



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

REPORT DATE

November 04, 2022

REPORT NO.

22-002-BNA

NAME OF REPORTING FACILITY

Nashville ATCT (BNA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
October 18, 2022

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 1220 N600JG called Nashville International Airport (BNA) Departure Radar West (DRW) requesting Visual Flight Rules (VFR) Flight Following to Fayetteville, TN Airport (FYM) at 5,500 feet and stated his position as 5 miles south of Springfield, TN Airport (M91).
- 1221 DRW issued N600JG radar contact, verified his altitude, and issues Nashville, TN Airport (BNA) altimeter.
- 1222 DRW requested N600JG to verify destination as FYM. N600JG confirmed destination.
- 1225 DRW issued N600JG a traffic call. N600JG reported the traffic in sight.
- 1228 DRW instructed N600JG to turn right ten degrees to avoid the BNA arrival corridor. N600JG acknowledged.
- 1233 DRW advised N600JG to proceed on course. No response, DRW repeated the instruction. N600JG declared an emergency stating the engine was running rough. DRW verified this with N600JG. Watch Supervisor (WS), at the Radar Supervisor (SI) position, began monitoring DRW.
- 1234 DRW advised N600JG of nearby airports John C. Tune, TN Airport (JWN), Murfreesboro, TN Airport (MBT), and Smyrna, TN Airport (MQY). N600JG replied that he would like to go to JWN. DRW issued a turn to JWN and gave N600JG pilot's discretion on his altitude. DRW advised N600JG that BNA Airport was two miles closer and was also an option. N600JG requested BNA Airport. DRW issued a heading towards BNA Airport.
- 1235 DRW requested N600JG to check the mixture settings and advised pilot to expect Visual Approach Runway 2L at BNA. N600JG asked for field altitude. DRW offered the localizer frequency and asked pilot if he could maintain altitude. WS, from the SI position, notified the Tower Supervisor (SC), at the Cab Coordinator (CC2) position, of the emergency inbound.
- 1236 N600JG advised he was currently able to maintain altitude. DRW pointed out location of BNA. WS moved to the Final Monitor East (FME) position, called SC, at the CC2 position, and requested Local Control (LC) slow down west departures. WS began monitoring DRW from the FME position. SC confirmed the WS would be calling Airport Fire and Rescue (AARF). Departure Radar East (DRE) requested Air Evac 44 (AE44) maintain 2,500 feet due to an emergency aircraft inbound to BNA.



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- 1237 N600JG reported BNA in sight. DRW instructed N600JG to proceed straight in for Runway 2L and requested fuel on board (FOB) and persons on board (POB). N600JG stated 2 hours 30 minutes FOB and 1 SOB. N600JG asked DRW to verify landing would be at BNA. SC confirmed WS would be calling AARF and discussed which level Alert to call. LC advised OPS18 (Airport Operations), who was conducting a field inspection, of the emergency inbound and switched OPS18 to Ground Control (GC). The oncoming DRW controller sat at the Departure Data (DD) position and began listening to DRW.
- 1238 N600JG advised DRW that his engine stopped. DD advised LC that N600JG's engine stopped.
- 1239 N600JG advised DRW he was going to try to land in a field. DRW asked N600JG to call when on the ground when he could. Airport Command called GC to proceed to the Alert 2 staging position for Runway 2L. GC approved the request. WS, from the FME position, advised Airport Command Dispatch that N600JG would not make it to BNA and was going to land in a field. DRE advised AE44 that the emergency aircraft was not going to make it to BNA Airport.
- 1240 N600JG asked DRW to tell his family that he loved them. DRW told N600JG he was going to be fine and to keep flying the aircraft all the way down. N600JG acknowledged. On GC, OPS18 requested to proceed to Runway 2L for the emergency. DRE requested acknowledgement from AE44. AE44 stated they do not see the traffic (N600JG). DRE advised AE44 that the aircraft would be landing in a field and that altitude was at AE44's discretion. GC advised Airport Command that the emergency aircraft was not going to make it to the field.
- 1241 N600JG's data tag dropped off the radar. WS called LC and told them to stop west departures. SC, at the CC2 position, called WS, at the FME position, and reported seeing smoke where the aircraft was last seen going below the tree line south-southwest of BNA Airport. WS, from FME, called Airport Command Dispatch and gave latitude/longitude coordinates of the last known position of N600JG as well as estimated distances from Interstate 65 and BNA Airport. WS, from FME, advised that the Tower saw smoke in the area. GC advised Airport Command it appeared the aircraft went down 6 miles south of BNA Airport and that there was smoke. Airport Command verified GC was referring to the black smoke then advised they would contact Metro Fire Department.
- 1243 DRW requested Southwest 434 (SWA434) to look for N600JG, issued a descent, and gave the approximate location. SWA434 acknowledged. Arrival Coordinator (CI1) opened at the DD position and monitors DRW



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and DRE. Airport Command asked GC if there were any landmarks near where N600JG went down. GC responded that it was approximately one mile northeast of the W-S-M radio tower. WS moved back to the SI position and monitored DRW.

1244 SWA434 requested a vector from DRW towards the last known area. DRW advised SWA434 that the area was at approximately 11 o'clock and 8 miles. DRE asked N2180Y to fly over the last known area of N600JG to determine what could be seen. N2180Y acknowledged. WS, from the SI position, called Airport Command Dispatch to verify they were coordinating search and rescue. Airport Command Dispatch confirmed they were.

1245 Airport Command Dispatch reported to the WS, at the SI position, they were on the telephone with METRO and they have been notified. DRW gave SWA434 an updated position. DRE gave N2180Y an updated approximate location of the last reported location. N2180Y advised they did not see smoke yet.

1246 Airport Command reported to GC that they notified Metro Fire Department and requested to proceed back to the Fire Hall. GC issued instructions. SWA434 requested a turn from DRW towards smoke they saw and asked what type of aircraft they were looking for. DRW issued a 110 heading and stated they were looking for either a PA28 or PA32.

1247 DRW instructed SWA434 to descend to 2, 500 feet and fly heading 050. DRW called the SC, at the CC2 position, to resume west departures.

1248 DRW requested an update from SWA434. SWA434 reported only seeing black smoke. DRW instructed SWA434 to contact LC. N2180Y reported to DRE they saw some smoke and would turn to proceed to the area. Final Radar East (FRE) opened and received a position relief briefing from DRE and DRW. DRE advised FRE that N2180Y was going to look at the scene.

1249 DRE instructed N2180Y to contact FRE. N2180Y checked in with FRE and FRE gave N2180Y an updated location to look. OPS18 requested the tail number of the aircraft from GC. GC advised it was N600JG.

1251 FRE asked N2180Y if he was familiar with landmarks in the area. N2180Y advised they were and that it looked like the smoke was coming from a small field about 2 miles northeast of Tower Park. CI1, at the DD position, stopped monitoring DRE and DRW and monitored FRE only. DRE monitored FRE.

1252 CI1, from DD, called FRE to verify the location.



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1253 FRE asked N2180Y to verify Tower Park. N2180Y advised there was something on fire right in the tree line and they couldn't get a visual of the aircraft on the current heading. FRE advised N2180Y that multiple people were listening as they gave the information. N2180Y advised they were going to turn around to try to get a visual. CI1, from DD, called Airport Command Dispatch and passed the information that N2180Y reported. Airport Command Dispatch requested the call-sign of the aircraft making the reports.

1254 CI1, from DD, reported that it was N2180Y who was one of the local flight schools aircraft.

1255 N2180Y reported to FRE that it looked like the area they were circling is where the aircraft was and that it looked like the fire was out now. CI1, from DD, informed Airport Command Dispatch of what N2180Y reported.

1256 Airport Command Dispatch verified the latitude/longitude coordinates were 36.00.53/86.46.17. CI1, from DD, confirmed.

1257 N2180Y reported to FRE that it appeared that firefighters and police were on scene.

1302 WS, from the SI position, contacted Airport Command Dispatch to ask if they knew if the aircraft had been located. Airport Command Dispatch reported that they have been informed that Brentwood Police Department was on the scene.

1304 Air Traffic Manager, from the SI position, called Flight Service (FSS) to ask if the pilot of N600JG had filed a flight plan and if they had any contact information. FSS advised they do not have any information but were aware that Memphis ARTCC (ZME) issued an ALNOT.

1307 METRO1 (M1) called LC to tell them they were dispatched for the aircraft incident. M1 advised they were over the location if LC needed to pinpoint the area.

Block 12. ATO Personnel Involved, Continued.

[REDACTED] (TN), BNA ATCT, CI1 CI
[REDACTED] (RJ), BNA ATCT, FRE FR

No More Follows