



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

REPORT DATE

August 22, 2013

REPORT NO

BHM-ATCT-0110

NAME OF REPORTING FACILITY

Louisville/Standiford ATCT (SDF)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

August 14, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0856 UPS1354 contacts Ground Control East (GCE), and is taxied to Runway 35R.
- 0902 Local Control East (LCE) clears UPS1354 for takeoff on Runway 35R.
- 0903 LCE switches UPS1354 to Departure Radar 1 (DR1).
- 0904 UPS1354 is radar identified by DR1 and climbed to 10,000.
- 0905 DR1 turns UPS1354 direct Bowling Green (BWG) per filed flight plan route.
- 0906 DR1 instructs UPS1354 to contact Indianapolis Center (ZID) on 121.17.

No More Follows



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

REPORT DATE

August 21, 2013

REPORT NO

BHM-ATCT-0110

NAME OF REPORTING FACILITY

Indianapolis ARTCC (ZID)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

August 14, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

0906 UPS1354 made initial contact with sector 17, climbing to 10,000 feet. UPS1354 was cleared direct Birmingham and was also cleared to climb and maintain flight level 230.

0910 UPS1354 was cleared to climb and maintain flight level 280.

0913 UPS1354 was frequency changed to Memphis Center.

No More Follows



DEPARTMENT OF TRANSPORTATION
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REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

August 16, 2013

REPORT NO

BHM-ATCT-0110

NAME OF REPORTING FACILITY

Memphis ARTCC (ZME)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

August 14, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0913 UPS1354 checked on frequency with Memphis ARTCC Smyrna High Radar Control Position (R62) at FL248 climbing to FL280. R62 acknowledged UPS1354.
- 0927 R62 advised UPS1354 to contact Atlanta ARTCC on 128.72. UPS1354 acknowledged.
- 0933 UPS1354 checked on frequency with Memphis ARTCC Holly Springs Low Altitude Radar Control Position (R14) at FL257 descending to FL240. R14 acknowledged UPS1354. R14 cleared UPS1354 pilot's discretion to 11,000 feet and issued the Birmingham altimeter. UPS1354 acknowledged the descent clearance and advised they were going to continue descent to 11,000 feet.
- 0937 R14 advised UPS1354 to contact Atlanta ARTCC on 127.3. UPS1354 acknowledged.

No More Follows



DEPARTMENT OF TRANSPORTATION
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REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

August 20, 2013

REPORT NO.

BHM-ATCT-0110

NAME OF REPORTING FACILITY

Atlanta ARTCC (ZTL)

14. CHRONOLOGICAL SUMMARY OF FLIGHT

August 14, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
UNLESS OTHERWISE SPECIFIED

- 0927 UPS1354 checked on the ZTL Gadsden Sector (R03) level at FL280. R03 acknowledged.
- 0928 R03 issued the weather announcement for Hiwas and Airmets. R03 issued a descent at the pilot's discretion to FL240 to UPS1354.
- 0929 UPS1354 acknowledged the descent clearance.
- 0932 UPS1354 reported leaving FL280. R03 acknowledged.
- 0933 R03 switched UPS1354 to Memphis Center. UPS1354 acknowledged.
- 0937 UPS1354 checked on the ZTL Lagrange Sector (R10) descending through FL180 for eleven thousand feet. R10 acknowledged and issued the current altimeter setting. UPS1354 acknowledged.
- 0941 UPS1354 requested a lower altitude. R10 switched UPS1354 to Birmingham Approach. UPS1354 acknowledged.

No More Follows



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REPORT OF AIRCRAFT ACCIDENT
(Continuation Sheet)

REPORT DATE

August 20, 2013

REPORT NO

BHM-ATCT-0110

NAME OF REPORTING FACILITY

Birmingham ATCT (BHM)

14 CHRONOLOGICAL SUMMARY OF FLIGHT

August 14, 2013

ALL TIMES BELOW ARE COORDINATED UNIVERSAL TIME
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- 0941 UPS1354 reports on frequency and request a lower altitude. Birmingham Local Control assigns three thousand and advises UPS1354 Runway 6 is closed and asks if they will accept a localizer Runway 18 approach. UPS1354 accepts the localizer Runway 18 approach.
- 0942 Birmingham Local Control tells UPS1354 to turn right ten degrees and join the localizer. UPS1354 reads back the instructions.
- 0943 UPS1354 is cleared for the localizer Runway 18 approach by Birmingham Local Control, and reads back the clearance.
- 0945 UPS1354 is switched to the tower frequency by Birmingham Local Control and reports on frequency. UPS1354 is cleared to land Runway 18 by Birmingham Local Control.
- 0948 Airport twelve asks if Birmingham Local Control saw something. Birmingham Local Control responds UPS13454 just crashed.
- 0949 Crash phone activated for an alert three by Birmingham Local Control.
- 0951 Airport eleven calls Birmingham Local Control to verify crash was UPS1354.
- 0952 Airport vehicles four and eleven call Birmingham Local Control to go to the scene.
- 0953 Redbird two seven responds and requests more information from Birmingham Local Control and asks to respond to their stand by positions. Birmingham Local Control provides the information again and advises the aircraft has already crashed.

No More Follows



Federal Aviation Administration


Memorandum

Date: August 21, 2013
 To: Aircraft Accident File BHM-ATCT-0110
 From: Birmingham Airport Traffic Control Tower
 Subject: **INFORMATION:** Partial Transcript
 Aircraft Accident, UPS1354
 Birmingham, AL, August 14, 2013

This transcription covers the Birmingham Airport Traffic Control Tower (ATCT) LC LC position for the time period from August 14, 2013, 0936 UTC, to August 14, 2013, 1001 UTC.

<u>Agencies Making Transmissions</u>	<u>Abbreviations</u>
UNITED PARCEL SERVICE COMPANY, (LOUISVILLE, KY), UPS1354	UPS1354
Birmingham ATCT, Local Control (LC)	LC
Birmingham Airport Authority Airport 12 Vehicle	ARPT12
Birmingham Airport Authority Airport 11 Vehicle	ARPT11
Alabama Air National Guard Fire Station (ARFF)	ARFF
Birmingham Airport Authority Airport 4 Vehicle	ARPT4
Birmingham Airport Authority Airport 15 Vehicle	ARPT15

I certify that the following is a true transcription of the recorded conversations pertaining to the subject aircraft accident involving UPS1354.


 Michael A Grosse
 Support Specialist
 Birmingham ATCT

0936
 (0937-0940)
 0941

0941:41 UPS1354 birmingham u p s thirteen fifty four we're at one one thousand we have papa looking for lower

0941:49 LC u p s thirteen fifty four heavy birmingham tower descend

and maintain three thousand and uh runway six is still closed you want do you want uh the localizer one eight

0941:59 UPS1354 yes sir the localizer one eight will work
0942

0942:01 LC copy that

0942:04 LC u p s thirteen fifty four heavy turn ten degrees right
join the localizer maintain three thousand

0942:08 UPS1354 ten right join the localizer maintain three thousand
0943 thirteen fifty four heavy

0943:23 LC u p s thirteen fifty four heavy one one miles from
baskin maintain two thousand five hundred till
established on localizer cleared localizer one eight
approach

0943:43 UPS1354 two thousand five hundred till established cleared for
localizer one eight approach u p s thirteen fifty four
heavy

0944
0945
0945:08 ARPT12 tower airport twelve plus two go ahead

0945:17 LC u p s thirteen fifty four have you change to my
frequency one one niner point niner

0945:21 UPS1354 nineteen nine

0945:29 UPS1354 thirteen fifty four up nineteen nine

0945:30 LC u p s thirteen fifty four heavy runway one eight cleared
to land wind calm

0945:33 UPS1354 one eight cleared to land thirteen fifty four

0945:57 LC airport fifteen tower
0946

0946:12 LC airport twelve are un we uh on schedule to open back up
at uh one zero z

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UPS1354

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0946:18 ARPT12 affirm they're very close to the end right now uhm

0946:24 LC roger
0947
0948

0948:03 ARPT12 tower airport twelve did you see that

0948:05 LC airport twelve there's a crash u p s thirteen fifty four
heavy crashed uh on the hill
0949

0949:22 LC attention uh attention attention uh alert uh three
airport crash aircraft crash uh three mile final runway
one eight

0949:34 ARPT11 birmingham tower airport eleven

0949:40 LC redbird

0949:41 ARFF redbird

0949:42 LC airport authority

0949:45 ARFF we're clear

0949:48 LC uhm pemco

0949:55 ARFF can you repeat that

0949:57 LC uh aircraft aircraft crash three mile final runway one
eight is a uh airbus three on six redbird copy

0950:11 ARFF redbird copies

0950:12 LC two mile final runway one eight

0950:20 LC airport twelve go ahead

0950:30 LC airport eleven did you call

0950:35 ARPT11 yeah stand by

0950:48 LC airport eleven go ahead
0951

0951:02 ARPT11 yeah airport eleven uh stand by tower uh i'm trying to
figure out what we need to do

0951:07 LC airport eleven roger

0951:18 ARPT11 tower was that u p s

0951:20 LC affirmative

0951:33 ARPT11 tower airport eleven

0951:34 LC airport eleven go ahead

0951:40 ARPT11 yes sir was that u p s

0951:42 LC airport eleven affirmative

0951:43 ARPT11 thank you very much

0951:47 ARPT4 tower airport four would like north on bravo cross uh
six two four available

0951:53 LC airport four proceed north on bravo cross six two four

0951:56 ARPT4 north on bravo crossing six two four
0952

0952:01 ARPT11 tower airport eleven would also like north on bravo
crossing six two four

0952:05 LC airport eleven proceed north on bravo cross six two four

0952:09 ARPT11 north on bravo six two four airport eleven

0952:11 LC airport fifteen tower

0952:15 ARPT15 airport fifteen airport one two plus two off the runway

0952:20 LC airport one two plus two uh advise when we can reopen the runway i got a fedex inbound i need to use the i l s

0952:26 ARPT15 affirm you can use the runway is clear back open

0952:33 LC roger that showing it open

0952:36 ARPT15 tower airport fifteen

0952:38 LC airport fifteen go ahead

0952:40 ARPT15 i'm sorry you had called me earlier did you still need me

0952:42 LC uh disregard just wanted to make sure the runway was open and clear

0952:46 ARPT15 fifteen copy

0952:50 ARPT4 tower airport four and eleven would like to cross the approach end one eight

0952:55 ARFF redbird two seven

0952:56 LC redbird two seven tower
0953

0953:03 LC redbird two seven tower

0953:07 ARFF this is redbird two seven uh can you give us more information on this

0953:12 LC redbird two seven uh u p s airbus crashed about two mile final runway one eight

0953:25 ARFF are we clear to go to our stand by positions

0953:29 LC the aircraft is not coming to the airport

0953:34 ARFF so it's already crashed

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UPS1354

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0953:37 LC affirmative

0953:40 ARFF redbird two seven proceed

0953:43 ARPT11 airport eleven would like to cross one eight
0954

0954:13 ARPT11 tower airport four and eleven would like to cross
approach one eight

0954:25 LC airport vehicle calling say again

0954:27 ARPT11 four and eleven would like to cross approach one eight

0954:30 LC airport four and eleven cross one eight

0954:32 ARPT11 crossing one eight airport for and eleven

0954:58 ARPT11 tower four and eleven are off movement area in the
safety area

0955

0955:02 LC airport four and eleven roger
0956
(0957-1000)
1001

End of Transcript