

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
KENNEDY AIR TRAFFIC CONTROL TOWER

**ACTION:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/ incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations, hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.

**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement. In the last sentence of the paragraph below, if the sign-on or sign-off date is different from the accident/incident date, print the date in the corresponding brackets, otherwise leave blank.

This statement concerns the incident/accident involving (ACID) AAL 587 at (LOC) \_\_\_\_\_, on (DATE) 11/12/01, at (TIME) \_\_\_\_\_ UTC. My name is ROBERT SADOWSKI (BS). I am employed as an ATCS by the FAA at the John F. Kennedy International Airport, Air Traffic Control Tower, Jamaica, New York. I was working the GROUN CONTROL position from \_\_\_\_\_ UTC [ \_\_\_ / \_\_\_ / \_\_\_ ] to \_\_\_\_\_ UTC [ \_\_\_ / \_\_\_ / \_\_\_ ].

Text of statement:

I ISSUED TAXI INSTRUCTIONS TO AAL 587 FOR DEPARTURE ON RWY 31L. WHEN AAL 587 WAS IN THE DEPARTURE SEQUENCE I TOLD HIM TO MONITOR TOWER FREQUENCY 119.1.

THIS IS TRUE AND FACTUAL TO THE BEST OF MY KNOWLEDGE WITH THE INFORMATION AVAILABLE TO ME AT THAT TIME.

I RESERVE THE RIGHT TO AMEND MY STATEMENT IF FURTHER INFORMATION BECOMES AVAILABLE.

To the best of my knowledge, the operational equipment configuration at the time of the accident/ incident was as follows: Radar Channel in use: (A) or (B). Beacon Channel in use: (1) or (2).

MTI set at \_\_\_\_\_ miles. Polarization in use: (LP) or (CP).

Video Map in use: (1) (2) (3) (4) (5)

or  Equipment configuration unknown.

I certify, to the best of my knowledge and recollection, the above statement is correct.

Signature and Date

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This statement concerns the incident/accident involving (ACID) AAL587 at (LOC) JFK, on (DATE) 11/12/01, at (TIME) \_\_\_\_\_ UTC. My name is George M. Fredricks ( ). I am employed as an ATCS by the FAA at the John F. Kennedy International Airport, Air Traffic Control Tower, Jamaica, New York. I was working the CIC position from \_\_\_\_\_ UTC [ \_\_\_/\_\_\_/\_\_\_ ] to \_\_\_\_\_ UTC [ \_\_\_/\_\_\_/\_\_\_ ].

Text of statement:

I was working CIC at the time of the incident. I first became aware of the incident from the local controller. I answer several calls concerning the incident as well as making several calls. I relieved the local controller off position.

I have not listened to the tapes of the incident because they are in the possession of the NTSB.

I reserve the right to amend my statement if further facts are forthcoming.

To the best of my knowledge, the operational equipment configuration at the time of the accident/ incident was as follows: Radar Channel in use: (A) or (B). Beacon Channel in use: (1) or (2).  
MTI set at \_\_\_\_\_ miles. Polarization in use: (LP) or (CP).  
Video Map in use: (1) (2) (3) (4) (5)  
or  Equipment configuration unknown.

I certify, to the best of my knowledge and recollection, the above statement is correct.

George M. Fredricks 11/14/01  
Signature and Date

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This statement concerns the incident/accident involving (ACID) AAL587 at (LOC) \_\_\_\_\_, on (DATE) 11/12/01, at (TIME) \_\_\_\_\_ UTC. My name is Felicia A. Miller (fm). I am employed as an ATCS by the FAA at the John F. Kennedy International Airport, Air Traffic Control Tower, Jamaica, New York. I was working the Local Control position from \_\_\_\_\_ UTC [    /    /    ] to \_\_\_\_\_ UTC [    /    /    ].

Text of statement:

Cleared AAL587 for takeoff rwy 31L. Observed A/C in left turn executing the Bridge NDB climb. ~~Adv~~ Instructed A/C to contact NY approach control. A/C acknowledged. Cleared AAA686 for takeoff & switched to approach control. A foreign voice then stated over the frequency that an A/C had crashed. I verified the statement by looking out of the window in the direction indicated.

This is true & factual to the best of my knowledge with the information available to me at this time.

I reserve the right to amend my statement if further information becomes available.

To the best of my knowledge, the operational equipment configuration at the time of the accident/ incident was as follows: Radar Channel in use: (A) or (B). Beacon Channel in use: (1) or (2).

MTI set at \_\_\_\_\_ miles. Polarization in use: (LP) or (CP).

Video Map in use: (1) (2) (3) (4) (5)

or  Equipment configuration unknown.

I certify, to the best of my knowledge and recollection, the above statement is correct.

F. Miller 11/12/01  
Signature and Date