



Federal Aviation Administration

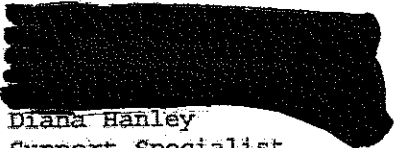
Memorandum

Date: January 29, 2009
To: Aircraft Accident File DEN-ATCT-0018
From: Denver Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, COA1404
Denver, CO, December 21, 2008

This transcription covers the Denver Airport Traffic Control Tower (ATCT) GC4 GC position for the time period from December 21, 2008, 0105 UTC, to December 21, 2008, 0118 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
CONTINENTAL AIR LINES INC., COA1404	COA1404
Denver ATCT Ground Control Four	GC4

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving COA1404.


Diana Hanley
Support Specialist
Denver ATCT

0105
(0106-0109)
0110
0110:39 COA1404 denver ground good evening continental fourteen zero four at three whiskey we have charlie

0110:48 GC4 continental fourteen zero four denver ground taxi to runway three four right via foxtrot

0110:56 COA1404 three four right via foxtrot continental fourteen zero four

0111
0112
0112:18 GC4 continental fourteen zero four monitor tower one three five point three good night

DEN-ATCT-0018
COA1404

Page 2 of 2

0112:22 COA1404 off to tower continental fourteen zero four good night.
0113
(0114-0117)
0118

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 11, 2009
To: Aircraft Accident File DEN-ATCT-0018
From: Denver Airport Traffic Control Tower
Subject: **INFORMATION:** Partial Transcript
Aircraft Accident, COA1404
Denver, CO, December 21, 2008

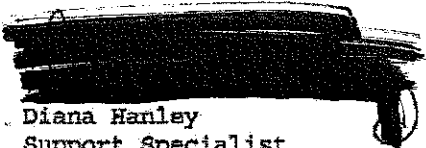
This transcription covers the Denver Airport Traffic Control Tower (ATCT) LC4 LC position for the time period from December 21, 2008, 0109 UTC, to December 21, 2008, 0132 UTC.

Agencies Making Transmissions

Abbreviations

Denver ATCT Local Control Four	LC4
CONTINENTAL AIR LINES INC., COA1404	COA1404
Unknown	UNK
Denver Airport operations vehicle nine	OPS9
Denver Airport operations vehicle seven	OPS7

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving COA1404.


Diana Hanley
Support Specialist
Denver ATCT

0109
(0110-0113)
0114
0114:28 LC4 continental fourteen zero four denver tower runway three
four right position and hold

0114:32 COA1404 position and hold runway three four right continental
fourteen zero four

0115
0116
0117
0117:27 LC4 continental fourteen zero four wind two seven zero at
two seven turn right heading zero two zero runway three
four right cleared for takeoff

DEN-ATCT-0018
COA1404

Page 2 of 4

...

0117:35 COA1404 heading zero two zero cleared for takeoff runway three
four right continental fourteen zero four
0118
0118:42 UNK tower it looks like you have a plane go off of three
four right on the left side
0118:47 LC4 say that again
0118:48 UNK looks like an aircraft went off of three four right on
the left side
0118:55 LC4 continental fourteen zero four denver tower
0118:59 LC4 he's in
0119:02 UNK he's off the runway
0119:32 LC4 continental fourteen zero four denver tower
0119:36 UNK looks like fire over there
0119:50 LC4 any ops vehicle on denver tower any ops vehicle
0119:57 OPS9 ops nine on frequency
0119:59 LC4 ops nine just had an aircraft departure roll off three
four right exited the runway at whiskey charlie appears
to be on fire immediately adjacent to the firehouse red
alert
0120:10 OPS9 ops nine copies
0120:14 LC4 ops nine appear to be north of whiskey charlie and west
of runway three four right adjacent to the firehouse
0120:33 LC4 ops nine traffic's coming out of the station going the
wrong way they need to go eastbound out of the firehouse
0120:40 OPS9 nine copies

DEN-ATCT-0018
COA1404

Page 3 of 4

0120:42 LC4 any rescue vehicles on frequency

0120:50 OPS7 tower ops seven's on go

0120:52 LC4 ops seven denver tower are you with me

0120:55 OPS7 seven's on tower go ahead

0120:56 LC4 ops seven west of runway three four right immediately north of whiskey charlie immediately east of the firehouse on fire in the ditch off the runway

0121:07 OPS7 seven copy all

0121:09 LC4 ops seven we're gonna show runway three four right closed at this time all your equipment can cross three four right

0121:15 OPS7 affirmative three four right closed thank you

0121:34 OPS7 red lead red chief on ops seven three four right is closed cross the runway you have immediate access to the aircraft one six left three four right is closed

0122

0122:02 LC4 an ops seven it appears your truck is going southbound on uh three four right is that what they want to do away from the aircraft

0122:08 OPS7 i'll turn em around tower i'll turn em around

0122:09 LC4 yeab he was stopped there at whiskey charlie it looked like he was going right at it it's north of whiskey charlie i can see the glow north of whiskey charlie and west of three four right

0122:18 OPS7 seven copies thanks

0122:22 UNK come on guys

0122:24 LC4 okay everybody that's on three four right needs to go northbound it's immediately adjacent to the firehouse it's on whiskey charlie

DEN-ATCT-0018
COA1404

Page 4 of 4

0122:40 LC4 and ops seven if you get just immediately west of three four right and just north of whiskey charlie you'll see the glow coming out of there i can see the flames right now

0122:48 OPS7 i have it tower i have it uh i have the uh glow can we confirm the aircraft type

0122:53 LC4 uh it's a boeing seven thirty seven

0122:57 OPS7 seven thirty seven ops seven copies
0123

0123:01 LC4 seven thirty seven five hundred series continental
0124

0125 LC4 s i a reviewed you'll be local three and local four the weather's v f r the winds are out of the west northwest thirty one knots is the highest i've seen it i've seen no wind shears over here um i had one down at two five real briefly and that was probably fif ten fifteen minutes ago um you know let's see they're calling the west side of the airfield closed the only runway that is officially closed right now is three four right so you've got uh three four left technically open all the traffic is down there is back to ground three four right is closed the accident is immediately west of three four right north of whiskey charlie and the trucks are there they all have clearance to cross the runway two five is now open available and unoccupied the departure end is not yet tagged is delta ninety six thirty two on a two sixty heading you're in a north and west configuration so don't turn east i've not given away any departure airspace yet and that's all you have a f t y

0127
(0128-0131)
0132

End of Transcript



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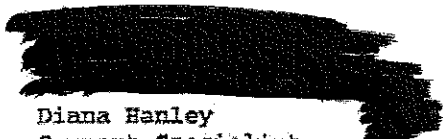
Memorandum

Date: February 11, 2009
To: Aircraft Accident File DEN-ATCT-0018
From: Denver Airport Traffic Control Tower
Subject: INFORMATION: Partial Transcript
Aircraft Accident, COA1404
Denver, CO, December 21, 2008

This transcription covers the Denver Airport Traffic Control Tower (ATCT) OSCIC OT position for the time period from December 21, 2008, 0114 UTC, to December 21, 2008, 0327 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Denver ATCT Operational Supervisor Controller in Charge transmitting on Cab Coordinator East position	CCE
Denver Airport ramp control	BTWR
Denver ATCT Operational Supervisor Controller in Charge transmitting on Traffic Management Unit position	TMU
Unknown	UNK
Denver TRACON	D01
Denver ATCT Operational Supervisor Controller in Charge	OSCIC
Denver Airport operations vehicle five	OP55
Denver ATCT Operational Supervisor Controller in Charge transmitting on Cab Coordinator West position	CCW
Denver Airport operations vehicle seven	OPS7
Airport Operations	AIROPS
Denver Air Route Traffic Control Center	ZDV

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving COA1404.


Diana Hanley
Support Specialist
Denver ATCT

0114
(0115-0118)
0119

DEN-ATCT-0018
COA1404

Page 2 of 10

0119:50 CCE (unintelligible)

0119:54 BTWR b tower dave

0119:55 CCE hi we can't get through to fire now but the crash location is whiskey charlie whiskey charlie

0120:00 BTWR okay three four right

0120:02 CCE at whiskey charlie

0120:03 BTWR whiskey charlie

0120:03 CCE thank you

0120:04 BTWR and what and what is the info

0120:05 CCE that's all we got right now there is a fire it's right next to the firehouse we can see it from up here

0120:10 BTWR three four right whiskey charlie okay

0120:12 CCE thank you

0120:13 BTWR thanks
0121

0121:41 TMU (unintelligible)

0121:45 BTWR b tower dave

0121:47 TMU it's tower hold the ramp we've got a crash off of three four right

0121:50 BTWR three four right we'll hold the ramp

0121:52 TMU thank you
0122
0123

0123:13 TMU (unintelligible)

DEN-ATCT-0018
COA1404

Page 3 of 10

0123:13 TMU tracon tower c

0123:14 UNK yes

0123:16 D01 tracon

0123:17 TMU you guys consider three four right closed

0123:19 D01 okay is he on the runway

0123:21 TMU no uh we believe he's down in the ditch

0123:23 D01 okay thanks

0123:23 TMU p k

0123:24 D01 p d
0124

0124:08 OSCIC s i a reviewed i see the crash north and west flow crash
off three four right tracon knows ramp is stopped you
know your personnel (unintelligible)

0124:17 OSCIC denver tower rick

0124:18 OPS5 hey uh tower jason ops five i'd like to go ahead as soon
as possible let's plan on closing the west airfield so
that we can just get a full response out of vehicles and
whatever we need out here for this airplane

0124:30 OSCIC affirmative we are getting that under control right now
and then uh we'll uh we stopped all departures

0124:35 OPS5 okay

0124:36 OSCIC thank you

0124:37 OPS5 copy that thank you (unintelligible)
0125

0125:36 OSCIC (unintelligible) and continental fourteen oh four boeing
seven thirty seven five hundred model denver to

DEN-ATCT-0018
COA1404

Page 4 of 10

0126
(0127-0141)
0142

0142:40 CCW denver tower rick on

0142:41 OPS7 hey it's craig ops seven

0142:42 CCW hey craig

0142:43 OPS7 is this an arrival an or a departure and do you have a
tail number

0142:46 CCW it was a departure and i got the call sign no tail
number so (unintelligible) let's see if i can go through
continental and find it

0142:51 OPS7 it's okay what was what was the call

0142:53 CCW continental fourteen oh four denver to houston

0142:56 OPS7 fourteen oh four denver to houston

0142:58 CCW a seven thirty seven five hundred model

0143:00 OPS7 denver to houston okay

0143:03 CCW are you out there

0143:04 OPS7 yes i am

0143:05 CCW anybody get off

0143:06 OPS7 everybody's off everybody's off

0143:08 CCW you're kidding

0143:09 OPS7 we got everybody off the plane

0143:11 CCW everybody got off

DEN-ATCT-0018
COA1404

Page 5 of 10

...

0143:12 OPS7 two sweeps through the plane a hundred and five people
and crew i can i right now i have word of no casualties
at all

0143:19 CCW oh my god you guys

0143:20 OPS7 everybody's in fire station four

0143:22 CCW (unintelligible)

0143:22 OPS7 we got to keep the north south closed until further
notice again that restriction for the airborne media
(unintelligible)

0143:26 CCW (unintelligible) man you made my day you made my day

0143:28 OPS7 yeah we're good thanks guys you guys did great

0143:30 CCW thank you bye bye

0143:31 OPS7 let's work through this together we'll be fine

0143:32 CCW yes sir yes sir thanks

0143:33 OPS7 thanks bye

0144
(0145-0146)
0147
0147:46 OSCIC denver tower

0147:47 OPS7 hey tower ops seven i can't accommodate runway two five
any (unintelligible) we've got turn folks around as soon
as we can (unintelligible) do do what you can to work
the east side that's all we've got

0147:55 OSCIC okay no more two five departures (unintelligible)

0147:57 OPS7 yeah i've got too many folks coming from off airport
trying to get through gate one

0147:59 OSCIC is see em i see em i see it (unintelligible)

DEN-ATCT-0018
COA1404

Page 6 of 10

0148:01 OPS7 thank you bye
0149
(0150-0208)
0209
0209:08 AIROPS airport operations this is mike

0209:10 OSCIC hey mike this is rick in the tower

0209:11 AIROPS hey rick what's up

0209:11 OSCIC hey (unintelligible) i need is there anyway that i can
get ahold of the flight crew or anybody from the flight
crew so they can give me an idea of what happened in uh
from their end

0209:21 AIROPS you know i have no idea i'm going to transfer you uh p i
o jeff green to see if he can put you in cause he's
actually in the command center now

0209:28 OSCIC okay

0209:28 AIROPS so i'm going to transfer you to him to see what you can
do from there alright

0209:30 OSCIC thank you

0209:31 AIROPS you bet

0209:32 AIROPS (unintelligible)

0209:39 AIROPS just to give you an update uh we've got about six
patients left to transport and uh (unintelligible)

0210
(0211-0212)
0213
0213:39 OSCIC denver tower

0213:41 OPS7 tower ops seven you called what do you need

0213:43 OSCIC hey i was just trying to get uh anybody from the flight
crew that could give me any uh knowledge on on from uh
the f a a uh headquarters (unintelligible) ask me on un
any causal factors that they could see on

0213:53 OPS7 (unintelligible) we checked the runway and that's certainly isn't an issue (unintelligible) yeah it's just too far away i think that we need to relocate we can't hang on tower (unintelligible) i don't know if you want to get on (unintelligible) closed yeah we can't see it there and can't see it from whiskey charlie we'll we don't need to ask yeah (unintelligible) let's get back over there yeah (unintelligible) we're going to get closer (unintelligible) thanks (unintelligible)

0214

0214:28 OSCIC still there

0215

(0216-0226)

0227

0227:31 OSCIC s i a three four right three four left and two five is closed the air airfield is closed over here uh combined up basically just got ground control on this side the city doesn't want anybody over there or overflying this you know (unintelligible) they can't they can't protect the perimeters over there so if we go delays we're delays um when you get a chance to put this in i know you're busy as i am but uh um don't actually don't worry about it i'll get that uh anybody that calls any news this is the number two oh two you just tell them you can't give them any information here's the media two oh two four nine three (unintelligible) and then tell um the pass code is three eight eight three okay (unintelligible) i'm still waiting for any information from the uh flight crew okay and if they call we we need to know any information they can give us on what was the cause if they we really want to know if they hit anything out there or mechanical or what we we need to find that out a number to reach you at i'll be uh (unintelligible) hang on uh seven two zero two one nine two six three eight alright bye (unintelligible) alright that's it h g thanks p k (unintelligible)

0228

(0229-0317)

0318

0318:42 CCW tower

0318:42 ZDV hey have you guys had departure delays yet or how you doing

0318:45 CCW you know we're doing a poor job managing that uh i don't know (unintelligible)

0318:49 ZDV (unintelligible) either way

0318:51 CCW we are you know at the from the time they call uh actually we probably got fifteen twenty at the runway

and in the ramp here i probably got about twenty we're just coming out of it you know luckily it's it's a saturday night and the traffic's not as bad

0319

0319:05 ZDV yeah

0319:05 CCW and i would anticipate from the airlines point of view from the time they push back to the time they talk to ground control it's a uh probably twenty minutes

0319:12 ZDV okay

0319:13 CCW and when they taxi out to airborne it's less than twenty so uh you know uh you know how that works in the taxi time we really don't count our departure delays until air traffic talks to em here

0319:22 ZDV okay

0319:23 CCW but it's uh you know we are going to be airlines gonna report delays but i don't know how many we're gonna have

0319:28 ZDV well we're um we're ground stopped to ob four hundred we've got about thirty nine airplanes caught up in the ground stop and we just extended it for another forty five minutes so they'll be trickling in later tonight then what you're usually use to

0319:39 CCW and then i got uh our traffic management guy talking to the command center as well we're hoping that we'll get one of the runways back in the morning on the west side

0319:46 ZDV okay

0319:47 CCW currently i give kinda give you an idea what's happening when the thing crashed they have uh you know you can imagine a bunch of people responding from all over the airport

0319:54 ZDV right

0319:55 CCW so they lost uh uh uh they lost they lost secure security of people crossing the runways

0320

DEN-ATCT-0018
COA1404

Page 9 of 10

...

0320:01 ZDV okay

0320:02 CCW so that's why we couldn't use anything on the west side it's because people we're just kind of you know on foot or in cars or whatever responding to the crash

0320:09 ZDV okay

0320:10 CCW so we kinda lost all the west side uh we couldn't we couldn't

0320:13 ZDV did he go off the end or did he exit on uh in the middle

0320:15 CCW he never he never got airborne he's about four thousand feet from the approach end of three four right

0320:20 ZDV okay

0320:21 CCW so looks like it uh we get some indication that he might a lost an engine

0320:25 ZDV yeah

0320:26 CCW that pulled him off you know between the runways but there's a big ditch uh right between three four right and three four left and uh he actually disappeared from view from the tower all we could see was the flames coming up

0320:36 ZDV oh man

0320:37 CCW yeah it's so uh obviously no one would we they want to keep the uh passengers away from the

0320:42 ZDV right

0320:43 CCW crash and so that's that's kind of what we did to you guys we just went down to the three uh you know really down to two runways because we're coming off north

0320:51 ZDV okay

DEN-ATCT-0018
COA1404

Page 10 of 10

...

0320:52 CCW and we're and so we're crossing over the top of eight
two six and so we've really kind of hamstrung our self
with what we're doing

0320:57 ZDV okay well no worries here we'll just keep plowing away

0320:59 CCW thanks sir

0321:00 ZDV alright see ya bye

0322
(0323-0326)
0327

End of Transcript



Federal Aviation Administration

Memorandum

Date: February 11, 2009
 To: Aircraft Accident File DEN-ATCT-0018
 From: Denver Airport Traffic Control Tower
 Subject: INFORMATION: Partial Transcript
 Aircraft Accident, COA1404
 Denver, CO, December 21, 2008

This transcription covers the Denver Airport Traffic Control Tower (ATCT) TMCC TM position for the time period from December 21, 2008, 0123 UTC, to December 21, 2008, 0223 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
Denver TRACON	D01
Denver ATCT Traffic Management Unit	TMU
Denver ATCT Traffic Management Unit transmitting on Cab Coordinator East position	CCE
Unknown	UNK

I hereby certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving COA1404.



Diana Hanley
 Support Specialist
 Denver ATCT

0123
 (0124-0127)

0128
 0128:44 D01 tower approach

0128:45 TMU tower

0128:46 D01 i know you're busy is there anything else you need from us any help of any sort (unintelligible)

0128:50 TMU (unintelligible)

DEN-ATCT-0018
COA1404

Page 2 of 5

...

0128:52 D01 okay

0128:53 TMU uh what we're trying to do is work out with the airport if we can use two five for departure

0128:56 D01 alright

0128:56 TMU with two eighty at twenty two we can't use the seventeens that would have been a problem we're trying to close the west side of the airport

0129:01 D01 okay

0129:02 TMU but we don't have any we may have to go down to three fives if so we'll talk to you about i don't think we can do a west all you got more than a single string don't ya

0129:08 D01 yeah

0129:09 TMU yeah

0129:09 D01 not for awhile but we will

0129:11 TMU yeah

0129:12 D01 as far as the crash goes do you know anything

0129:14 TMU um it looks like it went off the left side of three four right

0129:16 D01 okay

0129:18 TMU into one of the holes up there just north of whiskey charlie

0129:21 D01 so he's on airport property he never

0129:23 TMU no he never left the airport

0129:25 D01 is can you see the aircraft

DEN-ATCT-0018
COA1404

Page 3 of 5

0129:26 TMU can't see the airport craft just see smoke

0129:28 D01 you do see smoke

0129:29 TMU yeah there was flames earlier

0129:31 D01 okay that was that seven thirty seven continental
fourteen zero four correct

0129:35 TMU i believe so yes

0129:35 D01 alright thanks

0129:36 TMU uh huh

0129:37 D01 p d

0129:37 TMU p k

0130
(0131-0215)
0216
0216:03 D01 tower approach

0216:07 CCE tower

0216:08 D01 do you have several of em at three five right now ready
to go or

0216:10 CCE yeah we got the daisy chain going down there they should
be uh start seeing em shortly

0216:14 D01 are they primarily the uh east gate east and north or

0216:17 CCE it's a complete jumble it's uh mainly west and north
actually

0216:21 D01 mainly west and north

0216:22 CCE yeah the city just kiboshed uh two six we can't use that
for departures it flies too close to the accident site

DEN-ATCT-0018
COA1404

Page 4 of 5

0216:26 D01 okay

0216:27 CCE so we're going to be

0216:28 UNK tracon denver tracon flow five dave

0216:30 CCE on the other side

0216:31 D01 alright well just use three five left only till we hear
different.

0216:34 CCE thank you

0216:34 D01 hey did that aircraft get airborne

0216:36 CCE i don't believe so but we're not sure

0216:38 D01 alright thanks

0216:39 CCE it's not that far down the field so it's unlikely it's
unlikely

0216:44 D01 oh so it didn't go off the end it went off the runway
prior to the end gotcha

0216:49 CCE the angle here it looks like it went in one of those
hollers

0216:51 D01 yeah

0216:51 CCE between three four right and just north of whiskey
charlie cause we couldn't see the aircraft we could just
see the flames and smoke (unintelligible)

0216:58 D01 it was the west side of three four right
0217

0217:01 CCE west side of three four right i believe yes

0217:02 D01 between three four right and three five left at whiskey
charlie is about where you think it went out

DEN-ATCT-0018
COA1404

Page 5 of 5

0217:06 CCE yeah that's where it went down in the hollow

0217:08 D01 and as far as you know they got everybody out alive

0217:10 CCE that's the word rick got

0217:12 D01 okay thanks

0217:13 CCE i'm pleasantly surprised but if that's true that's great

0217:15 D01 yep that's awesome alright thanks

0217:16 CCE thanks p k

0217:17 D01 p d

0218
(0219-0222)
0223

End of Transcript