



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

REPORT DATE

July 26, 2024

REPORT NO.

24-004-ZJX

NAME OF REPORTING FACILITY

Jacksonville ARTCC (ZJX)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
May 26, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0109 N446KW checked in with Jacksonville Center (ZJX) Nepta Radar (R30) Sector. R30 acknowledged and issued the Panama City (KECP) altimeter. N446KW acknowledged.
- 0125 R30 asked N446KW if it was Automatic Dependent Surveillance-Broadcast (ADS-B) equipped. N446KW replied affirmative but it was turned off. R30 stated Radar Contact was lost and issued the last position N446KW was observed. R30 then stated Radar Contact was just reacquired but if it is lost again, radar service may have to be terminated. N446KW acknowledged and reported at six thousand five hundred feet.
- 0133 R30 initiated an automated handoff to Tallahassee Approach (TLH).
- 0134 TLH accepted the automated handoff. R30 transferred communications to TLH. N446KW acknowledged.
- 0149 ZJX Waycross Radar (R29) Sector accepted an automated handoff from TLH.
- 0154 N446KW contacted R29 to report MAYDAY and going down in Apalachee Bay. R29 requested N446KW to repeat transmission. N446KW repeated MAYDAY and going down in Apalachee Bay. R29 attempted to get confirmation from N446KW that he was going into the bay. No further transmissions were received from N446KW.
- 0155 TLH called R29 to verify if R29 was in communication with N446KW. R29 replied aircraft appeared to be going down in the water. R29 questioned TLH if they had any other information. TLH replied negative and after R29 accepted the handoff TLH noticed the descent. R29 then asked for assistance from N2134L to make a broadcast to attempt contact with N446KW. N2134L stated he heard the MAYDAY call. R29 coordinated with TLH to see if they could get United States Coast Guard (USCG) for search and rescue. TLH acknowledged.
- 0156 R29 requested N2134L to fly over where the aircraft went down. N2134L agreed and R29 issued a heading and distance to the approximate location.
- 0157 N963JA also offered assistance if needed. R29 replied it won't be necessary at this time, the other aircraft was closer. N963JA acknowledged.
- 0158 R29 broadcasted to N446KW to advise TLH was working on getting USCG to respond and another aircraft was proceeding to the area.
- 0159 R29 issued the approximate position again to N2134L. N2134L acknowledged.



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- 0200 R29 called TLH to check if they were successful in getting any responders. TLH replied they were working on that now. TLH Air Traffic Manager (ATM) called to request an Alert Notice (ALNOT) be issued for N446KW. ZJX Watch Manager-In Charge (WMIC) advised the information was just obtained. TLH provided contacts that had been made (Wakulla County Sheriff's Office). ZJX WMIC confirmed the ALNOT would be issued and the Regional Operations Center (ROC) would be contacted.
- 0202 R29 issued the approximate position again and advised N2134L to be mindful of his fuel reserves. R29 also offered a change of altitude if N2134L thought it would help. N2134L stated he could remain for about 20-30 minutes.
- 0203 ZJX WMIC called the Leon County Sheriff's Office (LCSO) to report N446KW had reported MAYDAY and was going into the bay, requested assistance with Search and Rescue and provided known details. LCSO acknowledged and stated they would contact the USCG.
- 0204 R29 issued the approximate location again to N2134L. N2134L acknowledged.
- 0206 R29 informed N2134L he was over the location and approved maneuvers as necessary. N2134L acknowledged and reported starting to do some circles.
- 0207 ZJX WMIC called the Operational Control Center (OCC) to report the incident. The OCC acknowledged.
- 0208 R29 broadcasted to N446KW there was an aircraft over head doing circles. ZJX WMIC called the Alachua County Sheriff's Office (ACSO) to confirm they had been contacted by TLH. The ACSO confirmed they had been contacted.
- 0211 R29 requested N2134L to broadcast on present frequency or guard frequency in an attempt to contact N446KW. N2134L acknowledged and made the broadcast. No response was received. TLH called to inform ZJX that the aircraft was out of the local Sheriff's jurisdiction and would not be able to assist in Search and Rescue. ZJX confirmed contacting USCG. ZJX obtained TLH latitude and longitude to provide to USCG.
- 0214 ZJX WMIC called the Joint Air Traffic Operations Command (JATOC) Safety Events Network (JSEN) to inform them that the Sheriff Departments could not assist with Search and Rescue because it was in water and to check to see if they had been in contact with the USCG. JSEN advised they were contact with the USCG at that time.
- 0215 R29 reported to N2134L no response has been noted from any other responders and report when fuel time was expired. N2134L acknowledged



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and requested to continue to their destination. ZJX WMIC called Operations to report the incident and provided details. The Sheriff's Offices were unable to assist in Search and Rescue due to aircraft being in the water, JSEN was contacted and they were in communication with the USCG. ALNOT was being issued at this time. Operations acknowledged.

- 0216 R29 called TLH to get an update on responders. TLH advised no responders were able to assist.
- 0218 ZJX WMIC contacted Operations to report the incident and provide known details. ZJX WMIC confirmed he would contact the Domestic Events Network (DEN). Operations acknowledged.
- 0230 R29 reviewed information about N446KW during a position relief briefing.
- 0231 ZJX WMIC contacted Miami Center (ZMA) and Washington Center (ZDC) to see if there was weather personnel available to provide a weather package. ZMA and ZDC responded there was no weather personnel available and were unable to provide a weather package.
- 0236 R29 called Eglin Approach (VPS) to find out if they had been notified of N446KW and to see if they had anyone that could respond. VPS replied they had not been informed and everyone was off for the weekend and had no personnel that could respond.
- 0240 R29 reviewed information about N446KW during a position relief briefing.
- 0252 USCG called ZJX WMIC to verify status of Special Use Airspace (SUA) and discussed approximate location. USCG also stated they would be sending a helicopter and fixed wing aircraft for Search and Rescue and they were on a two hour recall.
- 0258 ZJX WMIC called TLH to see if they could contact Florida Fish and Wildlife Conservation Commission (FWC). TLH replied that FWC referred them to call 911. ZJX WMIC stated USCG would be responding but they were about two hours out.
- 0308 USCG called ZJX WMIC to obtain information pertaining to the MAYDAY call. ZJX WMIC provided the information. USCG provided updated latitude/longitude coordinates and stated they had contacted FWC but have not received a response.
- 0329 ZJX Watch Desk received a call from the family of the pilot of N446KW to obtain information. ZJX Watch Desk obtained a call back number and would return a call when information was known.



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0343 USCG called ZJX Watch Desk to provide an estimated time of arrival at the scene of about 30-40 minutes. ZJX Watch Desk acknowledged.

0354 JSEN called for additional information. ZJX WMIC provided information that the local Sheriff Offices were unable to assist but USCG was responding, would be on site at 0420Z and USCG did contact FWC. JSEN provided telephone numbers for the family of the pilot could contact.

0402 The family of the pilot called ZJX WMIC again to obtain additional contacts. ZJX WMIC referred three phone numbers for additional contacts.

0426 USCG called ZJX WMIC to notify they were onsite and FWC had two boats on scene.

0504 TLH Air Traffic Manager (ATM) called to see if ZJX was able to obtain any AIRMETS or SIGMETS relating to N446KW. ZJX WMIC replied that data has not been reviewed yet.

0659 The ROC called ZJX WMIC and USCG called ZJX WMIC to provide information the aircraft was located, but unable to verify the presence of the pilot. There were no further communications.

No More Follows



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July 18, 2024

REPORT NO.

24-004-ZJX

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Tallahassee ATCT (TLH)

14. CHRONOLOGICAL SUMMARY OF FLIGHT
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- 0135 N446KW made initial contact with TLH Tower RADAR (TR) position and TLH TR issued altimeter 29.91. N446KW responded with a double click of the microphone.
- 0149 TLH TR switched N446KW to Jacksonville Air Route Traffic Control Center (ZJX) Tallahassee Low Sector (TLH LO) 127.8. N446KW read back 127.8.
- 0154 TLH TR contacted ZJX TLH LO, a different sector picked up and advised TLH TR to try again. TLH TR called ZJX TLH LO again and when ZJX TLH LO picked up TLH TR asked if he was talking to N446KW. ZJX TLH LO stated I think he's going down; do you have any information on him. TLH TR responded no.
- 0155 ZJX TLH LO called TLH TR and asked if TLH had anyone down there that they could call. ZJX TLH LO stated N446KW was going down in the bay and they might need to get the Coast Guard down there. TLH TR responded they had the coordinates. TLH Local Control (LC) called AIRR1 (Leon County Sheriff's helicopter) and asked if they were busy tonight and if they could go check on an aircraft that went down in the Gulf. AIRR1 told TLH LC to stand by.
- 0156 ZJX TLH LO requested control of N2134L so that N2134L could go check out the site, TLH TR responded your control. ZJX TLH LO asked TLH TR if they were coordinating search and rescue. TLH TR responded we're working on that right now, we're talking to local law enforcement and we're going try to get that started. ZJX TLH LO asked TLH TR if they would let them know if TLH received confirmation on anything regarding N446KW. TLH TR acknowledged.
- 0157 AIRR1 called TLH LC and asked to return to land at the airport to get fuel and they would have to get county approval. TLH LC instructed AIRR1 that landing at the ramp would be at their own caution and issued the wind. AIRR1 stated they would call on the phone with the counties decision when they got on the ground.
- 0216 ZJX TLH LO called TLH TR and asked if there was any word on a helicopter or anyone else. TLH TR stated they had called the Leon County Sheriff's Department and they told TLH TR they couldn't send them down to the Gulf, so we think we are out of luck on that end. There were no further communications.

No More Follows