
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>REPORT OF AIRCRAFT ACCIDENT</b> (Continuation Sheet)	REPORT DATE December 10, 2018	REPORT NO. 18-001-SDF
	NAME OF REPORTING FACILITY Louisville/Standiford ATCT (SDF)	
14. CHRONOLOGICAL SUMMARY OF FLIGHT November 30, 2018  ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME UNLESS OTHERWISE SPECIFIED  1421 N525EG, on the ground at Clark Regional Airport (JVY), called Departure Radar 1 (DR1) for clearance to Chicago Midway International airport (MDW).  1422 DR1 issued a clearance to MDW airport and a hold for release to N525EG. N525EG read back his clearance to MDW airport.  1622 N525EG called for release and was told to standby. DR1 Controller called Traffic Management Unit (TMU) for release to MDW. TMU released N525EG. 1623 DR1 issued a release to N525EG direct to STREP and 3000 feet. N525EG read back his release clearance.  1626 N525EG called airborne. DR1 radar identifies N525EG and assigns 10,000 feet. DR1 instructs N525EG to contact Indianapolis Air Route Traffic Control Center (ZID). N525EG complies. 1628 DR1 calls ZID inquiring about N525EG. ZID has no radar track and no communications with N525EG.  1629 DR1 broadcasts in the blind for N525EG.  1630 DR1 controller is relieved and briefs the relieving Controller on the status of N525EG.  <hr/> No More Follows		

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	NAME OF REPORTING FACILITY Indianapolis ARTCC (ZID)	

14. CHRONOLOGICAL SUMMARY OF FLIGHT  
November 30, 2018

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UNLESS OTHERWISE SPECIFIED

1627 Standiford ATCT (SDF) contacted Indianapolis ARTCC Nabb LO Radar (R18), coordination reference N525EG.

1628 R18 transmitted for N525EG several times, no response. R18 contacted SDF coordination reference N525EG.

1629 R18 transmitted for N525EG, no response.

1630 R18 transmitted for N525EG, no response.

1631 Indianapolis ARTCC Nabb LO Radar Associate (D18), contacted SDF requesting information about N525EG.

1637 D18 contacted SDF and requested SDF to relay information about N525EG, SDF reported a possible plane crash. Indianapolis ARTCC Operations Manager in Charge (EDESK), contacted Indianapolis ARTCC Area 7 Operations Supervisor coordination reference N525EG.

1645 EDESK contacted Indianapolis ARTCC (ZID) Air Traffic Manager (ATM), notification about N525EG possible crash.

1647 EDESK contacted Great Lakes Regional Operations Center (ROC), notification about N525EG Alert Notice (ALNOT) and possible crash. ROC included the Central Service Area (CSA) Quality Control Group (QCG) on telephone call reference N525EG.

1649 R18 Position Relief Briefing (PRB) discussed N525EG.

1653 EDESK received a phone call from Joe (unknown source), reference a time for N525EG.


1655 EDESK received a phone call from SDF reference N525EG.

1720 EDESK received a phone call from Chicago ARTCC reference N525EG.

1725 EDESK called ZID ATM update on N525EG.

1728 EDESK received a phone call from the ROC and CSA QCG reference N525EG to keep ALNOT open until verification of tail number by officials on the ground.

1827 EDESK received a phone call from ROC confirming tail number as N525EG,

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14. CHRONOLOGICAL SUMMARY OF FLIGHT manifest and company reported 3 souls on board. ALNOT cancelled.		
<hr/> No More Follows		