

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE February 06, 2023	REPORT NO. 23-001-N90
	NAME OF REPORTING FACILITY Kennedy International ATCT (JFK)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
January 19, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

2106 N19MT requests clearance from JFK Clearance Delivery (CD) with Oscar. Aircraft is advised to standby. N19MT acknowledges.

2107 CD asks if N19MT was the last aircraft calling.

2108 N19MT calls CD with Quebec. CD advises that he is checking the route on the flight plan. N19MT acknowledges.

2110 CD contacts New York Tracon flight data (N90 FD) and advises we do not have a TEC (tower enroute clearance) routing for N19MT's destination. N90 FD responds that they will look it up. CD instructs N19MT to standby on this frequency while waiting for New York Approach to advise of any route or altitude changes.

2111 N19MT advises standing by.

2117 CD contacts N90 FD for an update on clearance for N19MT. N90 FD advises they just revised the route and to make the altitude eight thousand.

2118 N90 FD asks CD if it printed out. CD responds standby then verifies the routing is Sparta at six thousand. N90 FD responds they get eight thousand. CD inquires that routing is Sparta victor one eighty eight Wilkes-Barre Youngstown and destination at eight thousand. N90 FD confirms. CD advises N19MT they have their routing and to expect a full route clearance.

2119 CD issues full route clearance to Charlie Foxtrot Golf airport.

2120 N19MT advises he has almost all of it and inquires what was after victor one eighty eight. CD responds Lima Victor Zulu. N19MT reads back clearance to Charlie Golf Foxtrot and CD advises to fly runway heading to the Kennedy one point five DME (distance measuring equipment) then turn right heading one zero zero radar vectors to Sparta. N19MT responds and CD confirms after the one point five DME turn right heading one zero zero.

2121 N19MT replies correctly and CD advises them to contact ground on 121.9 and expect Runway 04L.

2136 N19MT contacts JFK Ground Control (GC) requesting taxi instructions. GC issues taxi instructions to Runway 4L taxi via Quebec hold short of November.



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

REPORT DATE

February 06, 2023

REPORT NO.

23-001-N90

NAME OF REPORTING FACILITY

Kennedy International ATCT (JFK)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2137 N19MT responds Runway 4L taxi via Quebec hold short of November.

2141 GC advises N19MT to squawk one five four five and continue right on Bravo hold short of Kilo. N19MT acknowledges.

2143 GC instructs N19MT turn right via Kilo and cross Runway 31L. N19MT acknowledges.

2144 GC advises N19MT to monitor tower 123.9.

2146 JFK Local Control 2 (LC2) contacts N19MT and advises caution wake turbulence line up and wait traffic on an eight mile final. N19MT responds would it be okay if we go in this run up area for a minute. LC2 responds pull up into the run up area as far right as you can and let me know when you are ready. N19MT acknowledges.

2148 LC2 asks N19MT to verify squawking one five four five. N19MT acknowledges.

2149 N19MT advises LC2 ready to go. LC2 instructs N19MT to follow the Alaska from the left. N19MT advises I see a Delta from the left. LC2 agrees and advises Alaska is behind them and follow them please. N19MT acknowledges.

2150 N19MT asks LC2 for the departure frequency.

2151 LC2 contacts N19MT and he responds that he did not have the frequency from CD and asks for it. LC2 responds that it would be on the chart and you should have clarified with them, it will be 135.9. N19MT advised we do have it on the chart thank you.

2156 LC2 instructs N19MT Runway 4L line up and wait. N19MT acknowledges.

2157 LC2 clears N19MT for takeoff on Runway 4L. N19MT acknowledges.

2159 LC2 advises N19MT to start right turn heading one zero zero and contact New York Departure. N19MT acknowledges.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 13, 2023	REPORT NO. 23-001-N90
	NAME OF REPORTING FACILITY New York TRACON (N90)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 January 19, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
 UNLESS OTHERWISE SPECIFIED

2200 N19MT checked on with N90 Kennedy Departure Controller (214). 214 responded radar contact and asked N19MT to say altitude leaving. N19MT responded 1,500 feet climbing to 5,000 feet. 214 then climbed N19MT to 8,000 feet. N19MT acknowledged.

2202 214 instructed N19MT to turn left heading 060. N19MT acknowledged.

2206 The N90 LaGuardia Departure Controller (116B) called 214 and requested N19MT on a 360 heading. 214 acknowledged. 214 instructed N19MT to fly heading 360. N19MT acknowledged.

2207 214 instructed N19MT to contact departure 120.4. N19MT acknowledged. N19MT checked on with 116B on a 220 heading climbing to 8,000 feet.

2208 116B asked N19MT to confirm that he was on a 360 heading. N19MT confirmed he was on a 360 heading.

2210 116B turned N19MT left direct SPARTA Very High Frequency Omni-Directional Range (VOR). N19MT acknowledged.

2214 116B issued traffic on an E190 at 4,000 feet. N19MT did not acknowledge.

2215 N19MT requested 6,000 feet. 116B approved 6,000 feet, but told N19MT to expect 8,000 feet.

2216 N19MT reported that the aircraft was not performing correctly. 116B offered HUEGONOT VOR that would require N19MT to fly lower. N19MT stated that it would take him a long time to get to 8,000 feet. 116B asked if N19MT had an issue. N19MT responded unintelligibly.

2217 116B offered Westchester Airport (HPN) to N19MT.

2218 N19MT said they had a dead cylinder and would like to go to HPN. 116B cleared N19MT to HPN and to maintain 5,000 feet, heading 340. N19MT acknowledged.

2219 116B stated HPN is landing Instrument Landing System (ILS) for runway 16. N19MT acknowledged. 116B asked N19MT if they were declaring an emergency.

2220 N19MT asked if Hotel Papa November was the right airport. 116B confirmed that was the correct identifier.



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

REPORT DATE

March 13, 2023

REPORT NO.

23-001-N90

NAME OF REPORTING FACILITY

New York TRACON (N90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

2221 116B issued N19MT a right turn heading 340, adding that it appeared that the flight was now turning. N19MT did not acknowledge the transmission. N19MT declared an emergency due to oil pressure dropping. 116B did not acknowledge the transmission.

2222 116B advised N19MT that it appeared he was in a hard right turn to the southeast and instructed him to fly wings level, and maintain 5,000 feet. N19MT acknowledged. 116B restated for N19MT to fly wings level maintain 5,000 feet. N19MT did not respond to the transmission.

2223 116B asked N19MT to state heading. N19MT stated he was on a 090 heading and declared emergency due to oil pressure dropping. 116B asked N19MT if he could fly a heading of 070 vectors ILS runway 16. N19MT acknowledged. 116B called HPN tower and asked them to stop departures. 116B asked N19MT if he was losing oil pressure. N19MT responded affirmatively. 116B advised N19MT that he would put N19MT on a left downwind to runway 16.

2224 116B turned N19MT left heading 360. N19MT acknowledged. 116B descended N19MT to 3,000 feet and instructed N19MT to fly 360 heading, then reported the bases of the clouds at 300 feet. N19MT acknowledged and advised that he had flown that ILS a few weeks ago. 116B acknowledged, asked N19MT if he wanted to fly the ILS, if he had engine power, and if he was able to maintain altitude. N19MT responded no and that the engine was overheating.

2225 N19MT called out MAYDAY four times. 116B acknowledged and advised N19MT that the airport was behind him and advised N19MT that, if he wanted, he could start a left turn or a right turn. 116B advised N19MT that the airport was at 8 o'clock, 5 miles, heading 220 direct to the runway. N19MT did not respond to these transmissions.

2226 116B advised N19MT that the HPN airport was at 10 to 11 o'clock, 3 miles. N19MT acknowledged. 116B advised N19MT that the airport was 12 o'clock and just under 3 miles. N19MT did not respond. 116B advised N19MT that he was set up perfectly for a left base to runway 16. N19MT did not respond. 116B advised N19MT that the airport was at 11 o'clock, just under 2 miles. N19MT did not respond. 116B advised N19MT that he looked beautiful for the left base to runway 16, and that the airport was at 10 o'clock, 2.7 miles. N19MT did not respond.

2227 N19MT stated that they were at 2,200 feet. 116B acknowledged. N19MT stated they were turning a left base. 116B advised N19MT that the airport was 9 to 10 o'clock and 2.4 miles, and advised them of the bases of the clouds. N19MT requested vectors and stated that he could



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

REPORT DATE

March 13, 2023

REPORT NO.

23-001-N90

NAME OF REPORTING FACILITY

New York TRACON (N90)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

not see a thing. 116B issued N19MT a 220 to a 230 heading to set up for the final. N19MT did not acknowledge. 116B issued winds 110 at 7 knots. N19MT did not acknowledge. 116B issued N19MT a landing clearance to runway 16, advised that the runway was at 10 o'clock, 1.7 miles, and issued a left turn, heading 160. N19MT did not acknowledge. 116B issued N19MT a 160 heading for the runway. N19MT did not acknowledge.

2228 116B advised N19MT that the runway was off his left wing, at 1.7 miles. 116B advised N19MT that he observed the flight out of 900 feet and advised N19MT that he should break out at 300 feet. N19MT did not respond. 116B advised N19MT that the runway was 10 to 11 o'clock, 1.6 miles. N19MT acknowledged. 116B advised N19MT to turn slightly left, to maintain the shallow descent, and that they should break out shortly. N19MT did not respond. 116B advised N19MT that he should fly a 140 to 150 heading to the runway. N19MT did not respond. 116B advised N19MT that he should correct back to the left for the runway and that radar contact was lost. N19MT did not respond. 116B advised N19MT that the runway was at 10 o'clock, less than a mile. N19MT did not respond. 116B advised N19MT that radar contact was lost. N19MT did not respond.

2229 116B called out to N19MT. N19MT did not respond.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 09, 2023	REPORT NO. 23-001-N90
	NAME OF REPORTING FACILITY White Plains ATCT (HPN)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 January 19, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
 UNLESS OTHERWISE SPECIFIED

2222 New York Terminal Radar Approach Control (N90) calls HPN Local Control position (LC) to stop all departures for an emergency, N19MT.

2224 N90 calls to advise LC the emergency will be inbound to HPN. N90 informs HPN the nature of the emergency, that N19MT will be coming in for Runway 16, and will be sequenced to Flexjet 384 (LXJ384) who is currently four miles outside of the final approach fix. N90 calls to request an updated Pilot Report (PIREP). LC replies that bases are reported at 700 feet Mean Sea Level (MSL).

2225 LC calls Airport Ops (Ops), informs Ops of the inbound emergency, the nature of the emergency, the subject aircraft, and its position. Ops questions the amount of souls on board and fuel. LC responds unknown at this time. Ops commences emergency procedures and sends out the Aircraft Rescue Fire Fighting (ARFF) vehicles. LC informs Ops N19MT will be the third arrival. LXJ384 is taken off the approach and LC issues a right turn heading 260 degrees maintain 3000 feet and hands them back over to N90.

2226 LC informs Ops that N19MT will be the next arrival currently located 3 miles northeast (NE) of HPN. N90 requests approach lights up to step 5.

2227 LC informs N90 that the lights are full bright. N90 advises LC they will keep N19MT on their frequency. N90 requests airport surface winds. LC replies 120 degrees at 12 knots and N90 says they will provide a landing clearance to the runway. LC acknowledges. LC informs Ops that N19MT is turning a one mile base to final.

2228 LC informs N90 that N19MT appears to be right of the approach guidance on the radar display. N90 acknowledges. N90 asks LC if there is any visual on N19MT. LC answers no. N90 advises that N19MT is no longer answering them on frequency. LC advises that they are still looking for the aircraft visually.

2229 LC reaches out to N19MT on frequency in an attempt to see if the pilot has changed to or is monitoring 118.575. N19MT does not respond. N90 asks if there is any update visually or audibly. LC advises there is nothing. N90 suggests he may have gone passed the field when they lost the aircraft on radar. LC advises that they see nothing with the 300 foot ceiling.

2230 Ops asks if there is any contact with N19MT. LC replies negative.



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

REPORT DATE

March 09, 2023

REPORT NO.

23-001-N90

NAME OF REPORTING FACILITY

White Plains ATCT (HPN)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- 2231 N90 asks for an update. LC advises they have nothing. N90 asks if they can bring in aircraft that are currently in a holding pattern. LC advises to hold them until there is confirmation from airport vehicles on N19MT location, and that Ops vehicles are searching the airfield. N90 asks if there are any emergency locator transmitters going off. LC calls the Airport Operations Manager (AOM) to advise that air traffic control (ATC) lost radar contact. LC confirms that the aircraft is N19MT and that there is no information on the location or how many are on board.
- 2232 Ops vehicles advise LC that the airport is closed at this time, as they search the airfield.
- 2234 Ops vehicle requests access onto Runway 16. LC provides clearance to proceed onto all runways. LC calls the AOM on the phone line to inform that N19MT was lost, possibly over the reservoir, and that LC never had contact with N19MT. The AOM asks LC about N19MT location. LC advises that N19MT flew over the top of the field at 5000 feet, with a left turn to join a 3 mile left base to Runway 16. LC advises that N19MT lost 4000 feet in 2 miles.
- 2235 Operations Supervisor (WSCIC) requests that the AOM contact local authorities. The AOM confirms that Westchester County Police is on site and emergency services were notified. Ops declares an Alert Level 1 and advises that the Emergency Response Plan has been activated.
- 2236 LC calls N90 to inform that the airport is closed.
- 2237 LC contacts the AOM to inform an aircraft holding short at the departure end may have seen a strobe 1 mile northwest of the extended centerline. The AOM advises that he suspects that would be by the lake. The AOM confirms the airport is closed until further notice.
- 2238 N90 calls LC to inquire about any questions LC may have. LC requests information for the local authorities about how many people were on board. N90 suggests contacting the Fixed Base Operator (FBO) at JFK Airport, where N19MT departed from.
- 2239 Ops vehicle requests to cross Runway 16. LC confirms the airfield is closed and it under Airport Operations control.
- 2240 LC contacts N90 to inform that, until N19MT is located, the airport will remain closed. N90 acknowledges.
- 2242 Ops vehicle completes their runway inspection and advises they will



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

REPORT DATE

March 09, 2023

REPORT NO.

23-001-N90

NAME OF REPORTING FACILITY

White Plains ATCT (HPN)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

continue their search outside of the airport perimeter. Ops opens the airport and returns control of the runway to ATC.

No More Follows