



Federal Aviation Administration

Memorandum


Date: March 04, 2009

To: Felix J. Enriquez
Service Center Director, Eastern Service Area

From: Robbie Wright [REDACTED]
Acting Manager, Washington Air Route Traffic Control Center

Subject: **INFORMATION**: Certification Statement
Aircraft Accident, N815MA
Wilmington, NC, January 04, 2009

I hereby certify that Air Traffic Aircraft Accident Package, ZDC-ARTCC-0225, has been reviewed, and it is complete and accurate.

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 09, 2009	REPORT NO. ZDC-ARTCC-0225
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	


14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 04, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0325 Santo Domingo Center calls the Miami Center (ZMA), Grand Turk (R62) sector controller with a departure time on N815MA. The ZMA R62 controller replies that he has RADAR Contact ten miles south of Puerto Plata.
- 0333 N815MA makes his first call to the ZMA, R62 sector and reports level at FL280, 30 miles from JUELE. The R62 Controller advises N815MA that he has no flight plan and to report JUELE and he will go over his routing with him.
- 0341 N815MA reports JUELE and gives his filed flight plan route and advises the controller that he is negative RVSM. The R62 Controller clears N815MA via direct NUCAR direct PANAL direct Wilmington, North Carolina (KILM).
- 0413 N815MA is cleared to contact the same controller on frequency 127.22.
- 0507 N815MA is cleared to contact the same controller on frequency 134.8
- 0522 N815MA is cleared twice to descend to FL270 but no response is heard.
- 0524 The R62 controller clears N815MA to contact Miami Center on frequency 123.67. No response is heard from N815MA.
- 0525 N815MA calls the Miami Center, Freeport Low (R21) sector, on frequency 123.67, and reports level at FL270. The Controller clears N815MA direct SCOBY direct KILM. N815MA acknowledges the clearance.
- 0540 The R21 Controller advises N815MA, that in the event of lost communications to contact Jacksonville Center on frequency 134.85 at the SCOBY intersection. N815MA reads back the clearance.
- 0549 The R21 Controller calls the Jacksonville Center MAYO (R72) sector Controller and confirms that they have RADAR contact with N815MA.
- 0550 The Miami Center R21 Controller clears N815MA to contact Jacksonville Center on frequency 134.55. N815MA acknowledges the clearance.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 20, 2009	REPORT NO. ZDC-ARTCC-0225
	NAME OF REPORTING FACILITY Jacksonville ARTCC (ZJX)	


14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 04, 2009

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- 0550 N815MA checked in with Jacksonville ARTCC Columbia Radar controller (R72).
- 0606 R72 told N815MA to change to frequency 135.05 however, N815MA did not respond.
- 0608 R72 called N815MA again to no avail. R72 then asked JBU870 to broadcast to N815MA to come up on frequency 135.05.
- 0609 N815MA checked onto frequency 135.05.
- 0621 R72 gave N815MA a pilot's discretionary descent to 5,000 feet and issued him the Myrtle Beach altimeter.
- 0633 N815MA was told to contact Washington ARTCC on frequency 135.3. N815MA acknowledged the frequency change.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE March 9, 2009	REPORT NO. ZDC-ARTCC-0225
	NAME OF REPORTING FACILITY Washington ARTCC (ZDC)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT

January 04, 2009

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0634 N815MA checked onto the Washington ARTCC (ZDC) Liberty sector's (R27) descending to 5,000 feet. R27 acknowledged, issued the Wilmington (ILM) altimeter, and asked if N815MA had the ILM weather. N815MA advised that they did not, at which time R27 issued the ILM 0553 observation. R27 informed N815MA that the ILM tower was closed and the ILS to runway 24 was available. Subsequently, R27 instructed N815MA to fly heading 025, vectors for the ILS.

0640 N815MA was issued a descent clearance to 3,000 feet.

0643 N815MA was instructed to fly heading 360.

0644 N815MA was issued a descent clearance to 2,000 feet and instructed to fly heading 330.

0645 R27 informed N815MA that they were 6.5 miles to the east northeast of the WILZE outer marker and to fly heading 260 to intercept the localizer and report established.

0646 N815MA was instructed to change frequency and come up on 135.75. Subsequently, N815MA checked in and informed R27 that they were established on the localizer.

0647 N815MA was cleared for the ILS runway 24 approach to the Wilmington airport, and advised that radar services were terminated and to report their cancellation on this frequency or their down time with flight service.


0650 N815MA checked back on R27'S frequency on a missed approach, with the intent on shooting another one. R27 issued the ILM altimeter, a climb clearance to 3,000 feet, and cleared direct WILZE when able.

0651 N815MA inquired about the runway lights wondering if they had to turn them on. R27, informed N815MA that the tower said that they were leaving the lights on for the ILS to runway 24.

0652 R27 informed N815MA that no one's landed in the past hour and they had to go down to their minimums before they spotted the lights, with a ceiling reported as overcast at 300 feet. R27 advised that the Albert Ellis airport had better weather. N815MA replied that due to customs, they had to land at ILM.

0653 R27 instructed N815MA to report established, and not to descend below 1,800 feet.

0655 N815MA reported established and was cleared for the ILS runway 24 approach. Radar services were terminated and in the event they went missed, to return back to this frequency.

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14. CHRONOLOGICAL SUMMARY OF FLIGHT

0657 In the blind, R27 issued the Wilmington altimeter and asked N815MA their intentions, at which time the pilot advised that they were going to shoot another approach. R27 cleared N815MA direct WILZE and to maintain at least 1,899 feet until established.

0700 R27 instructed N815MA that they must maintain 1,800 feet until established, because they were indicating 500 feet low.

0701 R27 asked N815MA if they were established on the approach. N815MA replied in the affirmative, at which time they were cleared for the ILS runway 24 approach to the ILM airport.

0704 N815MA informed R27 that they had an emergency with one engine out. R27 acknowledged and asked the pilot if they could make it to the Albert Ellis airport. N815MA inquired as to how far away Albert Ellis was. R27 replied that it was 36 miles north of ILM. N815MA advised that they could not go there because of low fuel and asked for vectors back to the opposite runway at ILM.

0705 R27 confirmed that N815MA wanted vectors runway 35 at ILM and asked the pilot for their present heading. N815MA informed that they were turning to a 060 heading. R27 instructed N815MA to turn left heading 250. N815MA acknowledged the heading and advised that they had low fuel. R27 informed the pilot that the airport was one to two o'clock and one mile.

0706 R27 advised N815MA that he airport was three to four o'clock and less than a mile. Subsequently, another position report was given with the airport at five o'clock and two miles. N815MA asked for a heading, at which time R27 instructed the pilot to fly heading 240, then heading 180. Furthermore, R27 advised N815MA that there were 300 foot obstructions south of the airport and to fly heading 150.

0707 N815MA was instructed to fly heading 090. Subsequently, N815MA was issued a 074 heading and advised that heading should line them up with the airport.

0708 R27 informed N815MA that they were approximately three miles southwest of the airport, then updated at two and a half miles.

0709 R27 informed N815MA that the airport was one o'clock and less than a mile, then updated at twelve to one o'clock and a half mile. Eventually, R27 advised that N815MA that they were over top of the airport. N815MA acknowledged.

0710 R27 asked N815MA if they had the airport. There was no response. R27 broadcast that radar contact was lost.

No More Follows