



National Transportation Safety Board

Office of Aviation Safety / Operational Factors Division (AS-30)

ATC Services Review Worksheet

Date of Event (UTC)

Sep 27, 2024

Review Date

Nov 13, 2024

Time of Event (UTC)

1610 (UTC)

Time of Event (LCL)

1010 (MDT)

Investigation Number

WPR24FA313

Keys Number

195213



CHART



AIRFIELD



SIAP/SID/STAR

A review of the ATC services provided in the above incident/accident was conducted by an ATC Investigator. Investigative work was limited to a review of the factual data collected over the course of the investigation and consideration of the current rules, regulations, and procedural guidance current at the time. The ATC investigator did not travel to the scene, nor to any ATC facilities in support of this investigation. Additionally, the ATC investigator did not conduct any personnel interviews, and all investigative work was conducted from their assigned office.

ATC Investigator: Casey Ogden, ATC Accident Investigator



SRT RELEASE APPROVED

Involved ATC Facilities: Facility 1: S56 TRACON

Facility 2: PVU FCT

Facility 3:

Facility 4:

Involved Aircraft: Aircraft 1: N831AZ

Aircraft 2:

Aircraft 3:

Aircraft 4:

☒ Data Requested

☐ NOTAM Issues

Surveillance Data Source

FAA ADS-B Data

Audio Data Source

FAA Certified Audio

☒ ATC Procedures

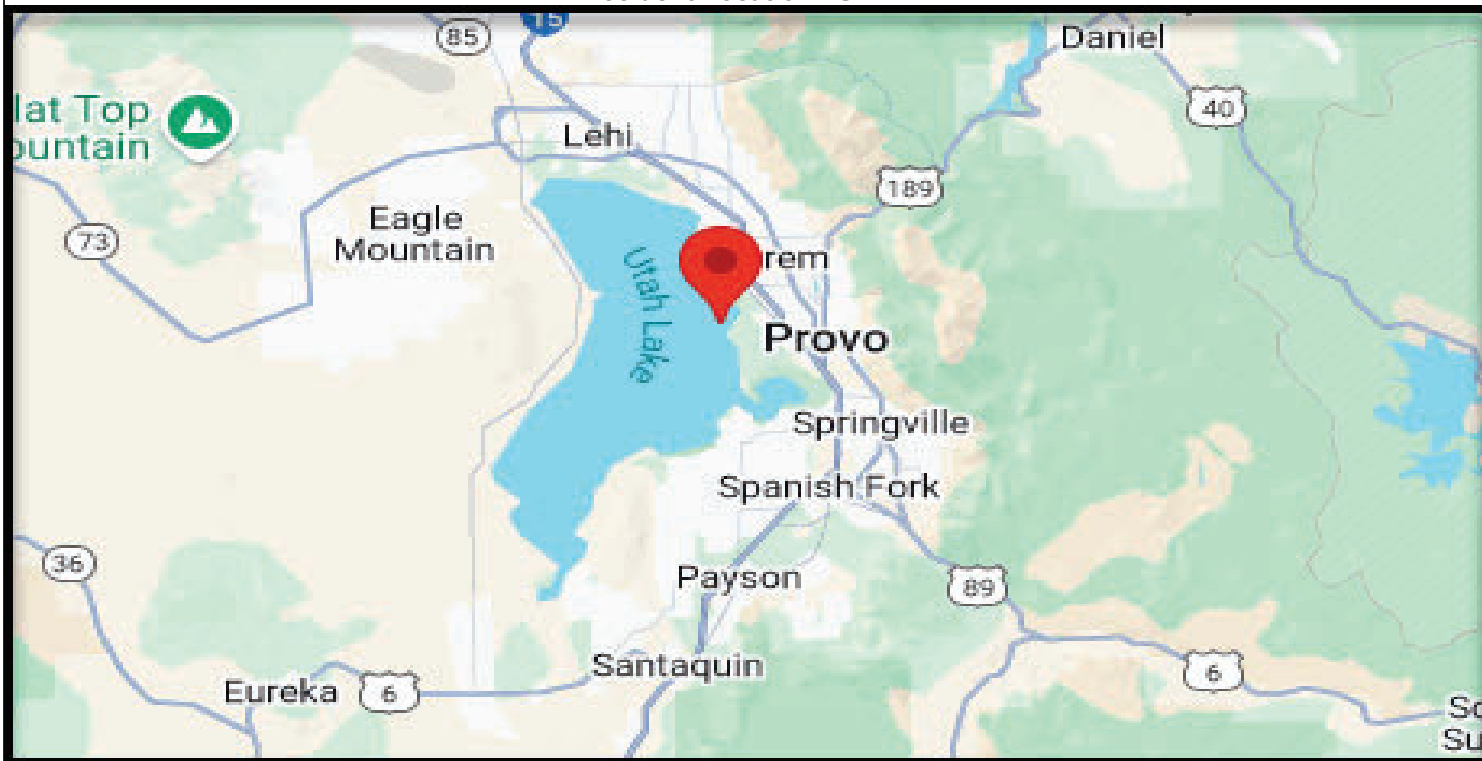
☐ Safety Improvements

PRELIM Summary Information - SAFTI

On September 27, 2024, about 1010 mountain daylight time, a Cirrus Design Corp. SR-22, N831AZ, was destroyed when it was involved in an accident near Provo, Utah. The pilot and pilot-rated passenger were fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

An uninvolved Piper, PA-28R, N2994R, had witnessed the accident and relayed pertinent information to Provo Federal Contract Tower (PVU FCT) control staff. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

Accident Location - SAFTI



ATC Service Review Summary

Air Traffic Control (ATC) services were provided by Salt Lake City TRACON (S56) and PVU FCT. A thorough review of certified data provided by the FAA and PVU FCT was conducted. ATC services were deficient, in that the S56 TRACON controller (S56-A) did not issue surface winds as required to the pilot of N831AZ as outlined in FAA Order JO 7110.65AA, Air Traffic Control. This minor deficiency was not considered causal or contributory in this event.

ATC Supporting Data

1. All ATC voice communications-Certified (15 minutes (+/-) first and last contact. Include all intra/inter phone recordings, and landline recordings
2. MP4 Replay with Voice (FOUO)
3. PVU Aircraft Accident Package
4. S56 Aircraft Accident Package
5. FAA ADSB Data
6. OpsVue data
7. SRT
8. Covered Event Review

ATC Procedural References

FAA Order JO 7110.65AA, Air Traffic Control, stated in part:

4-7-10. APPROACH INFORMATION

- a. Both en route and terminal approach control sectors must provide current approach information to aircraft destined to airports for which they provide approach control services. This information must be provided on initial contact or as soon as possible thereafter. Approach information contained in the ATIS broadcast may be omitted if the pilot states the appropriate ATIS code. For pilots destined to an airport without ATIS, items 3-5 below may be omitted after the pilot advises receipt of the automated weather; otherwise, issue approach information by including the following:
 1. Approach clearance or type approach to be expected if two or more approaches are published and the clearance limit does not indicate which will be used.
 2. Runway if different from that to which the instrument approach is made.
 3. Surface wind.
 4. Ceiling and visibility if the reported ceiling at the airport of intended landing is below 1,000 feet or below the highest circling minimum, whichever is greater, or the visibility is less than 3 miles.
 5. Altimeter setting for the airport of intended landing.

Airport / Airfield Information

PROVO MUNI (PVU) (KPVU) 2 SW UTC-7(-6DT) N40°13.15' W111°43.40'

4497 B TPA-See Remarks Class I, ARFF Index B NOTAM FILE PVU

RWY 13-31: H8603X150 (ASPH-GRVD) S-65, D-85, 2S-108, 2D-140 HIRL

RWY 13: REIL. PAPI(P4L)-GA 3.0° TCH 50'. Rgt tfc.

RWY 31: PAPI(P2L)-GA 3.0° TCH 46'.

RWY 18-36: H6628X150 (ASPH) S-50, D-70, 2S-89, 2D-110 MIRL

RWY 18: PAPI(P2L)-GA 3.0° TCH 45'. Rgt tfc.

RWY 36: PAPI(P2L)-GA 3.0° TCH 46'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-8599 TODA-8599 ASDA-8599 LDA-8599

RWY 18: TORA-6614 TODA-6614 ASDA-6614 LDA-6614

RWY 31: TORA-8599 TODA-8599 ASDA-8599 LDA-8599

RWY 36: TORA-6614 TODA-6614 ASDA-6614 LDA-6614

SERVICE: S4 FUEL 100, JET A OX 2, 4

AIRPORT REMARKS: Attended Nov-May 1300-0400Z#, Jun-Oct 1300-0500Z#. For arpt svcs ctc 128.85. 24 hr PPR for unsked air carrier opns call amgr 801-852-6715. Extv flt trng invof arpt. Use caution for extv paragliding ops invof point of the mountain. Primary radar not avbl. Radar tfc advisories and svcs avbl for transponder equipped acft only. Be alert helicopters arr and dep from rwys and twys. TPA-5500(1003) single engine, 6000(1503) turbojet. NOTE: See Special Notices-Extensive Flight Training in vicinity of Provo Municipal Airport. See Special Notices-Extensive Flight Training in vicinity of Provo Municipal Airport

FAA Certified ADS-B Data

The below information and included graphics were developed using certified Automatic Dependent Surveillance - Broadcast (ADS-B) data provided by the FAA. These data are direct source data that has extracted and exported by the FAA's Office of Accident Investigation and Prevention (AVP-100) using the SBS Analysis Tool (SAT). A surveillance system in which an aircraft or vehicle to be detected is fitted with cooperative equipment in the form of a data link transmitter. The aircraft or vehicle periodically broadcasts its GPS-derived position and other information such as velocity over the data link, which is received by a ground-based transmitter/receiver (transceiver) for processing and display at an air traffic control facility. ADS-B data is subject to coverage limitations like any other system that relies on line-of-sight signal transmission, so there can be portions of a flight track that are unavailable, or will have to be combined with other source data for the most complete flight track.

Pertinent NOTAM Information

N/A

Flight Track Information

ADS-B data provided by the FAA was used in conducting this services review. The pilot of N831AZ was first observed at the SGU airport departing runway 19 flying southwest bound. The pilot of N831AZ then conducted a 360 degree turn then flew generally north bound for approximately 230 nautical miles (NM) before reaching the vicinity of the PVU airport. The pilot of N831AZ was then observed conducting a slight turn to the northwest to set up for the base turn for runway 13 into the PVU airport. The pilot of N831AZ subsequently conducted a go-around and maneuvered southwest of the airport. The pilot of N831AZ was last observed at 1010:17 MDT over the Utah Lake.

Last ADS-B data: 1010:17 MDT LAT = 40.249379 LON = -111.761105 Geometric Altitude = 5150

ATC Communications

The following summary of communications occurred between the S56 approach controller (S56-A) and the pilot of N831AZ. Transmissions not germane to the accident sequence have been omitted for brevity. All times are in coordinated universal time (UTC).

Time - Ident - Message

1556:08	N831AZ	the pilot of N831AZ reported level at one one thousand.
1556:18	S56-A	issued the altimeter and asked the pilot of N831AZ to state their altitude. The pilot of N831AZ read back the altimeter and stated their altitude.
1556:28	S56-A	issued a descent to one zero thousand and to expect a visual approach to runway one three and to advise when they had information yankee. The pilot of N831AZ acknowledged the instructions with good read back and would advise when they had yankee.
1556:46	S56-A	instructed the pilot of N831AZ they were cleared direct to PVU airport. The pilot of N831AZ acknowledged with good read back.
1557:46	N831AZ	inquired about the ATIS and stated it was transmitting x-ray. The S56-A controller ATIS was showing Yankee. The pilot of N831AZ asked if there was any difference in information. The S56-A controller advised the 1556 observation that conditions were better than five thousand and five and that PVU was still forecasting the visual approach to runway one three. The pilot of N831AZ acknowledged.
1559:38	S56-A	issued descent to eight thousand to the pilot of N831AZ. The pilot of N831AZ acknowledged with good read back.
1600:49	S56-A	advised the pilot of N831AZ of the position of the Spanish Fork airport and PVU and the PVU airport and to advise when PVU is in sight. N831AZ acknowledged with good read back.
1601:20	N831AZ	stated they had PVU in sight. The S-56A controller cleared the pilot of N831AZ for the visual approach runway one three at PVU. The pilot of N831AZ acknowledged with good read back.
1601:38	S56-A	instructed the pilot of N831AZ to switch to PVU tower frequency. The pilot of N831AZ acknowledged with good read back.

----- end of summary of S56 Certified Audio-----

The following summary of communications occurred with the PVU Local controller (PVU-LC), the pilot of N831AZ, and the pilot of N2994R. Transmissions not germane to the accident sequence have been omitted for brevity. All times are in the elapsed file time as time track information was not included in the certified audio file.

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Time - Ident - Message

09:02 N831AZ stated they were five miles southwest.
09:15 PVU-LC acknowledged the pilot of N831AZ.
09:17 N831AZ stated go ahead.
09:25 PVU-LC stated say request.
09:29 N831AZ stated sorry go ahead for N831AZ.
09:54 PVU-LC instructed the pilot of N831AZ to continue for runway one three. The pilot of N831AZ acknowledged with good read back.
10:25 PVU-LC instructed the pilot of N831AZ if able extend downwind to four mile right base for a sport cruiser on a two mile final. The pilot of N831AZ stated we can do a four mile downwind for you no problem.
10:39 PVU-LC instructed the pilot of N831AZ to report the sport cruiser in sight. The pilot of N831AZ asked report what in sight. The PVU-LC advised the sport cruiser on two mile final in sight. The pilot of N831AZ sated they don't see them yet but were looking.
11:13 N831AZ stated they had the plane in sight. The PVU-LC advised the pilot of N831AZ base turn their discretion runway one three cleared to land. The pilot of N831AZ acknowledged with good read back.
13:13 PVU-LC instructed the pilot of N831AZ to go around aircraft on runway.
13:17 N831AZ stated they were going around due to an aircraft on the runway.
13:32 PVU-LC asked the pilot of N831AZ if they are able to turn right back to the downwind. The pilot of N831AZ advised they could.
13:46 PVU-LC instructed the pilot of N831AZ to report downwind for runway one three. The pilot of N831AZ stated report downwind did you state for three three.
13:58 N2994R reported on the ILS runway one three and requested a low approach.
14:03 PVU-LC coordinated with S56 TRACON that N831AZ had went around. The S56 controller asked if PVU-LC could provide visual separation between N831AZ and N2994R. The PVU-LC advised they could.
14:47 PVU-LC instructed the pilot of N831AZ runway one three cleared to land. The pilot of N831AZ acknowledged with good read back.
15:16 N2994R reported on the ILS runway one three and requested a low approach departure northbound.
15:29 PVU-LC instructed the pilot of N2994R they were number two following a cirrus on one mile right base runway one three cleared low approach and left turn northbound approved. The pilot of N2994R acknowledged instructions with good read back.
15:43 PVU-LC asked the pilot of N2994R if they had the cirrus in sight. The pilot of N2994R advised they had the cirrus in sight. The PVU-LC acknowledged.
15:52 N2994R advised PVU-LC that the cirrus had just crashed into the Utah Lake. The PVU-LC acknowledged.
----- end of summary of PVU Certified Audio-----

Included Figures

Figure 1: Graphic depicting the flight path of N831AZ from SGU airport to PVU airport.
Figure 2: Graphic depicting the final leg of flight for N831AZ with last track data information.

Docket Attachments

- Certified ATC Audio (two files)
- FAA ADSB data (kmz and excel files)

AIRFIELD DIAGRAM

NOT FOR NAVIGATIONAL USE

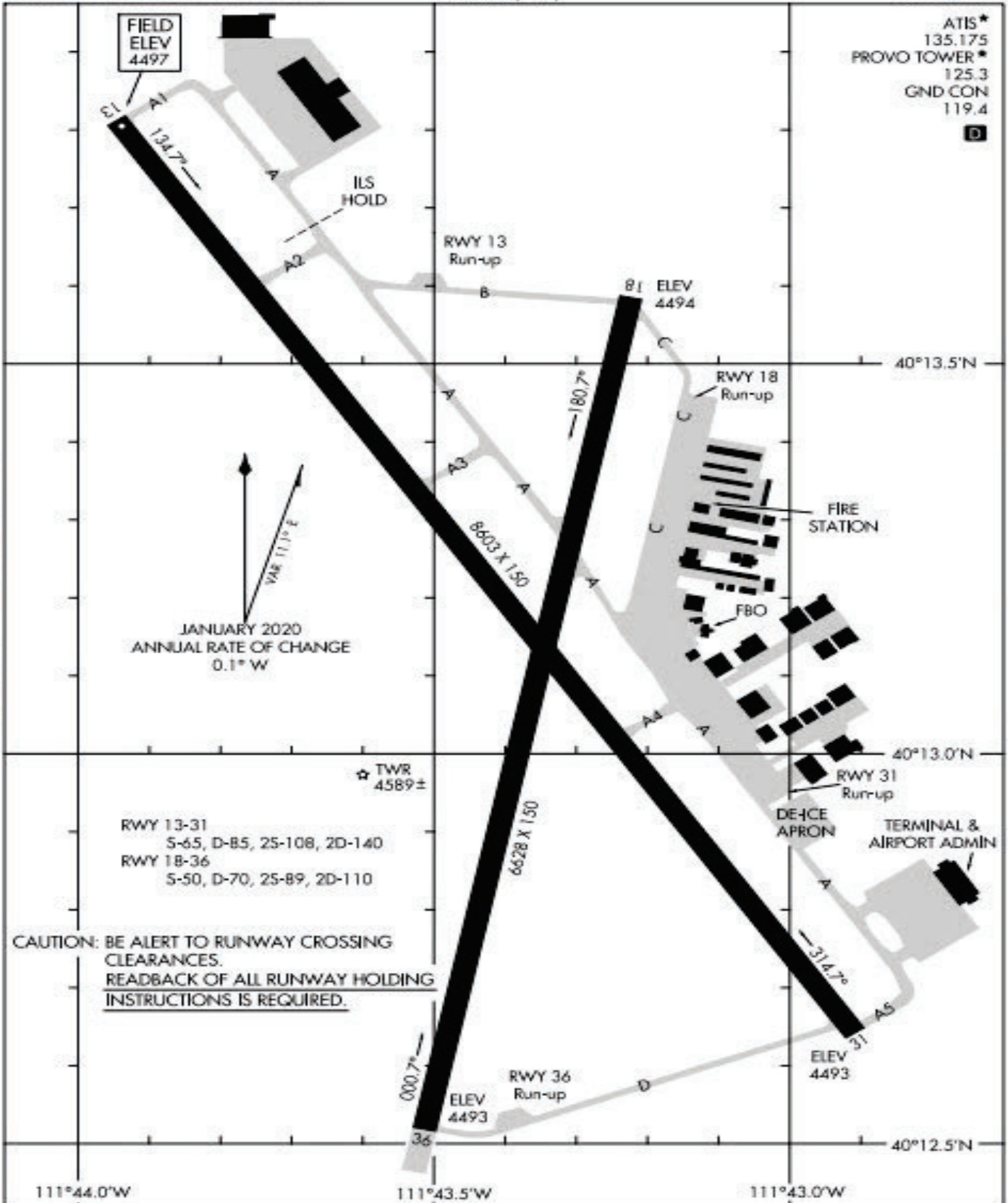
24025

AIRPORT DIAGRAM

AL-683 (FAA)

PROVO MUNI (PVU)

PROVO, UTAH



AIRPORT DIAGRAM

24025

NOT FOR NAVIGATIONAL USE

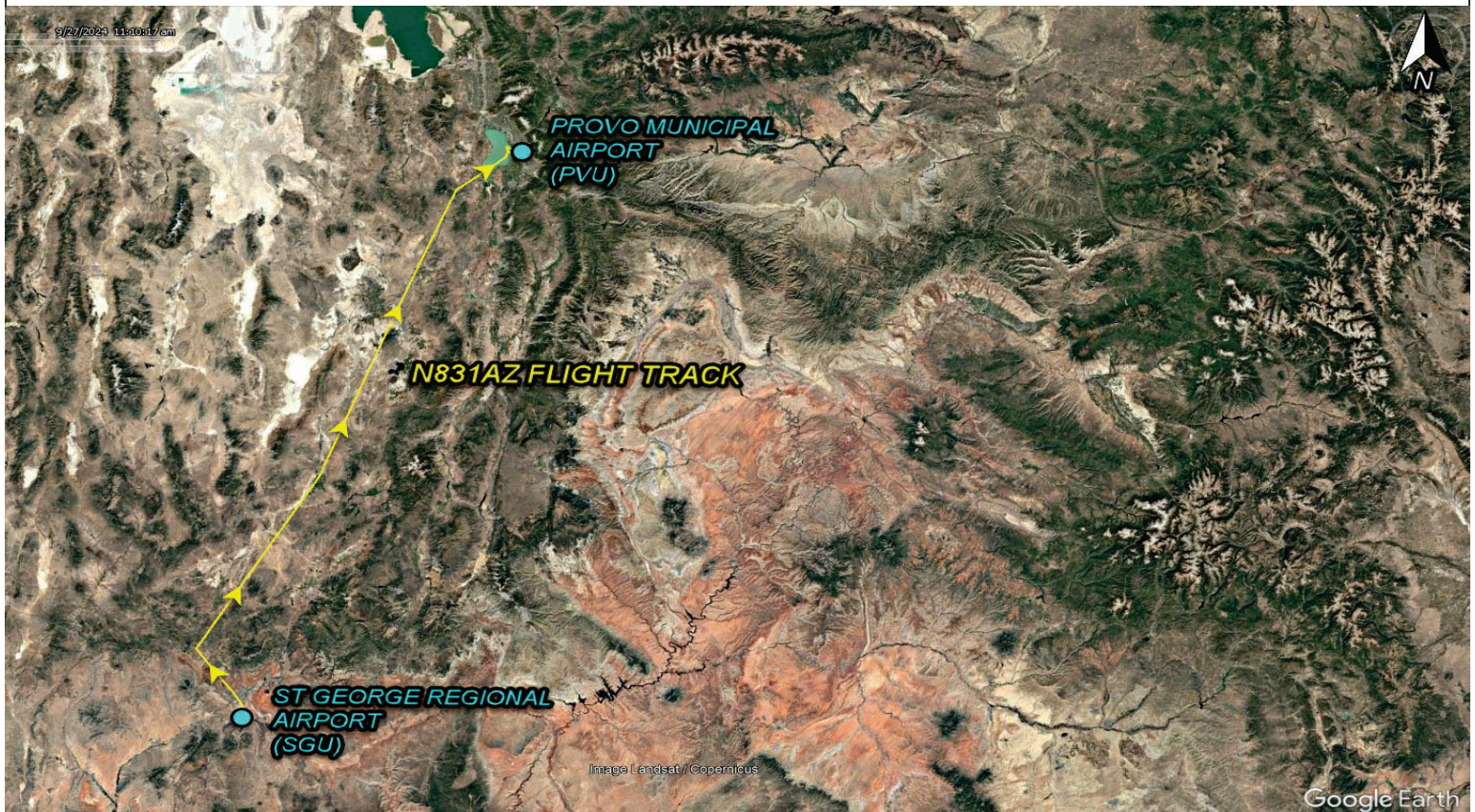
PROVO, UTAH

PROVO MUNI (PVU)

SW-4, 05 SEP 2024 to 03 OCT 2024

SW-4, 05 SEP 2024 to 03 OCT 2024

Figure 1



Caption: Graphic depicting the flight path of N831AZ from SGU airport to PVU airport.

ADD

Figure 2



Caption: Graphic depicting the final leg of flight for N831AZ with last track data information.

ADD