

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 24, 2024	REPORT NO. 24-001-RIC
	NAME OF REPORTING FACILITY Knoxville ATCT (TYS)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 30, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1936 N865HC called for clearance, and the clearance was issued by the TYS Ground Control position (GC). N865HC read back the clearance correctly.

2033 N865HC called GC for taxi. GC issued taxi instructions to N865HC for runway two-three left at intersection alpha eight. N865HC read back instruction correctly.

2039 The TYS Local Control position (LC) cleared N865HC for takeoff, with an assigned heading of 200. N865HC read back instruction correctly.

2040 LC instructed N865HC to contact departure. N865HC read back the instruction correctly.

2041 N865HC checked in with the TYS Radar East position (RE) and stated that they were out of 2,000 feet for 6,000 feet. RE issued radar contact and instructed N865HC to climb to 12,000 feet and turn left heading zero niner zero. N865HC read back instructions correctly.

2042 RE instructed N865HC to turn left direct to Holston Mountain (HMY). N865HC read back the instruction correctly.

2043 RE instructed N865HC to contact Atlanta Air Route Traffic Control Center (ZTL) on 127.85. N865HC read back the instruction correctly.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 25, 2024	REPORT NO. 24-001-RIC
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
 June 30, 2024

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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2044 N865HC (C525/L) checked in with ZTL Bristol Sector (R45) frequency climbing to 12,000 feet. R45 acknowledged, issued the Knoxville (TYS) Altimeter, and asked N865HC to standby for higher. N865HC acknowledged. R45 coordinated a point out on N865HC with ZTL Hinch Mountain Sector (R41). R45 cleared N865HC to climb and maintain flight level (FL) 230. N865HC acknowledged.

2046 R45 advised N865HC of areas of moderate to extreme precipitation. N865HC acknowledged.

2048 N865HC requested direct Lynchburg (LYH) for the weather. R45 cleared N865HC direct LYH. N865HC acknowledged.

2049 R45 cleared N865HC direct LYH and the POWTN5 arrival. N865HC did not acknowledge.

2050 R45 instructed N865HC to amend altitude to FL190 and advise ready to copy reroute. N865HC acknowledged the amended altitude and asked R45 to standby for the reroute. R45 acknowledged. N865HC advised ready to copy. R45 cleared N865HC direct LYH and the POWTN5 arrival. N865HC acknowledged.

2051 R45 cleared N865HC to climb and maintain FL230. N865HC acknowledged.

2052 R45 switched N865HC to the ZTL Salem Sector (R42) frequency. N865HC acknowledged.

2053 N865HC checked in with R42 climbing to FL230. R42 acknowledged and cleared N865HC to climb and maintain FL330. N865HC acknowledged. R42 advised N865HC of areas of moderate and heavy precipitation.

2054 N865HC acknowledged and requested left and right deviations. R42 approved N865HC, leaving FL240, to deviate left or right and direct LYH when able. N865HC acknowledged.

2058 R42 switched N865HC to the ZTL Pulaski Sector (R43) frequency. N865HC asked R42 to say again. R42 repeated the frequency change to N865HC. N865HC acknowledged. N865HC checked in with R43 climbing to FL330. R43 acknowledged N865HC checking in and weather deviations. R43 amended altitude for N865HC to FL310 for a final. N865HC acknowledged.

2059 R43 cleared N865HC to FL330. N865HC acknowledged.

2105 N865HC advised direct LYH. R43 acknowledged and asked if N865HC was on top of the precipitation. N865HC advised they were not.

2108 R43 cleared N865HC to descend and maintain FL290. N865HC acknowledged.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 25, 2024	REPORT NO. 24-001-RIC
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT 2111 R43 advised N865HC of moderate to heavy precipitation. N865HC acknowledged. 2115 R43 switched N865HC to Washington Center (ZDC) frequency. 2116 N865HC acknowledged. No More Follows		

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE July 22, 2024	REPORT NO. 24-001-RIC
	NAME OF REPORTING FACILITY Washington ARTCC (ZDC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 30, 2024

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2116 N865HC checked in with Washington Center (ZDC) Tech Sector (TEC) at Flight Level (FL) 290. TEC acknowledged N865HC and provided location of precipitation.

2118 TEC cleared N865HC to descend and maintain FL240. N865HC acknowledged the new altitude with a good read back.

2119 TEC instructed N865HC to contact ZDC South Boston Sector (SBV) on frequency 124.05. N865HC acknowledged the frequency change with a good read back. N865HC checked in with SBV descending to FL240. SBV acknowledged the check in and cleared N865HC to descend and maintain FL190. N865HC acknowledged the new altitude with a good read back.

2121 SBV cleared N865HC to descend and maintain 17,000 feet and issued the Lynchburg (LYH) altimeter setting of 2994. N865HC acknowledged the new altitude with a good read back.

2123 SBV issued location of precipitation to N865HC and instructed them to contact ZDC Montebello Sector (MOL) on frequency 121.67. N865HC acknowledged both the precipitation and frequency change with a good read back. N865HC checked in with MOL descending to 17,000 feet. MOL acknowledged the check in.

2133 MOL cleared N865HC to descend and maintain 13,000 feet. N865HC acknowledged the new altitude with a good read back. MOL cleared N865HC to descend via the POWTN5 arrival, issued landing direction, and provided a local altimeter setting. N865HC acknowledged the clearance with a good read back.

2135 N865HC requested to deviate to the left for turbulence. MOL cleared N865HC to deviate, proceed direct to destination when able and contact Potomac Approach on 126.75. N8675HC acknowledged the clearance to deviate and the frequency change with a good read back.

No More Follows



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

REPORT DATE

July 30, 2024

REPORT NO.

24-001-RIC

NAME OF REPORTING FACILITY

Potomac Consolidated TRACON (PCT)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 30, 2024

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- 2136 N865HC checked in with the Potomac Consolidated TRACON, FLAT ROCK control position (FLTRK) descending to 11,000 feet and deviating for weather. FLTRK acknowledged. FLTRK issued the altimeter and approach options. N865HC acknowledged.
- 2137 FLTRK instructed N865HC to fly present heading. N865HC acknowledged. FLTRK instructed N865HC to proceed direct TRUIT and descend to 5,000 feet. N865HC acknowledged.
- 2139 FLTRK descended N865HC to 3,000 feet. N865HC acknowledged. FLTRK instructed N865HC to cross TRUIT at 3,000 feet and cleared for approach. N865HC acknowledged.
- 2140 FLTRK called Richmond International Airport Tower (RIC) and requested airport weather conditions.
- 2141 FLTRK informed N865HC he would get another pilot report (PIREP) for him. N865HC acknowledged.
- 2145 FLTRK and N865HC discussed PIREPs.
- 2146 FLTRK solicited additional PIREPs from other aircraft and passed the information to N865HC. N865HC acknowledged.
- 2148 FLTRK switched N865HC to the RIC frequency. N865HC acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE August 05, 2024	REPORT NO. 24-001-RIC
	NAME OF REPORTING FACILITY Richmond ATCT (RIC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
June 30, 2024

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2148 N865HC checked in with the RIC Local Control position (LC), on the RNAV approach. LC issued wind, including gusts, runway number and landing clearance. N865HC acknowledged.

2149 LC advised N865HC weather moving in and turned up runway lights, N865HC acknowledged and advised runway in sight. LC advised windshear alert for Runway 20 and N865HC acknowledged.

2152 LC advised the aircraft was not in sight and issued runway exiting instructions. N865HC acknowledged, advised current taxiway and that they potentially hit a runway light. LC acknowledged and advised to contact RIC Ground Control (GC).

2153 N865HC checked in with GC and advised parking location. GC issued taxi instructions and N865HC acknowledged. GC asked N865HC about the location of the possible damaged runway light and N865HC advised.

2212 N865HC called the RIC Controller in Charge (CIC), advised of aircraft damage and provided pilot contact information.

 No More Follows