



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

REPORT DATE  
April 28, 2023

REPORT NO.  
23-002-ZMA

NAME OF REPORTING FACILITY  
Miami ARTCC (ZMA)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

March 30, 2023

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME  
UNLESS OTHERWISE SPECIFIED

- 1216 Jacksonville Air Route Traffic Control Center (ZJX) Mayo Radar Position (J16) called Miami Air Route Traffic Control Center (ZMA) Sarasota Radar Position (R07) and advised that N869AC had declared an emergency but that they could not understand the pilot. ZJX J16 stated that they would try to gather information and pass it to R07.
- 1217 N869AC contacted ZMA R07 as an emergency aircraft at Flight Level (FL) 270. R07 asked N869AC for the nature of the emergency. N869AC reported that they lost a winglet and were requesting emergency vectors into Tampa International Airport, FL (KTPA). R07 acknowledged N869AC and issued them a descent to FL210. N869AC reported that they were slowing the aircraft.
- 1218 R07 asked N869AC to say again. N869AC reported that they were slowing the aircraft. R07 advised N869AC that speed was their discretion. R07 verified with N869AC that they had lost the left winglet. N869AC confirmed that it was the left winglet. R07 issued N869AC a descent clearance to 13,000 feet and issued the Tampa altimeter. R07 told N869AC that they could expect a vector to the south and that Tampa was landing north. N869AC stated that they saw the airport. N869AC acknowledged the altitude clearance and information R07 provided.
- 1219 R07 asked N869AC if they wanted equipment standing by at the runway. N869AC requested equipment standing by.
- 1220 R07 coordinated with Tampa Approach that N869AC had declared an emergency due to a loss of the left winglet. R07 advised Tampa Approach that N869AC had requested to land at KTPA and requested equipment standing by. R07 coordinated that N869AC was descending to 13,000 feet and needed vectors to the field. Tampa Approach said that they would accept N869AC. R07 released control of N869AC to Tampa Approach. R07 issued N869AC a frequency change to Tampa Approach on 119.65 and that they would have a turn to KTPA. N869AC acknowledged the clearance. R07 asked N869AC to provide the people on board and fuel remaining in time before they switched frequencies. N869AC reported one person on board and one and a half hours of fuel remaining. R07 instructed N869AC to contact Tampa Approach on 119.65.
- 1222 The Watch Supervisor in Charge (WSIC) called Tampa Approach and passed that N869AC was an emergency due to a lost winglet. The ZMA WSIC told Tampa Approach that N869AC had one person on board, one and a half hours of fuel remaining and requested equipment standing by. Tampa