

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 25, 2025	REPORT NO. 25-001-JAX
	NAME OF REPORTING FACILITY Atlanta ARTCC (ZTL)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 10, 2025

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1842 N179ST called Atlanta Center (ZTL) Commerce Sector (R18) off Habersham, GA Airport (KAJR) and wanted to pick up Instrument Flight Rules (IFR) clearance to Davis Field, Folkston, GA (3J6). R18 verified N179ST was airborne and provided a beacon code. N179ST acknowledged.

1843 R18 coordinated an IFR clearance for N179ST with Atlanta Approach (A80) Athen Sector. A80 approved and stated N179ST was radar contact. R18 radar identified N179ST and cleared N179ST to 3J6 via direct at 9,000 feet. N179ST acknowledged.

1844 R18 switched N179ST to the A80 Athens Sector frequency. N179ST acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 24, 2025	REPORT NO. 25-001-JAX
	NAME OF REPORTING FACILITY Atlanta TRACON (A80)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 10, 2025

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1845 N179ST checked in with Atlanta TRACON Satellite Radar Echo (SAT-E) out of five thousand feet for nine thousand feet. SAT-E issued N179ST the Athens altimeter three zero zero eight. N179ST acknowledged.

1855 SAT-E asked N179ST for the oncourse heading. N179ST asked SAT-E to repeat the call. SAT-E asked N179ST for the oncourse heading. N179ST provided SAT-E the oncourse heading one six six.

1902 SAT-E instructed N179ST to contact Atlanta TRACON Satellite Radar Mike (SAT-M) on frequency 124.2

1903 N179ST acknowledged the frequency change. N179ST checked in with SAT-M at nine thousand feet. SAT-M issued N179ST the Macon altimeter three zero zero nine. N179ST acknowledged.

1918 SAT-M requested an altitude change for N179ST for crossing traffic. N179ST acknowledged. SAT-M advised N179ST to expect a climb.

1919 N179ST acknowledged.

1920 SAT-M climbed N179ST to one zero thousand feet. N179ST acknowledged.

1921 SAT-M issued traffic to N179ST. N179ST acknowledged the traffic call.

1925 SAT-M instructed N179ST to contact Jacksonville Air Route Traffic Control Center (ZJX) on frequency 127.57. N179ST acknowledged. No further communication with N179ST.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE April 25, 2025	REPORT NO. 25-001-JAX
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
April 10, 2025

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1919 Atlanta Tracon (A80) coordinated with ZJX Waycross Radar (R29) requesting N179ST to be at ten thousand feet. R29 approved and acknowledged.

1927 N179ST checked on R29 at ten thousand feet. R29 acknowledged and issued the Alma altimeter. N179ST acknowledged.

1944 N179ST requested lower when able. R29 cleared N179ST to descend at pilot's discretion to four thousand feet. N179ST acknowledged.

1954 R29 transferred communications of N179ST to JAX. N179ST acknowledged.

2101 Jacksonville Air Traffic Control Tower (JAX) called ZJX Missions Position (TDMC1) to report two Emergency Locator Transmitter (ELT) alerts. TDMC1 acknowledged.

2102 TDMC1 called Air Force Rescue Coordination Center (AFRCC) to provide information about the ELT reports. AFRCC acknowledged.

2110 JAX called TDMC1 to discuss a potential crash at Davis Field, Folkston, Georgia (3J6). TDMC1 stated he would notify the AFRCC with the new information.

2111 TDMC1 called the AFRCC and provided the updated information from JAX. The AFRCC stated they were aware of the incident and were currently in coordination with State and Local resources. TDMC1 stated they would notify JAX.

2113 TDMC1 notified JAX about the crash and agreed to pass on any new information.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE May 01, 2025	REPORT NO. 25-001-JAX
	NAME OF REPORTING FACILITY Jacksonville ATCT (JAX)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT April 10, 2025 ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED 1954 N179ST checked on the Jacksonville Approach (JAX) North (N) sector with the weather and NOTAMS for landing at Davis Field, Folkston, Georgia, (3J6). N advised N179ST to expect the visual approach at 3J6 and issued the altimeter. N179ST acknowledged. 1957 N179ST advised N field in sight and requested cancellation Instrument Flight Rules (IFR). N acknowledged cancellation IFR for N179ST and advised squawk 1200. 2101 The JAX Operational Supervisor (OS) called the Jacksonville Center (ZJX) Missions Positions (ZJXM) to notify of two Emergency Locator Transmitter reports. 2108 An off duty JAX controller called the OS inquiring on a possible crash concerning a family member near 3J6. 2110 The OS notified ZJXM of a possible aircraft accident at 3J6. ZJXM connected the OS to the Rescue Coordination Center (RCC) for the notification. 2113 ZJXM confirmed the accident with the OS. 2125 OS notified the Joint Air Traffic Operations Command (JATOC). JATOC connected OS with the Regional Operations Center (ROC) for the notification. 2134 The OS notified the Washington Operations Center. 2145 The OS notified the JAX Operations Manager (OM). 2156 The ROC called the OS with updated information on the aircraft accident. 2202 The OS called JATOC with updated information on the aircraft accident. 2203 The OS called Washington Operations Center with updated information on the aircraft accident. 2213 ZJX called the OS to get information on the aircraft accident. No More Follows		