

Aircraft Accident Package

HOU-ATCT-0064

N4252G, SR22

June 09, 2016, 1810 UTC

Destroy: December 09, 2018 UTC

SECTION 1.  
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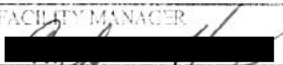
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SECTION 2.

FAA Form 8020-6, Report of Aircraft Accident, and  
FAA Form(s) 8020-6-1, Report of Aircraft Accident (Continuation Sheet)

FAA Form 8020-6, Report of Aircraft Accident

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		REPORT DATE July 25, 2016	REPORT NO. HOU-ATCT-0064				
		NAME OF REPORTING FACILITY Houston Hobby ATCT (HOU)					
1. AIRCRAFT IDENTIFICATION AND TYPE  N4252G, SR22		2. DATE/TIME OF ACCIDENT (UTC)  June 9, 2016; 1810 UTC					
		3. LOCATION OF ACCIDENT (MANDATORY) Houston, TX; Half mile north of Hobby airport					
		LATITUDE/LONGITUDE (OPTIONAL) Unknown					
4. NATURE OF ACCIDENT Aircraft crashed on upwind leg of missed approach.			5. TYPE OF FLIGHT VFR Flight Plan				
6. FLIGHT CREW	NAME	POSITION	ADDRESS (CITY AND STATE)	UNINJURED	INJURED	FATALITY	UNKNOWN
	Unknown Unknown	Unknown	Unknown, Unknown			X	
7. PASSENGER DATA		NUMBER ABOARD AIRCRAFT 2	NUMBER UNINJURED 0	NUMBER INJURED 0	NUMBER FATALITIES 2		
8. AIRCRAFT DAMAGE Destroyed			9. PROPERTY DAMAGE Unknown				
10. OPERATING STATUS OF NAVIGATIONAL AIDS/LIGHTS/COMMUNICATIONS Normal							
11. WEATHER DATA (USE UTC DATE/TIME)	REPORT JUST PRIOR TO ACCIDENT HOUSTON/HOBBY METAR - 1810 UTC: wind zero eight zero at one one knots, visibility one zero statute miles, few clouds at four thousand five hundred, temperature three two, dew point two two, altimeter two nine nine four						
	FIRST REPORT SUBSEQUENT TO ACCIDENT HOUSTON/HOBBY METAR - 1815 UTC: wind zero eight zero at one one, gusts one nine knots, visibility one zero statute miles, few clouds at four thousand five hundred, temperature three two, dew point two two, altimeter two nine nine three						
12. ATO PERSONNEL INVOLVED	NAME	FACILITY	OPERATING POSITION			CHECK IF EYEWITNESS	
	Brian C. Way *(BW)	HOU ATCT	LC LC				
	Todd M. Widmier (TW)	HOU ATCT	LC LC				
	Christopher L. Chambliss (ZZ)	HOU ATCT	LC LC				
*OPERATING INITIALS							
13. SIGNATURE OF FACILITY MANAGER Andre Harris 							



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

REPORT DATE

June 14, 2016

REPORT NO

HOU-ATCT-0064

NAME OF REPORTING FACILITY

Oklahoma City ATCT (OKC)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

June 9, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1512 N4252G called Northeast Radar (NE) 2SM south of OUN at 2000' for flight following to HOU.
- 1512 NE told N4252G to squawk code 3252.
- 1513 NE advised N4252G RADAR contact and there were about 12-15 VFR targets ahead up to 3500'
- 1515 NE issued traffic to N4252G and N4252G advised traffic in sight.
- 1525 NE switched N4252G to ZFW on 124.75.

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No More Follows



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

REPORT DATE

July 12, 2016

REPORT NO.

HOU-ATCT-0064

NAME OF REPORTING FACILITY

Fort Worth ARTCC (ZFW)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 09, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1526 N4252G checks on Frisco Low Altitude Sector (FRI-L) at 5,000 feet and climbing to 5,500 feet. FRI-L Radar Controller (R53) acknowledges N4252G and issues Ardmore altimeter.
- 1602 R53 frequency changes N4252G to Regional Approach. N4252G acknowledges R53.
- 1631 N4252G checks on Donie Low Altitude Sector (DON-L) at 5,500 feet. DON-L Radar Controller (R29) acknowledges N4252G and issues Corsicana altimeter.
- 1659 R29 issues traffic to N4252G and frequency changes N4252G to Houston Center. N4252G acknowledges R29.

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No More Follows



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

REPORT DATE

July 12, 2016

REPORT NO.

HOU-ATCT-0064

NAME OF REPORTING FACILITY

Dallas/Ft. Worth TRACON (D10)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 09, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1603 N4252G contacted the Dallas North (DN) Controller level at five thousand five hundred feet. DN acknowledged the transmission, issued the current altimeter and asked for their destination airport. N4252G replied their destination was Houston Hobby Airport (HOU). DN issued N4252G a Dallas Fort Worth Class Bravo airspace (DFW Class B) clearance. N4252G acknowledged the DFW Class B clearance. DN instructed N4252G to fly heading one five zero. N4252G acknowledged the instruction.
- 1610 DN instructed N4252G to fly heading one eight zero. N4252G acknowledged the instruction.
- 1614 DN instructed N4252G to contact the Dallas South (DS) Controller on one two five point two. N4252G acknowledged the communications transfer. N4252G contacted DS. DS acknowledged the transmission.
- 1615 DS asked N4252G if they were on course. N4252G advised they were a little off course and would like to fly heading one six zero. DS instructed N4252G to proceed on course. N4252G acknowledged the instruction.
- 1616 DN asked N4252G what was their final requested altitude.
- 1617 N4252G replied five thousand five hundred. DS acknowledged the transmission.
- 1630 DS issued traffic to N4252G. N4252G acknowledged the transmission. DS advised N4252G the traffic would stay above them at six thousand feet and transferred communications to Fort Worth Center (ZFW) on one two six point seven two. N4252G acknowledged the communications transfer.

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No More Follows





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

REPORT DATE

July 12, 2016

REPORT NO.

HOU-ATCT-0064

NAME OF REPORTING FACILITY

Houston ARTCC (ZHU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 09, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED


1700 N4252G checked on R49 (Lufkin Radar) frequency level at 5,500. R49 (Lufkin Radar) issued Huntsville altimeter. N4252G acknowledged.

1709 R49 (Lufkin Radar) issued traffic to N4252G. N4252G acknowledged.

1721 R49 (Lufkin Radar) switched N4252G to Houston Tracon. N4252G acknowledged.

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No More Follows

 <b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b> <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE July 13, 2016	REPORT NO. HOU-ATCT-0064
	NAME OF REPORTING FACILITY Houston Intercontinental TRACON (I90)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT		
June 09, 2016		
ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED		
1727	N4252G contacts Tomball Satellite frequency 119.7 with ATIS Hotel for HOU ( Hobby Airport) . Tomball satellite instructs N4252G to descend to 5000 feet.	
1730	N4252G is instructed to turn 20 degrees right.	
1732	N4252G is instructed to descend and maintain VFR at or below 2000 feet.	
1737	N4252G is issued traffic at 12 o'clock 6 miles altitude indicates 1800 feet, a Skyhawk inbound to DWH (David Wayne Airport), N4252G acknowledges and is then instructed to contact Lakeside satellite 123.8.	
1738	N4252G contacts Lakeside satellite at 1800 feet and was instructed to expect Rwy 4.	
1741	N4252G was issued traffic at 1300 feet, N4252G reported traffic in sight.	
1743	N4252G is instructed to fly heading 140.	
1747	N4252G is instructed to contact Hobby final on frequency 133.05.	
1748	N4252G contacted Hobby final control on frequency 133.05 at 1800 feet and is instructed to expect runway 4 and to fly heading 130.	
1750	N4252G is instructed to fly heading 110.	
1751	N4252G is instructed to follow a B737 to runway 4 and given a wake turbulence advisory, N4252G reported the traffic in sight.	
1752	N4252G is instructed to fly heading 095 to follow the B737 and is instructed to contact Hobby tower on frequency 118.7.	
No More Follows		



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

REPORT DATE  
July 25, 2016

REPORT NO.  
HOU-ATCT-0064

NAME OF REPORTING FACILITY  
Houston Hobby ATCT (HOU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

June 09, 2016

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1752 N4252G contacts Hobby Tower Local control frequency at 1600 feet.
- 1753 N4252G contacts HOU Local control frequency at 1500 feet. N4252G was cleared to land Runway 4. Pilot advised they would be parking at Million Air. N4252G was instructed to proceed direct to the numbers for Runway 4.
- 1754 Local controller asked N4252G, what did approach tell you before? N4252G replied, to land left base Runway 4 and follow the Boeing. N4252G was instructed to proceed direct to the numbers Runway 4, direct Hobby. N4252G was instructed to maintain maximum forward airspeed if able and proceed direct to the numbers.
- 1757 N4252G was instructed to go around, fly runway heading, maintain VFR. N4252G was informed they would be put in a downwind for Runway 35, wind 09013G18, can you accept Runway 35? Pilot informed controller they would go around and line up for Runway 35 downwind. N4252G was instructed when able go ahead and make a right downwind now for Runway 35, Runway 35 cleared to land. N4252G was instructed to keep the right turn all the way around, you're going to go right into the base for Runway 35, cleared to land.
- 1758 N4252G was instructed to enter right downwind for Runway 35 and tower will call your base. N4252G was issued 737 traffic 2 o'clock, 3 miles at 900 feet inbound to Runway 4, advise that traffic in sight. Pilot reports the traffic in sight.
- 1759 N4252G was instructed to make a right base behind the traffic, Runway 35, cleared to land. N4252G advised they would follow the traffic and traffic would be landing crossing runway prior to their arrival. Pilot advises they will make a right base following them for Runway 35. N4252G instructed to turn left heading 30 degrees. Local controller asks N4252G if they wanted to follow the 737 to Runway 4. Pilot replied, yes, that would be great. N4252G instructed to follow the 737 cleared to land Runway 4. N4252G asked, so am I turning a right base now? Local controller instructed N4252G to maneuver back for the straight in. Local advised N4252G they didn't know which way they were going now. Local instructs N4252G to turn back for Runway 35. N4252G advises that they were turning back to 35, sorry for the confusion. Local controller states, That's okay, we'll get it.
- 1800 Local controller asked N4252G, which direction are you turning now? N4252G replied, thought I was turning right base for 35. N4252G was instructed to make a right turn and keep it tight, I need you to make it tight. N4252G was instructed to make straight in, Runway 35, cleared to land. Pilot reads back clearance and states, I don't believe I'm lined up for that. N4252G was instructed to turn to the right, climb and maintain 1600, right turn.
- 1801 N4252G instructed to fly heading 040. Local controller asks N4252G, can you make a right turn back to join the straight-in for Runway 35, can you do it like



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

REPORT DATE  
July 25, 2016

REPORT NO.  
HOU-ATCT-0064

NAME OF REPORTING FACILITY  
Houston Hobby ATCT (HOU)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

- that? N4252G replied, yes, right turn back to 35. N4252G issued landing clearance for Runway 35.
- 1802 Local controller asks N4252G, do you see Runway 35 still? Pilot replied, yes. and was instructed to begin descent for Runway 35. N4252G issued landing clearance to Runway 35 and issued wind of 10015G20.
- 1803 Local controller comments to N4252G, if you don't want to land, if that's too high, we can put you back on the downwind, don't force it if you can't. Pilot replied, okay, we'll see, thank you. Local controller advises N4252G they may be too high. N4252G replies, okay, we'll go around then. N4252G was instructed to make right traffic for Runway 35.
- 1804 N4252G was instructed to make right downwind for Runway 35 and cleared to land.
- 1806 N4252G was issued traffic on 737, landing Runway 4, caution wake turbulence.
- 1807 Local controller asks N4252G if they have Runway 35 in sight? Pilot replied affirmative. Local controller issues wind 09013G18 and landing clearance for Runway 35 to N4252G. N4252G acknowledges landing clearance and states, trying to get down again.
- 1808 N4252G advises they are going around. Local controller instructs N4252G, to go ahead and make left turn now to enter the downwind, midfield downwind for Runway 4, if you can just keep me a nice, low tight pattern. I'm gonna have traffic four miles behind you so I need you to just keep it in tight if you could. N4252G replies, Okay this time I'll be Runway 4, turning left. Local controller informs N4252G they may be sequenced behind the traffic. Local controller instructs N4252G to stay on the downwind and advise me when you have that 737 in sight. Local control states, we'll either do 4 or we might swing you around to 35...uh, ma'am ma'am, uh straighten up, straighten up."

No More Follows

SECTION 3.  
Review of Services Memo(s)



# Federal Aviation Administration

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## Memorandum

Date: June 14, 2016

To: Houston Hobby Air Traffic Control Tower  
[REDACTED]

From: John M. Trowbridge, Air Traffic Manager, Oklahoma City Air Traffic Control Tower, OKC ATCT

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N4252G, SR22  
Houston, TX, June 9, 2016

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OKC ATCT conducted a review of services concerning N4252G and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of voice Recording(s)  
Facility Layout Chart(s)



# Federal Aviation Administration


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## Memorandum

Date: July 12, 2016

To: Houston Hobby Airport Traffic Control Tower

  
Tommy A. Graham, Jr., Manager, Fort Worth Air Route Traffic Control

From: Center

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N4252G  
Houston, TX, June 09, 2016

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ZFW ARTCC conducted a review of services concerning N4252G and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
National Track Analysis Report  
Input Output Log Report  
Computer Data Certification Memo  
SAR Release Information Memo  
System Analysis Recording File(s)  
ERAM Adaptation File(s)



# Federal Aviation Administration

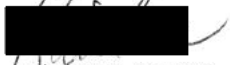
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## Memorandum

Date: July 12, 2016

To: Houston Hobby Airport Traffic Control Tower

From:   
Richard Powell, Acting Manager, Dallas/Ft. Worth Terminal Radar  
Approach Control Facility

Subject: **INFORMATION:** Review of Services Memo  
Aircraft Accident, N4252G  
Houston, TX, June 09, 2016

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D10 TRACON conducted a review of services concerning N4252G and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Continuous Data Recording (CDR)  
Certified Instant Replay  
STARS Plot Play Back (PPB) file






# Federal Aviation Administration

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## Memorandum

Date: July 12, 2016

To: Houston Hobby Airport Traffic Control Tower

From:   
James D'Ambrosio, Manager, Houston Air Route Traffic Control Center

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N4252G  
Houston, TX, June 09, 2016

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ZHU ARTCC conducted a review of services concerning N4252G and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
National Track Analysis Report  
Surveillance Track History Report  
Input Output Log Report



# Federal Aviation Administration

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## Memorandum

Date: July 13, 2016

To: Houston Hobby Airport Traffic Control Tower

[REDACTED]

Dean Krause, Manager, Houston Intercontinental Terminal Radar

From: Approach Control Facility

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N4252G  
Houston, TX, June 09, 2016

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190 TRACON conducted a review of services concerning N4252G and was determined to have routine services. As a supporting facility with routine services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.

FAA Form 7230-4

FAA Form 7230-10

FAA Form 8020-6-1

Certified Original Copy(ies) of Voice Recording(s)

Certified Working Copy(ies) of Voice Recording(s)

Continuous Data Recording (CDR)



# Federal Aviation Administration

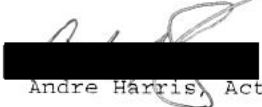
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## Memorandum

Date: July 11, 2016

To: Houston Hobby Accident File HOU-ATCT-0064

  
Andre Harris, Acting Manager, Houston Hobby Airport Traffic Control

From: Tower

Subject: **INFORMATION**: Review of Services Memo  
Aircraft Accident, N4252G  
Houston, TX, June 09, 2016

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HOU ATCT conducted a review of services concerning N4252G and was determined to have pertinent services. As the holding facility with pertinent services I certify the following data has been retained in accordance with FAA Order 8020.16. Additionally, I certify that the following originals/digital copies are on file in this office.


FAA Form 7230-4  
FAA Form 7230-10  
FAA Form 8020-6  
FAA Form 8020-6-1  
Personnel Log(s)  
Certified Original Copy(ies) of Voice Recording(s)  
Certified Working Copy(ies) of Voice Recording(s)  
Facility Layout Chart(s)  
Airport Diagram  
Transcription(s) of Voice Recording(s)  
Mandatory Occurrence Report

SECTION 4.  
FAA Form(s) 7230-4, Daily Record of Facility Operation

# DAILY RECORD OF FACILITY OPERATION

PAGE NO  
Page 1 of 2

DATE  
Jun 9, 2016


LOCATION Houston, TX	IDENTIFICATION HOU	TYPE FACILITY ATCT	OPERATING POSITION HOBBY ATCT	CHECKED BY 
				AIR TRAFFIC MANAGER Andre Harris

UTC TIME	REMARKS
0500	C. SIEBENEICHER ON. ASDE-X SOUTH NORMAL. WCLC. CFPL: RWY 12R DISPLACED THRESHOLD LIGHTS OTS. MOCC-DJ NOTIFIED. ASDE-X ASR IN OFF MODE. SAFETY LOGIC UNUSABLE. MOCC NTFD (MER). -- KC
0531	RWY 4 CLSD. -- KC
0739	J. BEALL ON. ABV NOTED. -- KC
0903	RWY 4 OPEN/OPS3. -- KC
1035	B. WAY ON, ABV NOTED. -- BW
1210	J. KINKELAAR ON, ABV NOTED. -- JK
E 1216	ASDE-X RTM. MOCC(RM) -- JK
1451	ASDE-X CHURCH NORMAL -- JK
1457	WCLC. -- JK
M 1527	HOU-M-2016/06/09-0001 -- SWA2010 -- JK
E 1949	RWY 35 VASI OTS. MOCC (EPO) -- JK
E 1951	TDWR NO BACKUP POWER. -- JK
2017	A. ALI ON, ABV NOTED. -- JK
E 2018	ASDE-X RTS. MOCC(MD) -- AA
2025	ASDE-X SOUTH NORMAL -- AA
E 2026	ASDE-X ASR IN ON MODE. SAFETY LOGIC RTS. -- KC
M 2044	HOU-M-2016/06/09-0002 -- N4252G -- JK
E 2046	RWY 35 VASI RTS. TO/ECS. -- AA
E 2102	118.7 MAIN TMTR OTS, TO/WDB. -- AA
2137	S. HAMMOND ON, ABV NOTED. -- AA
2206	A. ALI ON, ABV NOTED. -- AA
E 2210	118.7 MAIN TMTR RTS, TO/WDB. -- AA
0003	WCLC -- AA
0123	D. STEGMEIER ON. ABV NOTED. -- KC
0153	F. RUIZ ON. ABV NOTED. -- KC
0207	CEDAR OTS MOCC NOTIFIED. (RB) -- KC
0250	C. SIEBENEICHER ON. ABV NOTED. -- KC
M 0358	HOU-M-2016/06/09-0003 -- LN35LJ -- KC

I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded

SIGNATURE(S) OF WATCH SUPERVISOR(S)



DAILY RECORD OF FACILITY OPERATION				PAGE NO Page 2 of 2
				DATE Jun 9, 2016
LOCATION	IDENTIFICATION	TYPE FACILITY	OPERATING POSITION	CHECKED BY <i>AH</i>
Houston, TX	HOU	ATCT	HOBBY ATCT	AIR TRAFFIC MANAGER Andre Harris
UTC TIME	REMARKS			
0459	COB. -- KC			
I CERTIFY that entries above are correct, that all scheduled operations have been accomplished except as noted, and that all abnormal occurrences and conditions have been recorded.		SIGNATURE(S) OF WATCH SUPERVISOR(S) 		

# Air Traffic Mandatory Occurrence Report

HOU-M-2016/06/09-0002

SEPARATION		
<b>Was this a loss of separation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Applicable Separation Rule: _____	
Separation Used: <input type="radio"/> Course Divergence <input type="radio"/> MARSAS <input type="radio"/> Mode C Interlace <input type="radio"/> Opposite Course (Report Passing) <input type="radio"/> Other Facility <input type="radio"/> Procedure/Waiver <input type="radio"/> Report/Observe Leaving Altitude <input type="radio"/> Terminal Transition <input type="radio"/> Tower Visual Separation <input type="radio"/> VFR Aircraft <input type="radio"/> Visual Approach <input type="radio"/> Visual Separation <input type="radio"/> Other		
RISK ANALYSIS		
<b>Was this a Risk Analysis Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	RAE Score: _____	
PILOT DEVIATION		
<b>Was this a possible pilot deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
SURFACE EVENT		
<b>Was this a possible Surface Event?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
<b>Was this a possible Vehicle/Pedestrian Deviation?</b>		
<input type="radio"/> Yes <input type="radio"/> No	Preliminary Number: _____	
NMAC		
<b>Was this a NMAC?</b>		
<input type="radio"/> Yes <input type="radio"/> No	NMAC Number: _____	

# Air Traffic Mandatory Occurrence Report

HOU-M-2016/06/09-0002

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)						3. Time UTC				4. Significant Occurrence?		
H	O	U	0	9	0	6	2	0	1	6	1	8	1	2	<input checked="" type="radio"/> Yes <input type="radio"/> No
5. MOR reported by (select one):															
<input type="radio"/> Controller providing services				<input type="radio"/> FLM				<input type="radio"/> Internal Facility Review							
<input type="radio"/> CIC				<input type="radio"/> Aircraft Owner/Operator				<input type="radio"/> Electronically Detected							
<input type="radio"/> External Facility Referral				<input type="radio"/> Hotline (Describe in summary)				<input type="radio"/> Other (Describe in summary)							
Brasher warning given? <input type="radio"/> Yes <input type="radio"/> No								Training in progress? <input checked="" type="radio"/> Yes <input type="radio"/> No							
<b>EMERGENCY MORs</b>															
H1. MOR type – in-flight emergency conditions involving (select one):															
<input type="radio"/> Medical emergency				<input type="radio"/> Inflight equipment malfunction				<input type="radio"/> Pilot Disorientation				<input type="radio"/> VFR in/on top IFR conditions			
<input type="radio"/> Fuel quantity				<input type="radio"/> Bird strike				<input checked="" type="radio"/> Other (describe in summary)							
H1a. Aircraft information:															
Aircraft ID		Aircraft type/suffix		IFR/VFR:		Facility communicating with A/C		Position communicating with A/C		Frequency					
N4252G		SR22		<input type="radio"/> IFR <input checked="" type="radio"/> VFR		HOU		Local North		118.7					
H1b. Malfunctioning equipment component:				H1c. Passenger or crew condition:				H1d. Medical assistance aboard:							
								<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown							
Only complete for mechanical MORs				Only complete for medical MORs											
H2. MOR type – in-flight security conditions involving (select one):															
<input type="radio"/> Laser light illumination				<input type="radio"/> Hijack				<input type="radio"/> Bomb threat							
H2b. Nearest major city:				H2c. Altitude:				H2d. Route information:							
Only complete for laser light illuminations								Departed		Destination		Diverted to			
H2e. Location (lat/long or fix/radial distance);				H2f. Time DEN notified (UTC):				UNK		HOU					



# Air Traffic Mandatory Occurrence Report

HOU-M-2016/06/09-0002

## SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

AT 1752Z, N4252G, SR22, CHECKED IN TO LAND RWY 4. AIRCRAFT WAS TOO HIGH AND BROKEN OUT TO RIGHT TRAFFIC RWY 35. SECOND ATTEMPT ON THE APPROACH, THE AIRCRAFT WAS TOO HIGH AGAIN TO LAND AND PILOT INITIATED A GO AROUND. WAS ISSUED LEFT TRAFFIC RWY 4. APPROX AT 1811Z, WE LOST COMMUNICATIONS WITH PILOT AND OBSERVED AIRCRAFT GOING DOWN ON TELEPHONE ROAD. CRASH PHONE ACTIVATED. ROC NOTIFIED.

# Air Traffic Mandatory Occurrence Report

HOU-M-2016/06/09-0002

## QA SUMMARY

QA Reviewed - All notifications made

SECTION 5.  
Personnel Log(s)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		ASW		HOU		OPERATIONS			MONTH: JUN	DAY: 09	YEAR: 2016
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
CHAMBLISS, CHRISTOPHER ( ZZ ) 05:30 - 15:30	R 8	05:30 15:30	15:30 20:05	14+35			06+24	04+18			
WAY, BRIAN ( BW ) 05:30 - 13:30	R 8	05:30 13:30	13:30 20:25	14+55			07+04	05+31			
KINKELAAR, JAMES ( JK ) 06:00 - 14:00	R 9	06:00 14:00	14:00 20:30	14+30			06+08	07+47			
BROZGAL, MICHAEL ( EJ ) 06:45 - 14:45	R 8	06:45 15:30	11:45 20:30	10+00	03+00	Leave	05+27	02+33			
HARRIS, DONTE ( DX ) 06:45 - 14:45	R	06:45	14:45	08+00			00+29	04+39			
WIDMIER, TODD ( TW ) 06:45 - 14:45	R 8	06:45 14:45	14:45 20:55	14+10			05+54	05+11			
DOHLMAN, DAVID ( DJ ) 07:00 - 15:30	R	07:00	15:30	08+30			00+00	00+00			
GONZALES, ADRIANA ( AD ) 07:00 - 15:30	R	07:00	15:30	08+30			00+00	00+00			
SHELTON, NATALIE ( NS ) 07:00 - 15:00	R	07:00	11:00	04+00	04+00	Leave	00+00	00+00			
CASTRO, JAMES ( JC ) 08:30 - 18:30	R	08:30	17:15	08+45	01+15	Leave	04+17	02+19			
HAMMOND, SHANE ( ZN ) 09:45 - 17:45	R	09:45	17:45	08+00			00+00	04+39			
ALI, ALEXIS ( AA ) 13:20 - 21:20	R	13:20	21:20	08+00			00+45	05+33			
DENSMORE, BRIAN ( BD ) 13:30 - 21:30	R	13:30	21:30	08+00			00+07	04+55			
HAYNES, STEVEN ( SH ) 13:30 - 21:30	R 8	13:30 21:30	21:30 22:00	08+30			00+03	05+55			
STEGMEIER, DANIEL ( LT ) 13:30 - 21:30	R	13:30	21:30	08+00			00+06	05+35			
RUIZ, FRANCISCO ( PZ ) 14:30 - 22:30	R	14:30	22:30	08+00			00+05	05+46			
SIEBENEICHER, CASEY ( KC ) 21:45 - 05:45	R	21:45	05:45	08+00			00+00	07+21			
ARONSON, BRIAN ( BA ) 14:30 - 22:30					08+00	Leave	00+00	00+00			
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS	

THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT  
(Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)

PERSONNEL LOG		REGION		FACILITY		AREA ID			DATE		
		ASW		HOU		OPERATIONS			MONTH: JUN	DAY: 09	YEAR: 2016
NAME	CODE	TIME ON	TIME OFF	HOURS ON DUTY	HOURS ON LEAVE	LEAVE TYPE	HOURS NON POSITION DUTIES ASGNDE	HOURS POSITION DUTIES ASGNDE	REMARKS FOR: ALL ABSENCES FROM FACILITY, TRNG, TDY AND NON POSITIONAL DUTIES		
PINA, JAIME ( PA ) NAS	8	21:45	07:00	09+15			00+00	02+00			
BEALL, JOHN ( JB ) NAS											
CARROLL, LESLIE ( LC ) RDO											
CASSY, TERRY ( TL ) RDO											
COLEMAN, JASON ( AC ) RDO											
COLLETTE, GARY ( GP ) RDO											
DECASTRO, ANN ( DQ ) RDO											
MCALLISTER, JAMES ( JT ) RDO											
SOBOSLE, MARK ( HP ) RDO											
STOOKSBERRY, TYLER ( TS ) RDO											
SUPERVISORY CERTIFICATE	NAME	CODE	TIME ON	TIME OFF	INTLS	NAME	CODE	TIME ON	TIME OFF	INTLS	
THE SIGNATURES ABOVE CERTIFY THAT THE ABOVE ENTRIES ARE CORRECT (Signatures and times in charge are noted on FAA Form 7230-4, Daily Record of Facility Operation)											

SECTION 6.

FAA Form(s) 7230-10, Position Log, or automated equivalent

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	LC	LC	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
05:00	JB	07:34	C		
07:35	KC	07:36	C		
07:37	KC	10:34	C		
10:35	ZZ	11:59	C		
12:00	EJ	12:43	C		
12:44	BW	13:51	C		
13:52	EJ	14:32	C		
14:33	BW	15:56	C		
14:33	TW	15:56	T		
15:57	JC	16:50	C		
16:51	BW	17:28	C		
17:29	BW	18:07	C		
17:29	TW	18:07	T		
18:08	BW	18:09	C		
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	LC	LC	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
18:10	ZZ	18:17	C		
18:18	ZN	18:49	C		
18:50	LT	19:32	C		
19:33	SH	20:28	C		
20:29	PZ	21:42	C		
21:43	LT	23:09	C		
23:10	SH	00:46	C		
00:47	PZ	01:29	C		
01:30	AA	02:04	S		
02:05	SH	02:29	C		
02:30	SH	02:44	C		
02:45	PA	04:59	C		
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

N4252G

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	GC	GC	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
05:00		11:59		(9) POSITION IDENTIFIER	(10) Position Type
12:00	TW	13:29	C	LC	LC
13:30	JC	14:00	C		
14:01	DX	15:15	C		
15:16	EJ	16:23	C		
16:24	ZN	17:28	C		
17:29	ZZ	18:08	C		
18:09	TW	18:26	C		
18:27	AA	18:31	S		
18:32	TW	18:35	C		
18:36	SH	19:01	C		
19:02	DX	19:13	C		
19:14	ZN	20:02	C		
20:03	LT	21:03	C		

**CODE:**  
 C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring  
 S - Supervisor/Staff Spec.                    R - Trainee/ Developmental Certification/  
 T - Trainee/Developmental                    Evaluation

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type

**CODE:**  
 C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring  
 S - Supervisor/Staff Spec.                    R - Trainee/ Developmental Certification/  
 T - Trainee/Developmental                    Evaluation

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	GC	GC	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
21:04	SH	22:39	C	(9) POSITION IDENTIFIER	(10) Position Type
22:40	PZ	23:44	C		
23:45	LT	01:23	C		
01:24	SH	02:03	C		
02:04		04:59		LC	LC

**CODE:**  
 C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring  
 S - Supervisor/Staff Spec.                    R - Trainee/ Developmental Certification/  
 T - Trainee/Developmental                    Evaluation

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type

**CODE:**  
 C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring  
 S - Supervisor/Staff Spec.                    R - Trainee/ Developmental Certification/  
 T - Trainee/Developmental                    Evaluation



Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	CD	CD	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
05:00		11:59		CI	LA
12:00	DX	13:29	C		
13:30	ZZ	13:58	C		
13:59	TW	14:29	C		
14:30	JC	15:23	C		
15:24	ZZ	15:50	C		
15:51	DX	16:26	C		
16:27	ZZ	16:43	C		
16:44	TW	17:28	C		
17:29	DX	18:34	C		
18:35	LT	18:49	C		
18:50	BD	19:01	C		
19:02	BD	19:31	C		
19:32	PZ	20:01	C		
<b>CODE:</b> C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.                      R - Trainee/ Developmental Certification/ T - Trainee/Developmental                      Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.                      R - Trainee/ Developmental Certification/ T - Trainee/Developmental                      Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	CD	CD	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
20:02	BD	20:27	C		
20:28	ZN	20:59	C		
21:00	BD	22:05	C		
22:06	ZN	22:14	C		
22:15	PZ	22:39	C		
22:40	BD	00:13	C		
00:14	PZ	00:46	C		
00:47	BD	01:53	C		
01:54	PZ	03:09	C		
03:10	KC	04:59	C		
<b>CODE:</b> C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.                      R - Trainee/ Developmental Certification/ T - Trainee/Developmental                      Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA                                      M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.                      R - Trainee/ Developmental Certification/ T - Trainee/Developmental                      Evaluation					

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 N4252G

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	CIC	SC	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
05:00	KC	07:36	C		
07:37	JB	10:34	C		
10:35	BW	12:09	C		
12:10	JK	12:37	S		
12:38	BW	12:42	C		
12:43	JK	18:59	S		
19:00	AA	19:14	S		
19:15	JK	20:16	S		
20:17	AA	21:36	S		
21:37	ZN	22:05	C		
22:06	AA	01:23	S		
01:24	LT	01:53	C		
01:54	PZ	03:09	C		
03:10	KC	04:59	C		
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA S - Supervisor/Staff Spec. T - Trainee/Developmental M - Trainee/ Developmental Monitoring R - Trainee/ Developmental Certification/ Evaluation					

HOU-ATCT-0064  
N4252G



Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
HOU	CI	LA	6/9/16		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
05:00		04:59		LC	LC
<b>CODE:</b> C - ATCS/ATA   M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.   R - Trainee/ Developmental Certification/ T - Trainee/Developmental    Evaluation					

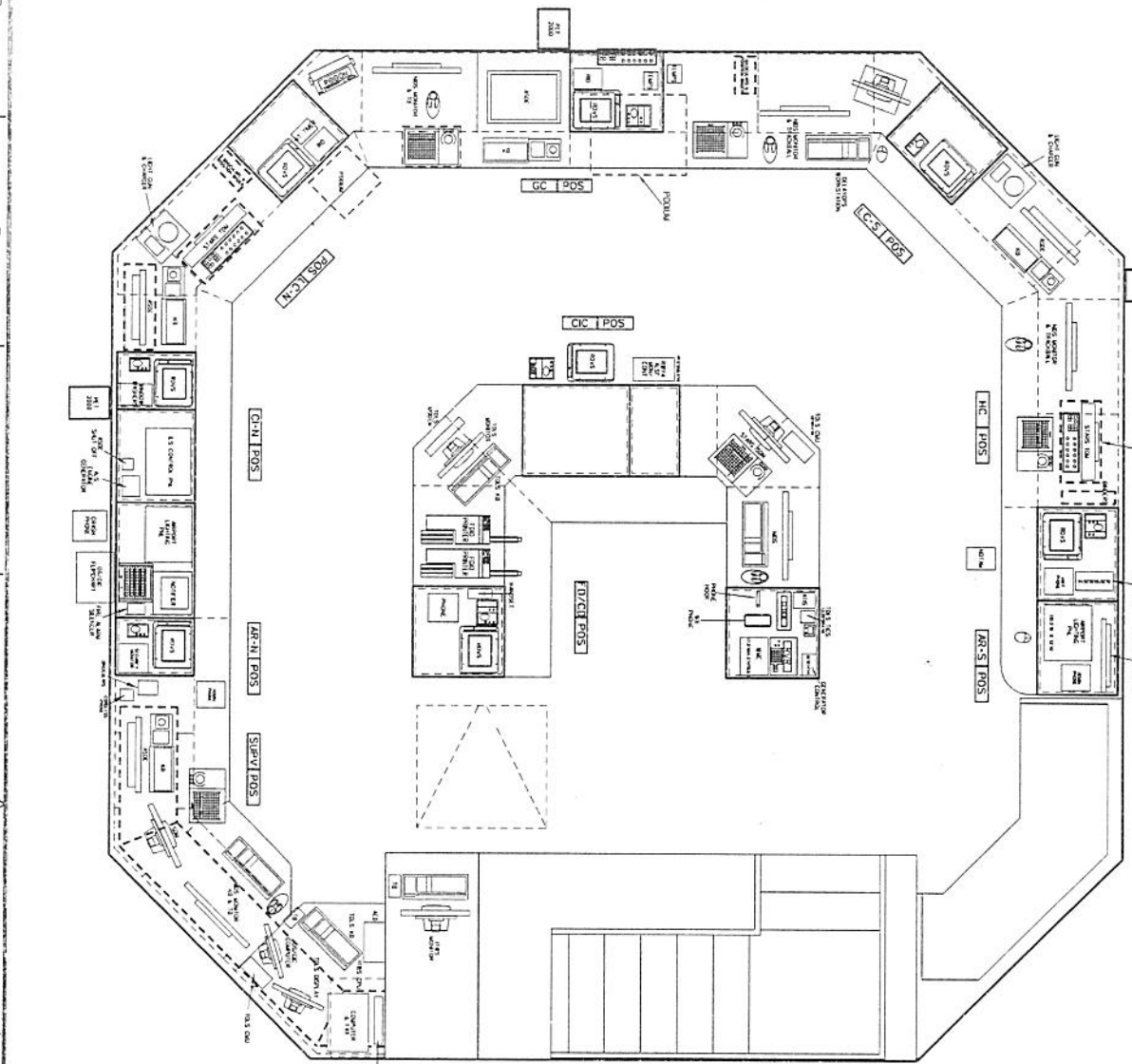
Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA   M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.   R - Trainee/ Developmental Certification/ T - Trainee/Developmental    Evaluation					

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA   M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.   R - Trainee/ Developmental Certification/ T - Trainee/Developmental    Evaluation					

HOU-ATCT-0064  
 N4252G

Position Log					
(1) FACILITY ID	(2) POSITION IDENTIFIER	(3) Pos	(4) DATE		
(5) TIME ON	(6) INITIALS	(7) TIME OFF	(8) CODE	Where Combined	
				(9) POSITION IDENTIFIER	(10) Position Type
<b>CODE:</b> C - ATCS/ATA   M - Trainee/ Developmental Monitoring S - Supervisor/Staff Spec.   R - Trainee/ Developmental Certification/ T - Trainee/Developmental    Evaluation					

SECTION 7.  
Facility Layout Chart(s)



Hobby ATCT Layout



<b>DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION</b>			
<b>ATCT FINAL CAB CONSOLE EQUIPMENT LAYOUT</b>			
PROJECT NO. HOU-ATCT-0064		DRAWN BY: WILLIAM P. HOBBY	
CHECKED BY: [Signature]		APPROVED BY: [Signature]	
DATE: [Blank]		SCALE: [Blank]	

HOU-ATCT-0064  
N4252G

SECTION 8.  
Airport Diagram

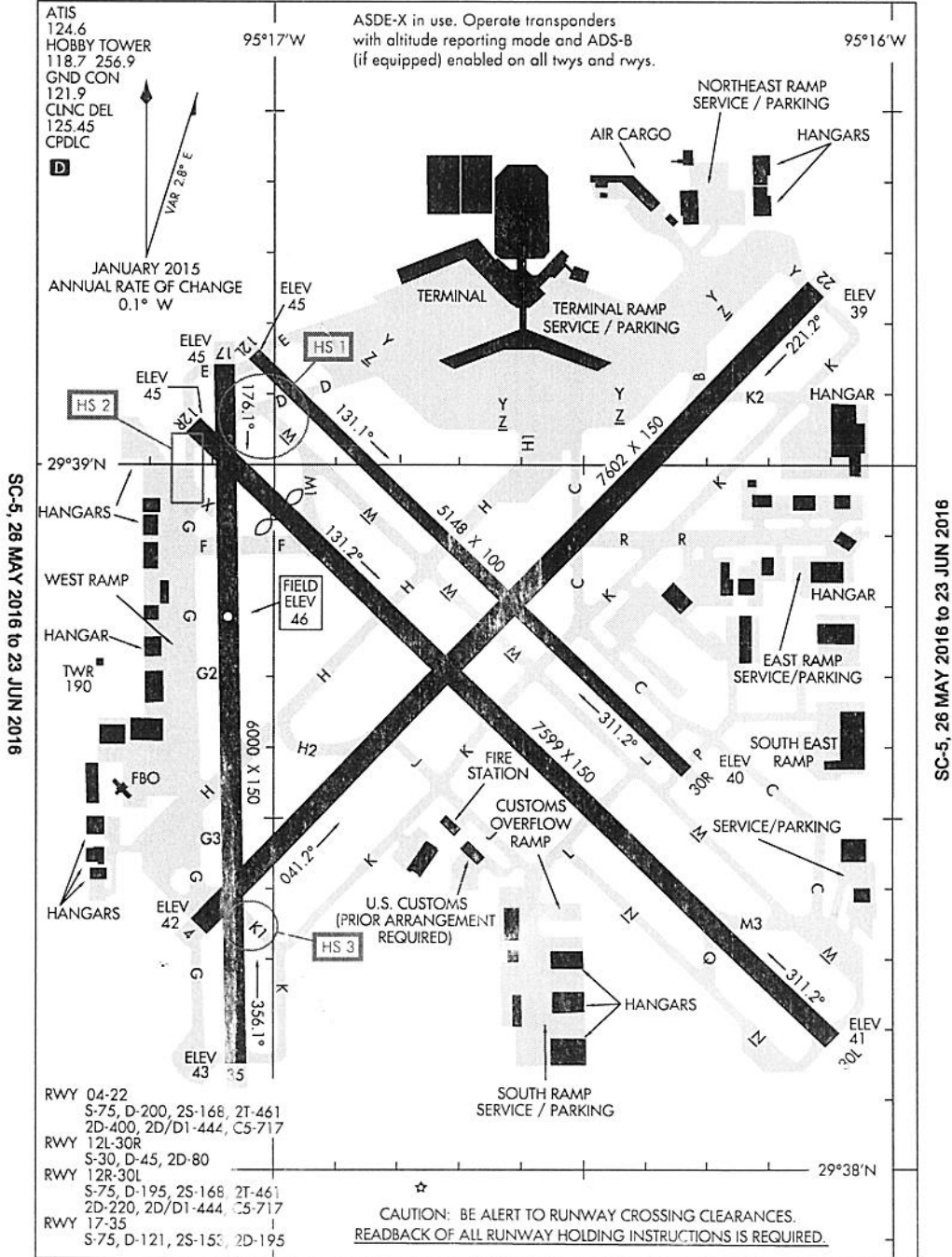
"This diagram is not to scale"

16091

# AIRPORT DIAGRAM

AL-198 (FAA)

WILLIAM P HOBBY (HOU)  
HOUSTON, TEXAS



AIRPORT DIAGRAM  
16091 HOU-ATCT-0064  
N4252G

HOUSTON, TEXAS  
WILLIAM P HOBBY (HOU)



SECTION 9.  
Transcription of Voice Recording(s)



# Federal Aviation Administration

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## Memorandum

Date: July 25, 2016

To: Aircraft Accident File HOU-ATCT-0064


From: Houston Hobby Airport Traffic Control Tower

Subject: **INFORMATION:** Partial Transcript  
 Aircraft Accident, N4252G  
 Houston, TX, June 09, 2016

This transcription covers the Houston Hobby Airport Traffic Control Tower (ATCT) LC LC position for the time period from June 09, 2016, 1652 UTC, to June 09, 2016, 1910 UTC.

Agencies Making Transmissions	Abbreviations
Houston Hobby Airport Traffic Control Tower	HOU
N4252G	N4252G

I certify that the following is a true transcription of the recorded conversations pertaining to the subject Aircraft Accident involving N4252G.

  
 Natalie Shelton  
 Support Specialist  
 HOU ATCT

1652  
 (1653-1720)  
 1721  
 1722:00 HOU  
 1743  
 (1744-1751)  
 1752  
 1752:47 N4252G houston tower four two five two golf at one thousand six hundred feet  
 1753  
 1753:04 HOU i'm sorry was that cirrus four two five two golf  
 1753:08 N4252G yes four two five two golf at one thousand five hundred feet

HOU-ATCT-0064  
N4252G

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1753:12 HOU cirrus four two five two golf hobby tower you're number two following a seven thirty seven on a three mile final caution wake turbulence runway four cleared to land

1753:20 N4252G we'll be runway uh number two following the boeing runway four cleared to land four two five two golf

1753:25 HOU yes maam and say parking

1753:28 N4252G we'll be parking million air four two five two golf

1753:51 HOU cirrus five two golf proceed direct to the numbers you're going to be inside of a seven thirty seven intercepting a ten mile final

1754:00 N4252G okay you would like me to proceed direct to the numbers four two five two golf

1754:04 HOU november five two golf what did approach tell you before

1754:09 N4252G uh to land left base runway four and follow the boeing four two five two golf

1754:16 HOU yeah november five two golf yeah proceed direct to the numbers for runway four direct to hobby

1754:21 N4252G direct to hobby four two five two golf

1754:39 HOU and cirrus five two golf maintain maximum forward speed if able and uh proceed direct to the numbers uh seven thirty seven's on a nine mile final following you with an eighty knot overtake

1754:50 N4252G okay i'll proceed direct to the numbers and keep the speed up four two five two golf

1755  
1756  
1756:03 HOU southwest two thirty five hobby tower number two following a cirrus on a two mile final runway four cleared to land

\*\*\*

HOU-ATCT-0064  
N4252G

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begin reducing to final approach speed if able

1756:58 HOU cirrus five two golf tower

1757:00 N4252G four two five two golf

1757:02 HOU yeah i got traffic behind you just go around and fly runway heading now uh maintain v f r i'm gonna put you back in a downwind for runway three five the winds are zero niner zero at one three gusts one eight can you accept runway three five

1757:15 N4252G we're to go around and line up for runway three five downwind

1757:20 HOU november five two golf fly runway heading for runway four for right now

1757:23 N4252G we'll fly runway heading for four four two five two golf

1757:34 HOU november five two golf uh when able go ahead and make a right downwind now for runway three five and then we'll just go ahead and keep that right turn runway three five cleared to land

1757:46 N4252G okay make a right downwind for runway three five

1757:50 HOU november five two golf yes and just keep the right turn all the way around you're just going to roll right into the base runway three five cleared to land i've got another seven thirty seven on a five mile final to runway four and you're going to be in front of him

1758

1758:06 N4252G four two five two golf turning around for runway three five

1758:10 HOU okay five two golf yeah let's just just enter the right downwind for runway three five

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HOU-ATCT-0064  
N4252G

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1758:14 N4252G right downwind for three five four two five two golf

1758:16 HOU november five two golf i'll call your right base now

1758:48 HOU cirrus five two golf seven thirty seven at your two o'clock and three miles at niner hundred feet inbound for runway four advise that traffic in sight

1758:56 N4252G i've traffic sight four two five two golf

1758:58 HOU november five two golf make a right base behind that traffic runway three five cleared to land you're going to be following them they're going to be landing the crossing runway prior to your arrival

1759

1759:07 N4252G we'll make a right base following them four two five two golf for three five

1759:20 HOU cirrus five two golf make a turn left heading thirty degrees

1759:26 N4252G left heading thirty degrees four two five two golf

1759:30 HOU november five two golf did you want to follow the seven thirty seven to runway four

1759:35 N4252G yes that would be great four two five two golf

1759:38 HOU november five two golf and roger follow the seven thirty and to runway cleared to land

1759:45 N4252G so am turning a right base now four two five two golf

1759:48 HOU november five two golf roger just uh maneuver for the back for the straight in i don't know which way you're going now so just turn back around to runway three five

1759:56 N4252G turning to three five i'm so sorry for the confusion four

\*\*\*

HOU-ATCT-0064  
N4252G

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two five two golf

1759:59 HOU that's okay we'll get it  
1800

1800:13 HOU cirrus five two golf which direction are you turning now

1800:18 N4252G uh i thought i was turning a right base for three five  
four two five two golf

1800:22 HOU okay yeah that's fine five two golf uh just make it uh so  
you're in a right turn keep it tight i need you to make  
it tight

1800:29 N4252G keeping turn tight four two five two golf

1800:37 HOU november five two golf i need ya to uh there you go  
straight in to runway three five cleared to land

1800:43 N4252G straight in to runway three five cleared to land and i  
don't believe i'm lined up for that four two five two  
golf

1800:49 HOU okay five two golf roger turn to the right and climb and  
maintain one thousand six hundred right turn

1800:57 N4252G one thousand six hundred right turn four two five two golf

1801:00 HOU five two golf yes ma'am heading about zero four zero

1801:03 N4252G zero four zero four two five two golf

1801:16 HOU okay five two golf let's do this can you do a right turn  
back to join the straight in to runway three five could  
you do it like that

1801:25 N4252G yes right turn back to three five four two five two golf

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1801:29 HOU november five two golf okay so you're just going to make a right turn all the way around to runway three five and now you're cleared to land

1801:37 N4252G three five cleared to land four two five two golf

1801:39 HOU thank you  
1802

1802:02 HOU cirrus five two golf okay you're looking good just continue that right turn for runway three five do you see runway three five still

1802:10 N4252G yes three five four two five two golf have it in sight continuing my roll around

1802:14 HOU yes ma'am yeah you're good so you can start your descent to runway three five there and uh cleared to land on three five

1802:21 N4252G cleared to land three five four two five two golf thank you very much

1802:25 HOU no problems winds are one zero zero at one zero i'm sorry winds are one zero zero at one five gusts to two zero

1802:30 N4252G okay thank you trying to lose altitude four two five two golf

1802:38 HOU no problem a little bit of wind off the right  
1803

1803:01 HOU november five two golf uh if you don't want to land if that's too high we can put you back on the downwind don't force it if you can't

1803:08 N4252G okay we'll see thank you four two five two golf

1803:28 HOU i think you're too high cirrus uh five two golf you might be too high

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1803:32 N4252G okay we'll go around then four two five two golf

1803:44 HOU cirrus five two golf roger just uh okay make your just going to make a right traffic now for runway three five we'll come back around and we got it this time

1803:53 N4252G sounds perfect right traffic for runway three five four  
1804  
1804:38 HOU november five two golf make right downwind runway three five and you are cleared to land they'll uh no other traffic for runway four so this one will be easy

1804:48 N4252G making right traffic for downwind for runway three five four two five two golf

1804:53 HOU november five two golf affirmative and cleared to land runway three five via right downwind right base

1805:00 N4252G thank you right downwind right base runway three five four two five two golf

1806:00 HOU november five two golf and there's a seven thirty seven on short final runway four touching down right in front of you so just caution wake turbulence right there at that intersection

1806:08 N4252G okay i got that in sight thank you four two five two golf  
1807

1807:03 HOU november five two golf you have runway three five in sight

1807:07 N4252G runway three five in sight four two five two golf

1807:10 HOU november five two golf winds zero niner zero one three gusts one eight runway three five again cleared to land

1807:18 N4252G three five cleared to land trying to get down again four two five two golf

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1807:22 HOU no problem  
1808

1808:21 N4252G four two five two golf going around third time will be a  
charm

1808:25 HOU okay uh cirrus five two golf just go ahead and make the  
left turn now to enter the downwind midfield downwind for  
runway four if you can just keep me a nice low tight  
pattern i'm going to have traffic four miles behind you  
so i need you to just kind of keep it in tight if you  
could

1808:41 N4252G okay this time i'll be runway four turning left four two  
five two golf

1808:45 HOU yeah and actually i might end up sequencing you behind  
that traffic he's on four miles a minute um it is going  
to be a little bit tight with the one behind it so uh  
when you get on that downwind stay on the downwind advise  
me when you have that seven thirty seven in sight we'll  
either do four or we might swing you around to runway  
three five uh ma'am ma'am uh straighten up straighten

1809  
(1810-1837)  
1838  
1839:00 HOU  
1839  
(1900-1909)  
1910

End of Transcript

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SECTION 10.  
Weather Products

Hobby ATCT

Weather Products 6/9/2016

METAR KHOU 1810Z AUTO 08011KT 10SM FEW045 32/22 A2994

METAR KHOU 1815Z AUTO 08011G19KT 10SM FEW045 32/22 A2993

"I certify the attached copy of the METARs originated from APG-link to archived weather is an accurate copy of the original."



Natalie Shelton

HOU Support Specialist

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N4252G

SECTION 11.

Other

## UTC (Zulu) Time Conversion Chart

UTC (Zulu)	PST/ ALDT	PDT/ MST	MDT/ CST	CDT/ EST	EDT/ AST	ALST	HST
0000*	1600	1700	1800	1900	2000	1500	1400
0100	1700	1800	1900	2000	2100	1600	1500
0200	1800	1900	2000	2100	2200	1700	1600
0300	1900	2000	2100	2200	2300	1800	1700
0400	2000	2100	2200	2300	0000*	1900	1800
0500	2100	2200	2300	0000*	0100	2000	1900
0600	2200	2300	0000*	0100	0200	2100	2000
0700	2300	0000*	0100	0200	0300	2200	2100
0800	0000*	0100	0200	0300	0400	2300	2200
0900	0100	0200	0300	0400	0500	0000*	2300
1000	0200	0300	0400	0500	0600	0100	0000*
1100	0300	0400	0500	0600	0700	0200	0100
1200	0400	0500	0600	0700	0800	0300	0200
1300	0500	0600	0700	0800	0900	0400	0300
1400	0600	0700	0800	0900	1000	0500	0400
1500	0700	0800	0900	1000	1100	0600	0500
1600	0800	0900	1000	1100	1200	0700	0600
1700	0900	1000	1100	1200	1300	0800	0700
1800	1000	1100	1200	1300	1400	0900	0800
1900	1100	1200	1300	1400	1500	1000	0900
2000	1200	1300	1400	1500	1600	1100	1000
2100	1300	1400	1500	1600	1700	1200	1100
2200	1400	1500	1600	1700	1800	1300	1200
2300	1500	1600	1700	1800	1900	1400	1300
2400	1600	1700	1800	1900	2000	1500	1400

The time \*0000 and 2400 are interchangeable. The time 2400 is associated with the date of the day ending, and 0000 with the day just starting.

**UTC** = Coordinated Universal Time, or Zulu  
**PST** = Pacific Standard Time (UTC - 8 hours)  
**ALDT** = Alaskan Daylight Time (UTC - 8 hours)  
**PDT** = Pacific Daylight Time (UTC - 7 hours)  
**MST** = Mountain Standard Time (UTC - 7 hours)  
**MDT** = Mountain Daylight Time (UTC - 6 hours)  
**CST** = Central Standard Time (UTC - 6 hours)  
**CDT** = Central Daylight Time (UTC - 5 hours)  
**EST** = Eastern Standard Time (UTC - 5 hours)  
**EDT** = Eastern Daylight Time (UTC - 4 hours)  
**AST** = Atlantic Standard Time (UTC - 4 hours)  
**ALST** = Alaskan Standard Time (UTC - 9 hours)  
**HST** = Hawaiian Standard Time (UTC - 10 hours)

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