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#8

I was working in the mid-night configuration. At approximately 1134 Local, AAL 1420 checked in. I gave him the current ~~weather~~ weather conditions and told him to expect an ILS to Runway 22 Left. I Descended AAL1420 to 4000'. While AAL1420 was inbound toward the Airport, the winds changed and I ADVISED AAL1420 of the wind change. AAL1420 requested Runway 4. I issued a heading for vectors to the ILS Runway 4 Right. AAL1420 reported the Airport. I asked AAL1420 if he wanted a visual approach. AAL1420 responded in the affirmative and I issued a visual approach clearance to Runway 4 Right. AAL1420 ADVISED he had lost the Airport. I issued a heading for the ILS Runway 4 Right. I descended AAL1420 to 2300'. I vectored ~~AAL1420~~<sup>KK</sup> and cleared AAL1420 for the ILS Runway 4 RIGHT approach. LATER, I issued the current weather conditions. Then several times I issued the RVR, winds, and wind shear Alerts. After Landing, AAL1420 was not visible from the Tower so I instructed him to report clear of the Runway. After several failed attempts to contact AAL1420, I rang the crash phone.

I certify, to the Best of my Knowledge and recollection, the ABOVE statement is correct.

I reserve the right to change this statement should further information become available.

Kenneth Kaylor

6-3-99