

ZJX-ARTCC-176
FDX1478



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Jacksonville Center
10 Aviation Avenue
Hilliard, Florida 32048

Subject: **INFORMATION: Partial Transcript;**
Aircraft Accident; FDX1478
Tallahassee, FL; July 26, 2002

Date: September 12, 2002

From: Jacksonville ARTCC

Reply to
Attn of:

To: Aircraft Accident File ZJX-ARTCC-176

This transcription covers the Jacksonville ARTCC Tallahassee Radar Control position for the time period from July 26, 2002, 0910 UTC, to July 26, 2002, 1003 UTC.

Agencies Making Transmissions

Federal Express Corporation, Flight 1478
Jacksonville ARTCC, Tallahassee Radar Control Position
Jacksonville ARTCC, Watch Manager In Charge
Tallahassee ATCT
Jacksonville ARTCC, Tallahassee Radar Control Position
(relieving specialist)

Abbreviations

FDX1478
R28
WMIC
TLH
R28R

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving FDX1478:

Dennis L. Perkins
Quality Assurance Program Specialist
Jacksonville ARTCC

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0910

0911

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0915

0915:48 FDX1478 jacksonville center uh good morning fedex fourteen seventy eight two
nine oh discretion to two four oh

0915:53 R28 fedex fourteen seventy eight jax center roger descend at pilots
discretion maintain niner thousand tallahassee altimeter three zero
one zero

0916:00 FDX1478 discretion to nine thousand three zero one zero fedex fourteen
seventy eight

0917

0918

0918:30 FDX1478 atlanta fedex uh fourteen seventy eight leaving two nine oh for nine
thousand

0918:34 R28 fedex fourteen seventy eight jax roger

0919

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0922:42 R28 fedex fourteen seventy eight descend at pilots discretion maintain
three thousand

0922:46 FDX1478 discretion to three thousand fedex fourteen seventy eight

0923

0923:29 R28 fedex fourteen seventy eight change to my frequency one three five
point three two

0923:35 FDX1478 thirty five thirty two fedex fourteen seventy eight

0923:45 FDX1478 atlanta fedex fourteen seventy eight with you one thirty five thirty two

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0923:49	R28	fedex fourteen seventy eight jacksonville roger and uh you got the tallahassee weather
0923:55	FDX1478	yes sir we do fedex fourteen seventy eight
0923:58	R28	roger expect visual approach into tallahassee report airport in sight
0924:02	FDX1478	fourteen seventy eight roger
0925		
0926		
0927		
0928		
0929		
0929:55	FDX1478	jacksonville fedex uh fourteen seventy eight we have the airport
0929:59	R28	fedex fourteen seventy eight cleared visual approach into tallahassee are you showing the uh notam tallahassee runway one eight three six is closed
0930:09	FDX1478	uh no sir but we're going to use runway nine
0930:12	R28	all right you're cleared for the visual approach and report your down time this frequency if unable to gainesville radio change to advisory approved
0930:19	FDX1478	fedex fourteen seventy eight good morning
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0942

0942:21 WMIC over ride

0942:24 R28 go ahead john

0942:25 WMIC sonny do you control tallahassee from eleven *(uh till) to seven in the morning

0942:29 R28 uh yeah

0942:32 WMIC okay *(that's all i needed)

0942:33 R28 is that fedex down or did he call you

0942:35 WMIC no this is the uh the sheriff i believe

0942:39 R28 the sheriff

0942:40 WMIC yeah over at tallahassee i'm trying to get some information from him

0942:44 R28 okay

0942:45 WMIC *(but) he was asking me if we controlled the airport from eleven at night to seven *(in the morning)

0942:49 R28 right (unintelligible)

0942:50 WMIC okay all right

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0943 0943:42	R28	fedex fourteen seventy eight jax
0944 0944:17	WMIC	sonny
0944:18	R28	yeah
0944:19	WMIC	what was the call sign going to tallahassee
0944:21	R28	fedex fourteen seventy eight
0944:23	WMIC	okay this uh law enforcement guy says he they have reports that it was uh fedex that crashed over there
0944:30	R28	you're kidding
0944:31	WMIC	no he's on his way to try to confirm it
0944:33	R28	*(oh no okay)
0944:36	WMIC	what's the weather over there
0944:37	R28	it was okay i asked him if he had it let me check here
0944:44	R28	um
0944:46	R28	it was nine miles uh few clouds uh one hundred (unintelligible) one thousand eight hundred scattered two five thousand scattered
0944:56	WMIC	well looks like he should have been clear on uh visibility huh

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0945:00 R28 yeah he had the airport a long way out i cleared him for the visual told him three six and uh one eight was down

0945:07 WMIC (unintelligible) we ought to know something in a minute or two here

0945:11 WMIC i'll call you back

0945:12 R28 okay s o

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0956:24 TLH tallahassee low tallahassee

0956:26 R28R tallahassee

0956:27 TLH i got a question for you um reference the fedex (unintelligible)

0956:30 R28R standby one

0956:33 R28 go ahead

0956:34 TLH okay are you guys going to start the uh the uh procedures or do you want us to start some procedures from this end

0956:41 R28 my area manager's doing something can you call him on that

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0956:44 TLH sure do you have a number for me

0956:46 R28 um let me have him call you back

0956:49 TLH okay

0956:50 R28 and do you know the latest on it

0956:51 TLH uh the only thing i know is the tower controller that's upstairs right now says there appears to be debris from where he's at its foggy down there so he can't really see much but it doesn't look normal and he's got the crash people responding to it right now

0957:05 R28 it is foggy there

0957:06 TLH yeah its pretty *(fog well its its like at that at) the departure end where he would have rolled off yes

0957:12 R28 uh huh okay well i'll have the manager call you

0957:13 TLH all right all right thank you

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0959
1000
1001
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1003

End of Transcript

* This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.