

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 18, 2024	REPORT NO. 24-001-ZID
	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 March 15, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
 UNLESS OTHERWISE SPECIFIED

1957 N312DD called on the Indianapolis Air Route Traffic Control Center (ZID) London Low frequency at 9,000 feet. ZID London Low Radar Position (R21) acknowledged the call and issued the Tri-Cities, TN Altimeter. N312DD acknowledged the transmission. R21 asked N312DD to say the type of approach requested and to verify they have the weather and Notice to Air Missions (NOTAM). N312DD requested the Area Navigation (RNAV) Runway (RWY) 24 approach and initially stated they had the weather but then restated they were still waiting for the weather. R21 said roger.

2001 R21 asked N312DD to confirm the request for RNAV RWY 24 approach.

2002 N312DD said yes until they get the weather and it told them something different. R21 cleared N312DD direct TERRN waypoint direct LIENS waypoint direct. N312DD acknowledged the clearance.

2005 N312DD called for ZID with a request. R21 said go ahead. N312DD requested the RNAV RWY 6 approach. R21 acknowledged the request. R21 cleared N312DD direct DRUGS waypoint direct MYNAS waypoint direct. N312DD acknowledged the clearance. R21 issued N2TD (R21 intended this for N312DD) radar depicted precipitation and got no response.

2008 N312DD requested lower. R21 issued a pilots discretion descent to 5,000 feet. N312DD acknowledged the clearance. R21 called Charleston (CRW) Airport Traffic Control Tower (ATCT) to request an airspace block 6,000 feet and below for the RNAV RWY 6 approach at Logan County Airport (6L4). CRW ATCT approved the block.

2009 R21 asked N312DD if they copied the weather call earlier. N312DD said negative and then asked if he was given the weather earlier. R21 issued N312DD radar depicted precipitation. N312DD acknowledged the transmission. R21 cleared N312DD to cross MYNAS waypoint at or above 5,000 feet, cleared N312DD for the RNAV RWY 6 approach at 6L4, and told N312DD to report DRUGS waypoint inbound. N312DD acknowledged the clearance.

2018 N312DD reported over the DRUGS waypoint. R21 acknowledged the report, issued cancellation instructions, and switched N312DD to airport advisory frequency.

2019 N312DD acknowledged the transmission.

2032 The ZID River Low and Hazard Low sectors were assigned to the River Low sector. R21 briefed the ZID River Low Radar Position (R26) about the operations including N312DD.



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2042 R26 called CRW ATCT and asked if N312DD called them and cancelled their flight plan. CRW ATCT said N312DD did not call them and that their supervisor was working on something reference N312DD.

2044 From 2044Z through 2156Z ZID Operations Manager (OM) participated in multiple phone calls about N312DD for notification and coordination purposes with CRW ATCT, Central and Eastern, Regional Operations Center, Joint Air Traffic Operations Command Safety Events Network, ZID Air Traffic Manager, Logan County Dispatch.

2046 R26 called CRW ATCT to get more information on N312DD. CRW ATCT said they got a call from somebody and that their supervisor would call back with more information.

2049 CRW ATCT called ZID River Low sector. CRW ATCT told R26 to cancel the block at 6L4, that they had a call from Logan County 911 that N312DD was on the ground but had run off the runway.

No More Follows