, minimum fuel and disoriented. They will try to put him on the ILS, the aircraft went around four times at Republic Airport, be very cautious with him. JFK OS inquires if it will be Runway 22L. N90 Sector confirms Runway 22L.
- 0147 JFK OS informs N90 Sector that we are going to notify the emergency equipment as a precaution and if it is too much of a chore to get the fuel remaining and the souls on board, we begin the process without that information. N90 Sector responds that is a great idea.
- 0148 JFK OS advises the PAPD (Port Authority Police Department) that we have an Alert One inbound Runway 22L, N5296H Cessna 172, minimum fuel and disoriented pilot. N5296H attempted to land at Republic Airport and missed the approach four times. We do not think the aircraft is requesting the emergency equipment but we are handling it as an emergency. Estimated time of arrival is eight to ten minutes, fuel and souls on board are unknown as we do not want to further disrupt the pilot.
- 0149 N90 Sector advises Kennedy Local Control One (LC1) that the inbound aircraft is exhausted on fuel and inbound now.
- 0150 N5296H reports inbound to LC1, Runway 22L ILS full stop. LC1 responds wind one eight zero at one three, Runway 22L RVR (Runway Visual Range) five thousand, Runway 22L clear to land. N5296H responds Rwy 22 cleared to land.
- 0152 LC1 advises N5296H that the light intensities are at the highest settings. N5296H acknowledges.
- 0159 N5296H advises they do not have runway in sight. LC1 responds you appear left of the runway. N5296H advises he will proceed west from here. LC1 responds you appear east of the course, if you have the runway in sight? N5296H advises he will climb to four hundred, asks if he can try another runway. Anything? LC1 advises there is a runway off your right hand side if you are able to land Runway 31L. N5296H responds he would try Runway 31L. LC1 advises the lights are all the way up.
- 0200 LC1 advises N5296H that it appears they are lining up for Runway 31R. Runway 31R is currently closed, Runway 31L is available, at eleven



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o'clock and one mile. Lights are all the way up, putting the ILS up as well. N5296H are you able to head two two zero. N5296H responds okay, head two two zero.

0201 LC1 verifies N5296H heading two two zero. N5296H acknowledges.

0202 LC1 inquires if N5296H would like to try Runway 22L again or are you going to land immediately Runway 31L. N5296H inquires if there are any airports without a ceiling around here. LC1 advises JFK is closest airport three miles to your west of your position. N5296H asks how is the weather sight there? LC1 responds visibility is one-eighth statute miles. N5296H acknowledges. LC1 asks if you want to do a one-eighty at this time, heading two seven zero? N5296H advises he would like an ILS to Runway 22L, but make it shorter. N5296H advises he would like Runway 22L ILS, can you make short approach? LC1 responds yes.

0203 JFK OS informs N90 Sector that N5296H would like ILS Runway 22L again. N90 Sector advises issue a zero five zero heading at two thousand feet and switch him back to one two five point seven. LC1 instructs N5296H to fly heading zero five zero. N5296H acknowledges. LC1 instructs N5296H to maintain two thousand on altitude. N5296H acknowledges. LC1 inquires if N5296H is able to make a frequency change. N5296H states at two thousand he can make a frequency change.

0204 LC1 advises N5296H to contact New York Approach one two five point seven for sequence ILS Runway 22L. N5296H acknowledges.

0207 N5296H reports inbound requesting ILS 22L full stop. LC1 advises wind one nine zero at one three, Runway 22L RVR two thousand, midpoint one thousand eight hundred, roll out one thousand six hundred, Runway 22L cleared to land. N5296H reads back Runway 22L cleared to land.

0209 LC1 advises N5296H wind one nine zero at one three.

0210 N5296H asks if you can make the lights really bright. LC1 responds the lights are on as bright as they can go, you are still about four miles away.

0211 LC1 advises twelve o'clock and four miles from the runway. N5296H acknowledges. JFK OS updates PAPD regarding N5296H Alert Two, missed approach on first try, trying to come in to land again, he is very slow, four miles out Runway 22L, disoriented, exhausted most of his fuel. We will pass information to you as necessary, you probably need to coordinate with local law enforcement. PAPD inquires if we have any information on souls on board. JFK OS responds no, we cannot inquire now, he is having a difficult time controlling the aircraft and finding



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the runway.

0212 LC1 advises the runway three miles ahead, twelve o'clock and three miles.

0213 LC1 advises current RVR is two thousand, midpoint one thousand eight hundred, roll out one thousand eight hundred. N5296H responds out of fuel. LC1 responds, you say you are out of fuel, you still have two miles to go. LC1 advises N5296H low altitude alert, altimeter two niner six three. JFK OS advises PAPD that the aircraft is out of fuel, three miles north of the airport at five hundred feet. Aircraft is now off the approach, eastbound, two and a half miles northeast of the field at two hundred feet.

0214 LC1 advises N5296H you are going left of course now, you are definately left of course at this time, I show you at two hundred feet, see any lights or roads down there? Showing you at two hundred feet now. Showing you at one hundred feet now. N5296H Radar contact lost. JFK OS advises Queens Fire 348, that the emergency aircraft is out of fuel, three miles north of the airport, we lost altitude, radio and radar contact. Location appears south of the Southern State Parkway on the Queens Nassau border.

No More Follows