

Covered Event Review

ZJX-C-2020/09/13-0001

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)								A3. Start Time UTC				A4. End Time UTC				A5. Position	
Z	J	X	0	9	1	3	2	0	2	0	1	5	5	4	1	6	1	8	R13	
A6. Aircraft #1										A7. Aircraft #2										
Aircraft ID			Aircraft Type/Suffix			IFR/VFR			Aircraft ID			Aircraft Type/Suffix			IFR/VFR					
N4889R			RV9			IFR														

Individual Performance		
B. Employee #1		
Employee Giovanni, Rachel E (RH)	Position R13	ATSAP Filed ☒ Yes ☐ No
Explanation N4889R checked in with the R13 controller at 1554Z at 9,000 40 nm northwest of KCTY requesting the RNAV-A into the KCTY airport. At 1604Z, the R13 controller issued an RNAV A approach clearance to N4889R to KCTY. At 1615Z, the R13 controller lost radar contact and communications with N4889R at 1615Z while the aircraft was descending out of 6,100 feet 20 nm Northwest of KCTY. The R13 controller did not issue the local altimeter setting IAW 7110.65 2-7-2c. The R13 controller did not issue radar depicted precipitation IAW 7110.65 2-6-4. The R13 controller did not ensure the pilot of N4889R received the weather and NOTAMs for KCTY IAW 7110.65 4-12-a3 and 5-10-2.		

Training
C1. Were any training issues identified? ☐ Yes ☒ No

Weather		
D1. What were the prevailing weather conditions? ☐ IFR ☐ VFR ☒ Other		
If yes, explain Conditions at KCTY were VFR but there were Thunderstorms in the vicinity and an Airmet for IFR conditions valid for the area with scattered clouds at 2,500, 3,100, and 4,600.		
D2. Was any pertinent precipitation depicted on the radar? ☒ Yes ☐ No		
If yes, explain There was an area of moderate to heavy precipitation along the aircraft's route of flight on approach into KCTY airport.		
D3. Did LLWAS alert? ☐ Yes ☒ No ☐ N/A		
D4. Were weather phenomena a factor? ☒ Yes ☐ No		
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 35%;"> ☒ Turbulence ☐ Icing ☒ Thunderstorm ☒ Low Ceilings ☐ Break COnditions ☐ Wind Shear ☐ Other </td> <td style="width: 65%;">If other, explain</td> </tr> </table>	☒ Turbulence ☐ Icing ☒ Thunderstorm ☒ Low Ceilings ☐ Break COnditions ☐ Wind Shear ☐ Other	If other, explain
☒ Turbulence ☐ Icing ☒ Thunderstorm ☒ Low Ceilings ☐ Break COnditions ☐ Wind Shear ☐ Other	If other, explain	
D5. Were any SIGMETs or PIREPs in effect? ☒ Yes ☐ No		

Covered Event Review

ZJX-C-2020/09/13-0001

	Weather (continued)
	If yes, explain Airmets for turbulence and icing were in effect for the CTY area valid until 2100Z. Additional AIRMET for surface winds greater than 30 kts valid until 2100Z. Convective Sigmets 70E and 72E valid until 1655Z and 74E and 76E until 1755Z.
	Airspace/Airport
	E1. Were any airspace/airport issues identified? ☐ Yes ☒ No
	Procedures
	F1. Were any procedural issues identified? ☐ Yes ☒ No
	Directives
	G1. Were any directive issues identified? ☐ Yes ☒ No
	Equipment
	H1. Were any equipment issues identified? ☐ Yes ☒ No
	Resource Management
	I1. Were any resource management issues identified? ☐ Yes ☒ No
	Additional Comments
	N4889R checked in with the R13 controller at 1554Z at 9,000 40 nm northwest of KCTY requesting the RNAV-A into the KCTY airport. at 1604Z, the R13 controller issued an RNAV A approach clearance to N4889R to KCTY. at 1615Z, the R13 controller lost radar contact and communications with N4889R at 1615Z while the aircraft was descending out of 6,100 feet 20 nm Northwest of KCTY. The ZJX OMIC was notified of the event at 1630Z and an ALNOT was issued at 1645Z. Search was conducted by Taylor County Sheriff, Florida Fish and Wildlife, Civil Air Patrol, and Volunteers. Aircraft wreckage was located around 2300Z in the area of last known radar position of N4889R on 9/13/2020 but a tail number could not be confirmed due to it's location in a marshy area and high tide.
	QC Comments
	A collaborative CER Team reviewed the event. The team interviewed the CPC at R13, The CIC and the Operations Manager on duty. The review determined: The CIC was engaged in the area observing HURRIVAC operations from various military bases in preparation for an oncoming hurricane, weather was significantly impacting the Area and he was evaluating traffic volume and the sector configuration. The CIC was standing behind R13 just after radar contact was lost with N4889R. The CIC also assisted the Operations Manager with Search and Rescue operations coordination. After advised by the West Area CIC, the Operations Manager began the ALNOT worksheet and the ALNOT was issued at 1645 UTC. The Operations Manager also tasked the West Area CIC with assisting in preliminary coordination for Search and Rescue. The R13 controller did not issue the local altimeter setting IAW 7110.65 2-7-2c. The R13 controller did not issue radar depicted precipitation IAW 7110.65 2-6-4. The R13 controller did not ensure the pilot of N4889R received the weather and NOTAMs for KCTY IAW with 7110.65 4-12-a3 and 5-10-2. The review did not observe any issuance of SIGMETs or CWA's from 1550 to 1630 UTC.
	Review Team
	TBD