
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE October 02, 2018	REPORT NO 18-001-PBI
	NAME OF REPORTING FACILITY Miami ARTCC (ZMA)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT September 09, 2018 <p style="text-align: center;">ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED</p> <p>1344 N2707J called the Homestead Radar Sector (R26) on 132.2. R26 replied to N2707J go ahead. N2707J replied they were at five point five on our way up to ten point five. R26 replied to N2707J and stated the Marathon Altimeter was two niner niner six, maintain VFR. N2707J responded two niner niner six for Zero Seven Juliett.</p> <p>1400 N2707J called R26. R26 states go ahead. N2707J stated they think they are in the same place as the previous aircraft and request to deviate 10 degrees. R26 advised N2707J roger course at your discretion. N2707J responded, pilot's discretion Zero Seven Juliett.</p> <p>1405 R26 instructed N2707J to contact Miami Approach Control (MIA) on 120.5. N2707J acknowledged instructions.</p> <p>1406 MIA called R26 and asked about N2707J deviating for weather and were they supposed to work N2707J. R26 noted the aircraft deviated and offered to work the aircraft again. Miami Approach stated Okay Thanks.</p> <p>1408 R26 called out to N2707J with no response.</p> <hr/> <p style="text-align: center;">No More Follows</p>		

FAA Form 8020-6-1

18-001-PBI

N2707J

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 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT (Continuation Sheet)	REPORT DATE September 14, 2018	REPORT NO. 18-001-PBI
	NAME OF REPORTING FACILITY Miami ATCT (MIA)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1408 The Miami South Feeder Radar (1S) position contacted N2707J to determine if on frequency. N2707J acknowledged on frequency and advised inbound to Lantana. The 1S position instructed N2707J to proceed on course, approved deviations for weather and issued the Miami altimeter. N2707J acknowledged.

1412 The 1S position issued traffic to N2707J, 11 o'clock and 6 miles descending out of 13,500. N2707J acknowledged.

1415 The 1S position instructed N2707J to contact Miami Approach on 119.45. N2707J acknowledged.

1417 N2707J contacted the Miami North Departure Radar (1D) position and advised they were at 10,500. The 1D position instructed N2707J to advise prior to any altitude changes. N2707J did not reply.

1420 The 1D position instructed N2707J to contact Miami Approach on 126.05. N2707J acknowledged.


1421 N2707J contacted the Miami Approach Ft. Lauderdale North Departure Radar (1L) position. The 1L position instructed N2707J to begin a VFR descent to 9,500. N2707J did not reply. The 1L position asked N2707J if they wanted to remain above 10,000. N2707J did not reply.

1422 The 1L position contacted N2707J. N2707J advised at 10,900. The 1L position requested if N2707J wanted to stay high or start descent for Lantana. N2707J advised to remain at their present altitude. The 1L position acknowledged.

1423 The 1L position requested N2707J verify destination Lantana. N2707J confirmed destination Lantana. The 1L position instructed N2707J to begin VFR descent. N2707J acknowledged.

1424 The 1L position instructed N2707J to contact Palm Beach Approach on 125.2. N2707J acknowledged.

No More Follows

 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION REPORT OF AIRCRAFT ACCIDENT <small>(Continuation Sheet)</small>	REPORT DATE October 04, 2018	REPORT NO. 18-001-PBI
	NAME OF REPORTING FACILITY Palm Beach ATCT (PBI)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT
September 09, 2018

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

1424 Palm Beach Approach Control (PBI) Arrival Foxtrot RADAR Position (AR-F) accepted handoff from Miami Approach Control (MIA).

1425 N2707J contacted PBI AR-F position and was issued the altimeter of A2997.

1429 AR-F position issued N2707J a VFR descent at pilot's discretion. N2707J responded descend at pilots discretion N07J.

1433 PBI AR-F position terminated RADAR service and there was no response from N2707J.

1434 PBI AR-F position reached out on frequency to N2707J two more times and no response.

1435 PBI AR-F position issued traffic to N9552V about N2707J descending into Lantana Airport 3 miles to N9552V's east. AR-F issued N9552V a 20 degree turn to the left to avoid where N2707J was in a descent. N9552V remained approximately 2 miles to the east of N2707J.

No More Follows